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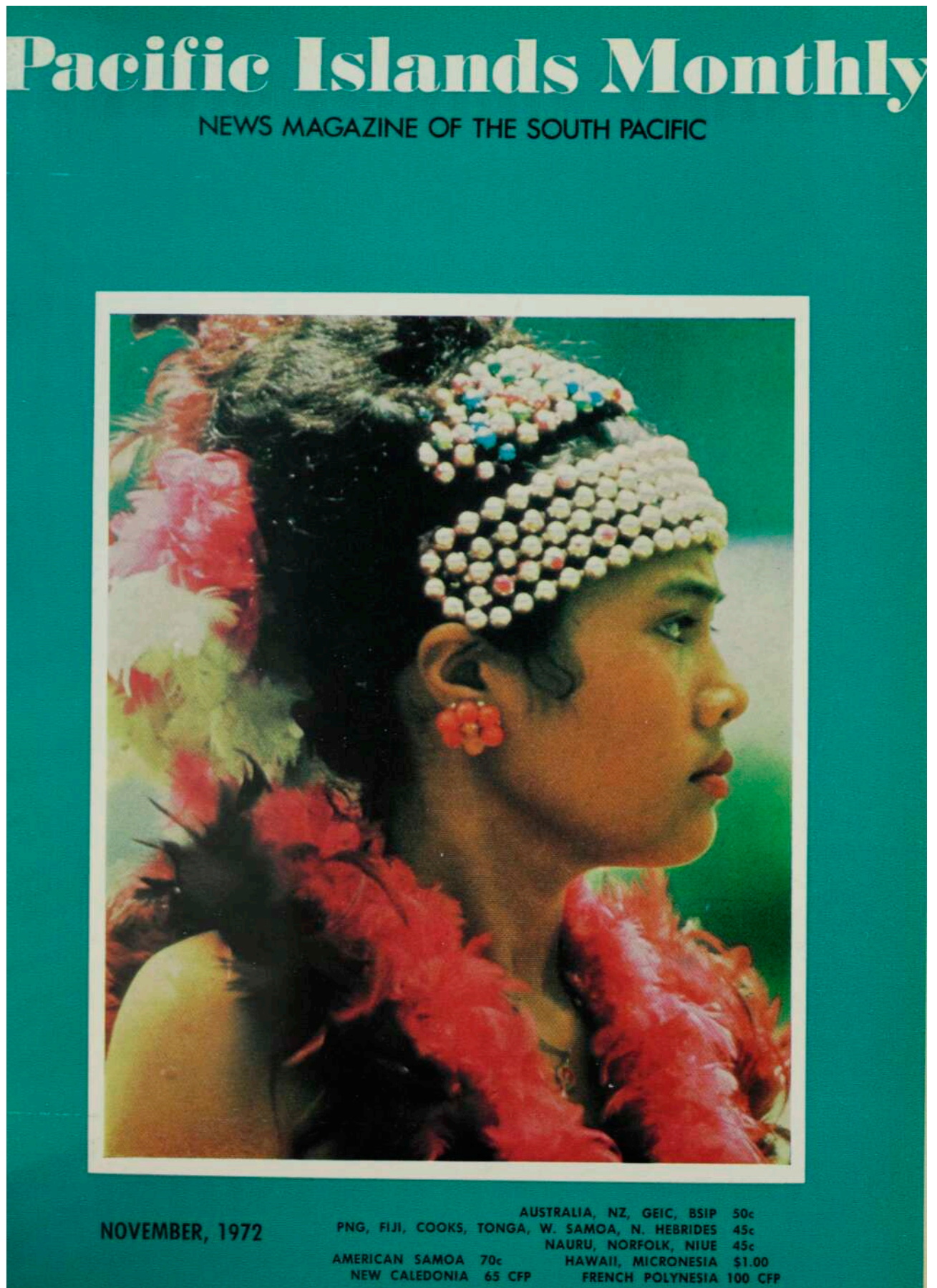
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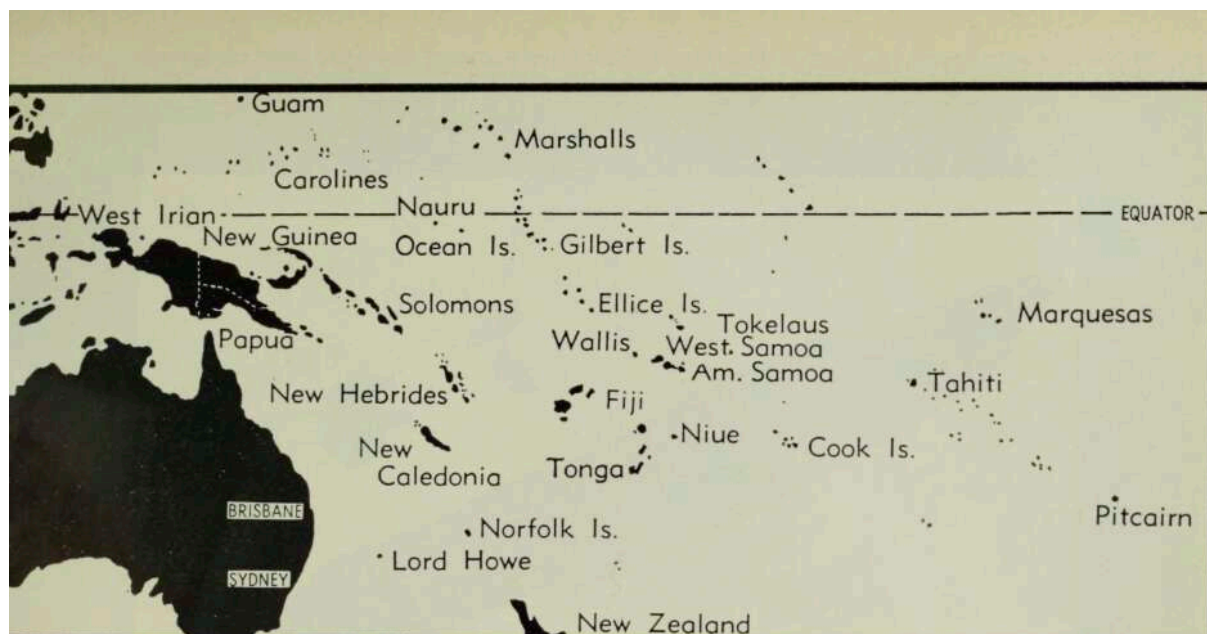
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Vol. 43, No. 11, November, 1972.

In This Issue

Pacific Islands Monthly

GENERAL

South Pacific Commission 25 years on	24
Calendar reform	39
Commission review	79
Shane swims	80
Australian conformism	81
Micronesian Researches in French	82
ure of P & O line	86
ney waterfront streamlined	88
ia gets reprieve	89
European Common Market effect	101

AMERICAN SAMOA

Industrial park	103
-----------------	-----

COOK ISLANDS

Commissioner appointed	11
South Pacific Commission	24
for Nauru ship	88

FRENCH POLYNESIA

enturism or security?	15
lear test in Marquesas?	60
ander add Tahiti to US run	89

noa column	12
at Bill Bates	37
ing the mixed race title	41
rofoil trial	87
men's wage dispute	89
s inquiry	89

DEPARTMENTS: Up Front with the Editor, 5; People, 11; Tropicalities, 37; Footnotes, 43; bag, 47; Islands Press, 59; Magazine Section, 69; Yesterday, 77; Book Reviews, 79; ic Shipping, 86; Cruising Yachts, 91; BOAC Jet News, 97; Business and Development, Produce Prices, 113; Shipping and Airways Information, 115; In a Nutshell, 121; Deaths of Islands People, 125; Advertisers' Index, 128.

Qantas' cut-rate holidays	103
Changes at Carpenters	104
Arts Festival director replies	111

GILBERT AND ELLICE ISLANDS

Two colonies or one?	9
Union reaction on race	121

NAURU

Council buys ship from Caribbean	88
Micronesian agreement on shipping	121

LORD HOWE ISLAND

Co-operative ship venture	88
---------------------------	----

NEW CALEDONIA

Helen Rousseau's diary	22
South Pacific Commission	26

NEW HEBRIDES

Saving the sea birds	40
Australian builders register	107

NORFOLK ISLAND

Background to the petition	20
Seeking own ship	88

PAPUA NEW GUINEA

Somare grasps the nettle	27
Church cruise	37
Hahalis becomes respectable	38
Percy Chatterton's column	43

Establishmentarian secessionists	51
Bougainville Copper opening	5, 51
Church centenary	69
Coy on nationalising business	101
Business reports	107
Highlands famine	121

SOLOMON ISLAND

Tranquil Ontong Java	52
----------------------	----

TONGA

Opening of new hotel at Vavau	30
Queen opens resort in Hawaii	32
Shipping law promulgated	87
Rain record	121

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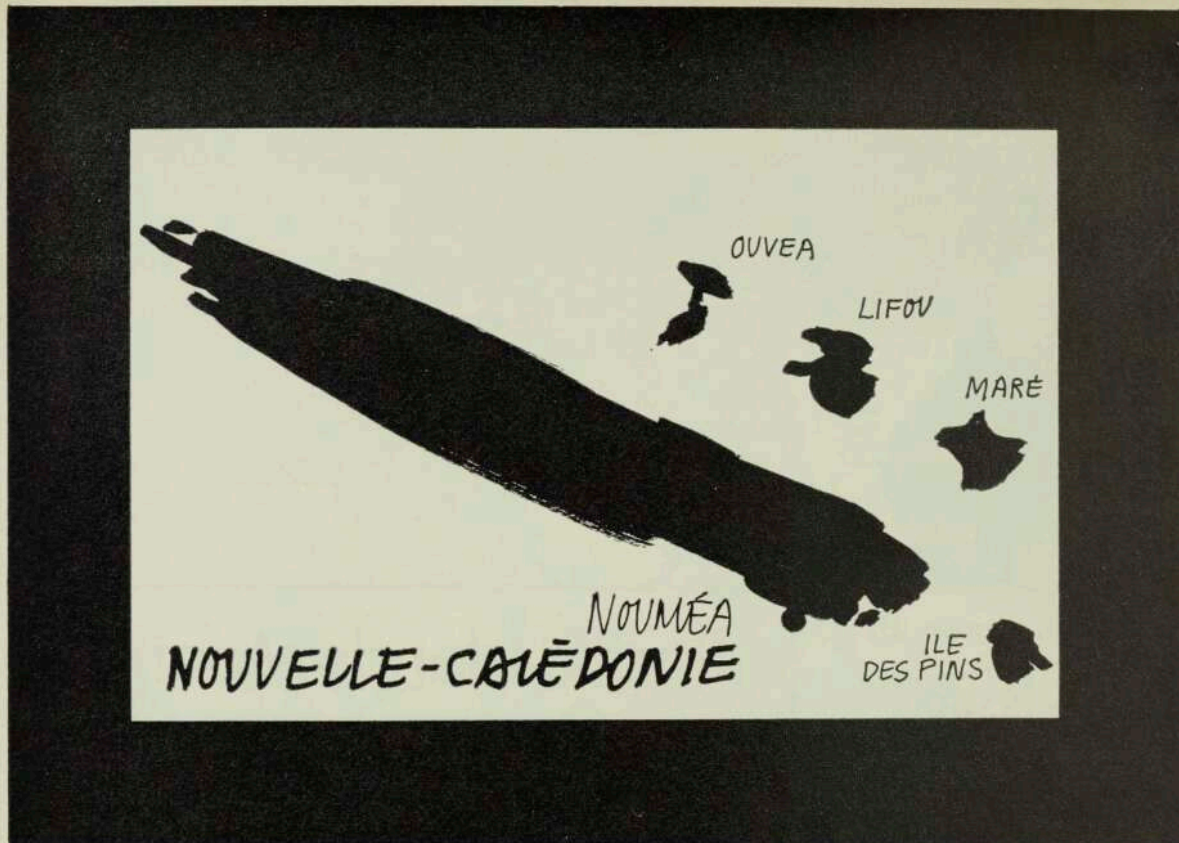
Delays in status negotiations	10
Nauru shipping agreement	121

WESTERN SAMOA

SP Conference details	24
PAL's brighter prospects	105
Chief Justice appointed	121

OUR COVER

In June we got ourselves talked about by publishing a cover picture of a Samoan tiny tot without a name—and the American Samoan media had a lot of fun attempting to identify her. Well, here is another nameless cover from the same place and from the same photographer—Lt-col. Robert A. Zehring. No prizes for identification of this cover either.



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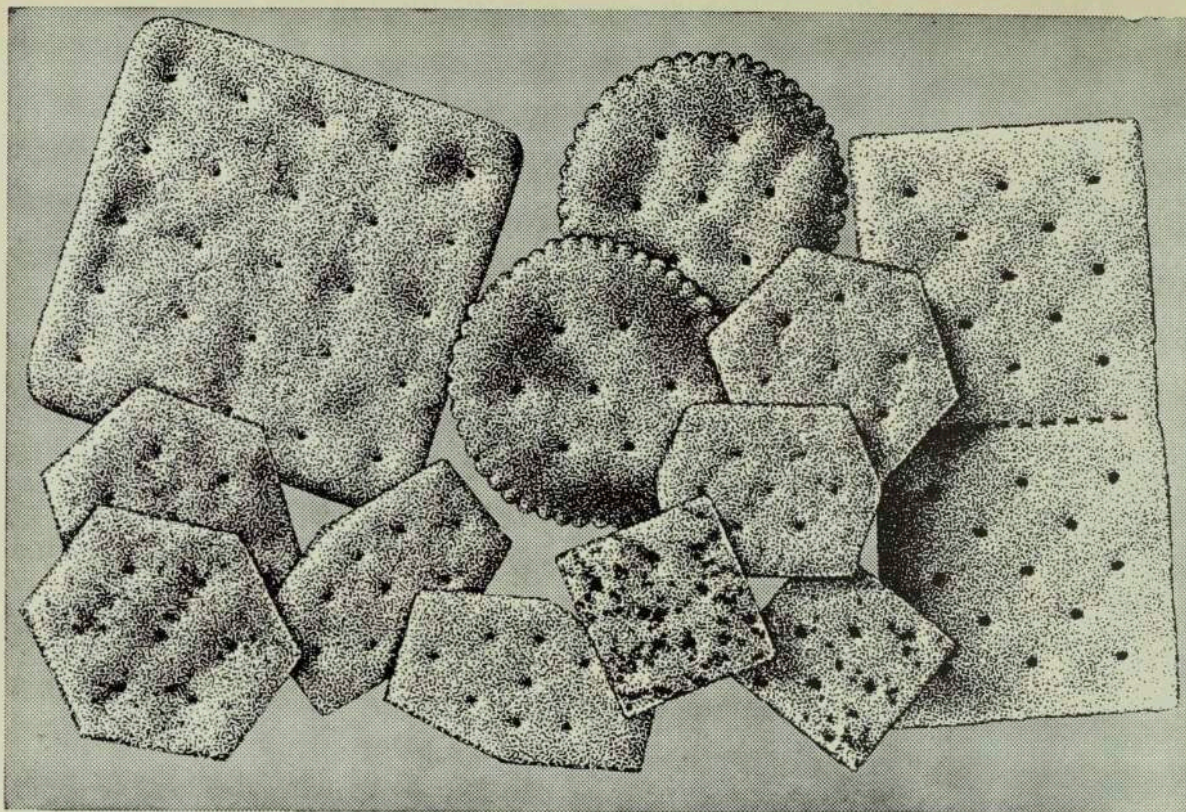
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Up Front with the Editor

It seems that the near-bonanza which is the Bougainville copper project is not to be officially opened in November after all. The decision to cancel the formal tea party has been given since PIM's presses printed the paragraph on p. 51 of this issue.

As this page goes to press, the official government/company explanation for the cancellation is that the money for the ceremony, which was to have been presided over by PNG's Chief Minister Michael Somare, could be better spent as a gift to alleviate the food shortages in the Highlands caused by drought and

it would. But I believe the real reason for the cancellation is that Chief Minister Somare was reluctant to go through with it because of political pressure from anti-company colleagues and electors.

This underlines the fact that there have been other recent noises issuing from PNG which appear to be of political investment.

Both Chief Minister Somare and Minister Paul Lapun have indicated that some business arrange-

ments, including the one with Bougainville Copper Pty Ltd, may have to be renegotiated after PNG becomes self-governing at the end of 1973. And Trade Minister John Poe has recently spoken oddly about "nationalisation" (see p. 101 for a report of an interview attended by a PIM reporter).

I don't know what Mr Poe has in mind, but I have had a couple of recent opportunities to talk to Mr Somare, and I believe that he has no specific intentions about Bougainville, or any other company. He merely intends to remind people that changes are always possible in a situation of swift political development such as PNG is now undergoing.

But, as he said in Sydney in October, in any investment there has to be equity for PNG, for PNG "doesn't want to be late in catching the boat as Australia has done in controlling overseas investment". In short, he wants investment on PNG's terms—and who could argue against that?

What concerns me is whether investment will be frightened away as

a result of the present uncertainty as to just how the policy will operate in practice. Even a hint of repudiation of present contracts will certainly damage investment confidence.

If the present government has thought this out, and is fully expecting to suffer a development slump while it consolidates its political power, then so be it. You can't expect an emerging country to have the stability you get with a developed economy and parliamentary system; it can't meet all its objectives at once.

But *has* it thought it out? From where I sit, it seems it is not fully aware of the extent of the uncertainty caused by recent loose comments.

Let's look at one of these corporate monsters—Bougainville Copper.

The company has spent more than \$350 million in developing the mine to this stage, where it has only in recent months begun to produce. That's big, but I don't think of Bougainville Copper as a giant without a soul, but as a big, bluff, warm personality called Frank Espie.

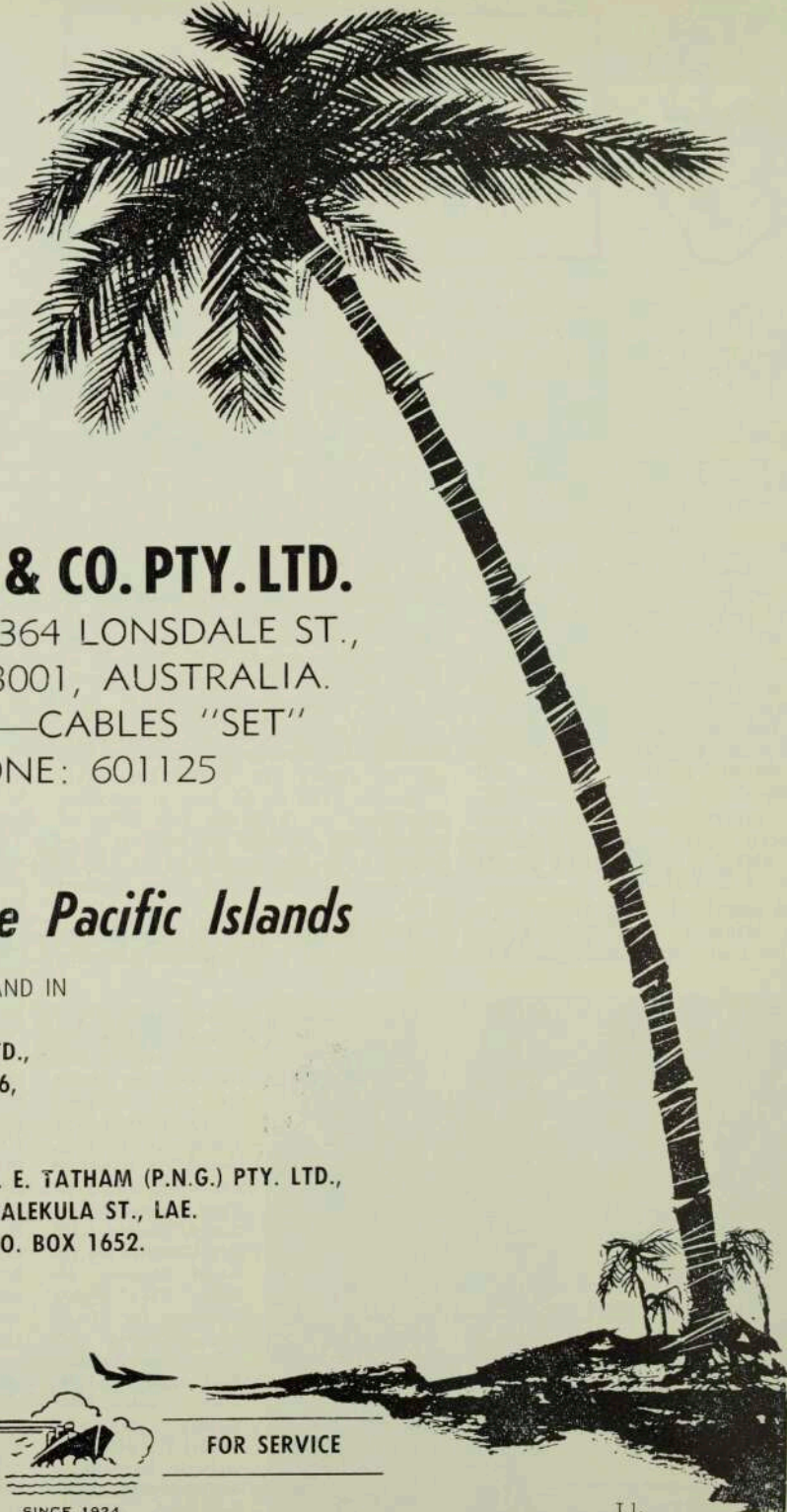
I first remember Panguna as a drill-hole in a hill, reached by helicopter, with Frank Espie the competent organising engineer enthusiastically hopeful that one day she might be a "goer".

Espie, climbing up and down muddy mountains, finally seeing that the dream can become airborne; planning it so that everyone can share ("what the hell's the point of working in a country if the locals aren't going to be happy to have you?"); planning Arawa town half-way up the mountain so nobody loses agricultural land (in the end the town had to be built on the coast, mostly on white man's land); being appalled when the Australian Cabinet insisted that the Bougainville landowners had no rights to royalties ("Jesus, we want to give 'em royalties—why should Australia stick to a British policy imported with the First Fleet?") and being wildly delighted when the Cabinet gave in.

Espie, enthusiastically pushing a plan for a business co-operative for the benefit of Bougainvilleans so that



When former PNG House of Assembly member Warren Dutton and Joy Moses (of Port Moresby) were married in Sydney in October, among the guests at the church were PNG Chief Minister Michael Somare (second from left), Minister for Internal Finance, Mr Julius Chan (right), Minister for Trade and Industry, Mr John Poe (second from right), and Mr John Yoklun, Mr Somare's private secretary (left). All were in Australia to attend a trade meeting with Japanese ministers in Canberra.



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remember that the company had spent something like \$5 million in prospecting money before it approached the then PNG Government for guarantees that it could have been turned into a "bankable document" which would enable it to raise bank loans to prove the copper deposit.

That document was thrashed out, with the endorsement of the PNG House of Assembly, before either the government or the company knew the mine would be a "goer". It was a lottery, with the company lining up the cash and being responsible to world banks for its repayment.

Those banks loaned a lot of money for short term. If the mine was a failure, they were to have first bite of the cherry. The contract with the PNG government was so structured that after the banks were repaid, the profits were shared between government and company in what was intended to be a reasonable proportion. It's without even taking into account the extra fillip to the economy caused by the very existence of the project.

Now you hear talk in PNG that the better deals the governments have in Zambia and Chile. Doubt. But those mines have been operated for generations, not a few months. And the Bougainville agreement has only been recently negotiated in good faith, and approved by many of the same people in power. It's not the kind of famous document foisted on the unsuspecting Ocean Islanders by fish phosphate exploiters at the end of the century.

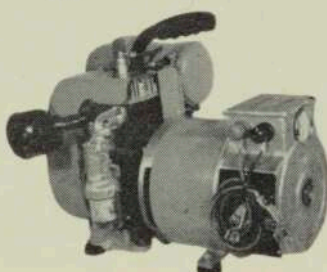
This is not to say that PNG shouldn't try to get an improved deal. But the present attitude of some smacks to me of Dover tactics, which can't do PNG's reputation any good. Who blame Kennecott, which is sitting on a potential copper mine in eastern Papua, and who won't move until the PNG Government tells it what it is prepared to do to

—Stuart Inder



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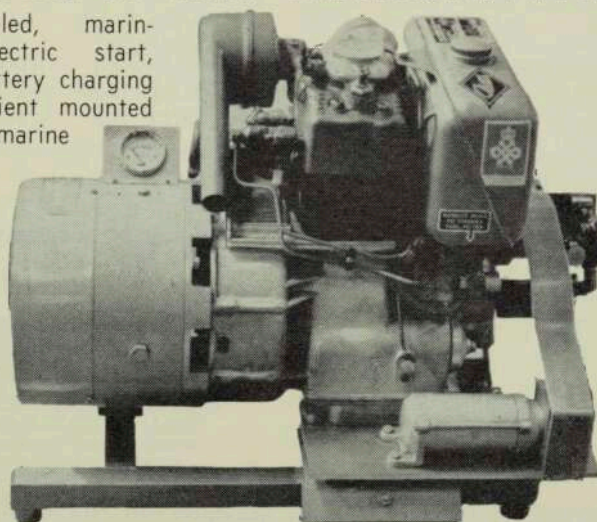


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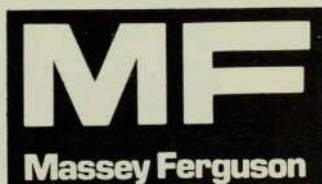


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THE ELLICE ISLANDERS SAY THEY WANT TO SECEDE FROM GEIC

The Ellice islanders of the Gilbert and Ellice Islands Colony are asking to be allowed to secede when the colony becomes self-governing.

With a population of about 7,000 against the 40,000-odd Gilbertese, the Ellice people, who live in the south of the group with Funafuti as their "capital", fear that when Britain sever her ties with the colony, they will be politically dominated and culturally submerged by the Gilbertese. Seven of the eight Ellice islanders on the Governing Council are agitating for secession and, led by Telaviti, have been touring their islands whipping up support for their plans to prevail on Britain to allow them to remain a dependency and let the Gilbertese go it alone with constitutional changes.

The eighth Ellice islander member of the council, Mr Isakala Paeniu, member for Natural Resources for the last two years, sympathises with his fellows but is opposed to secession.

"I do not support them," he told M, "but I am not against their views. In my view political domination by the Gilbertese could happen. The Ellice people have a right to express our views, but I don't agree that they should pull out. We all want independence, to be independent, but the people would be much better off economically if they stayed with the Gilbertese."

"We have come a long way together and to conclude a separate agreement with Britain would not be good. We must be one country — *Ngaru-Tuvalu* (Gilbert and Ellice)." Paeniu said the seven Ellice leaders had gained support in the villages through informal meetings, but it was hard to say whether the villagers fully understood what was at stake. "The ordinary people know very little about politics," he said. "Even a majority of representatives are new to politics."

Britain is perturbed about the threatened split and Mr Anthony Kershaw, Parliamentary Under-Secretary for Commonwealth and

Foreign Affairs, was in the GEIC in October for talks with both sides.

Mr Kershaw, who was billed as leader of the British team at the South Pacific Conference in Apia, was only in Apia for about two days. Then he left for Tarawa, from where he soon made an extensive tour.

What Mr Kershaw learned was that the Ellice Islanders appear to be adamant that they would be better off as a separate colony under Britain, than self-governing in association with the Gilbertese. They are not at all sure as to what their colony status should look like, and neither is Britain, who rather hopes that the problem will go away.

When Mr Kershaw finished his tour in October he gave a broadcast over Radio Tarawa in which he stressed the advantages of "getting with the strength". He said in Britain with a 50-million population, they were "too small to manage our own affairs entirely by ourselves as we used to. We were getting pushed around". But now that Britain had joined the Common Market it was 250 million strong as a trading bloc, "and it will not be easy for anyone to push 250 million people around".

The moral, implied Mr Kershaw, could apply to the GEIC.

"I know there is an opinion here that the Gilberts and Ellice should separate," he said. "Such a step would be a very important one to take. It would not increase the influence of either the Gilberts or the Ellice in the world. It would bring problems and extra expense. I'm not here to compel or insist. All I can do is advise, point out the experience of others, including ourselves in the UK. I do say this: reflect carefully before you make up your minds."

It couldn't have been a relaxing visit for Mr Kershaw, because he was also under pressure on the Banaban situation, which has a bearing on the GEIC's economic future.

The Banabans (owners of Ocean Island, but now living in Rabi, Fiji) have a lawsuit pending against Britain in which they are demanding

\$21 million damages for worked-out phosphate lands on Ocean Island, unless Britain restores them. This lawsuit is likely to take years to resolve.

Far more urgent is the need for a decision by the Banabans on whether they will allow the BPC to mine 111 acres of unleased lands worth about \$3 million in total royalties to the Banabans and the GEIC on present prices. Ocean Island's present leased lands should be worked out by 1976 or 1977, and the BPC has said that if it can't get a decision in the next few weeks on whether it can mine the others, it won't ever mine them.

The unleased lands can now be reached by existing roads across the phosphate, but the BPC is at the point where it wants to begin tearing up the roads and mining the high-quality phosphate beneath. This would cut off access to the unleased lands, which have a lower quality phosphate anyway, and which the BPC would mix with the higher quality.

The Banabans currently get slightly more than 15 per cent of the phosphate "benefit" (that is the price remaining after the BPC has subtracted the costs of mining and selling the phosphate), and the GEIC Government gets slightly more than 84 per cent of the benefit. The Banabans have always been unhappy at their small share and are holding out for a bigger cut of the unleased lands. Britain has offered 50 per cent; but the Banabans have had their Sydney economic advisers, Phillip Shrapnel and Co, take a look at the details of the British proposal (which is rather complicated, involving some payments by "grant") and are not satisfied that it's in their best interests.

Tebuke Rotan, the Banaban who is one of the leaders of the fight for a better phosphate deal, flew to London in October to discuss the matter with Mr Kershaw.

If Britain can't get an early decision—and it looks as if it won't—the GEIC stands to lose its share of the cash too—which means more handouts by Britain in addition to its present problems over the Ellice.

INDEPENDENCE CLAIM PUTS SPANNER IN MICRONESIAN-U.S. WORKS

From a Honolulu correspondent

Micronesia's political future went into the melting pot in Hawaii on October 6 with the sudden ending by the United States of the sixth round of negotiations over a free political association for the islands with the US.

Faced with a new demand from the Micronesian Congress for double-barrelled talks on a pact of free association and for independence (PIM, Oct., p. 11), America called a halt after eight days, and left the date of the next talks in the air.

Though the whole thing was couched in the language of diplomacy, and all exchanges were friendly, there was no mistaking the attitude of the US Ambassador Frank Haydn Williams, who told the Micronesians that there would be no arrangement that did not ensure a continued American presence in the area.

The Americans were aware, of course, of the new situation before the talks began on September 28, following the surprising about-turn by the Congress of Micronesia, which refused at its special session at Ponape in September to ratify the agreements reached at the Washington talks on the Draft Compact of Free Association. Instead, the Congress told the status committee to add independence to its goals. (PIM, Oct., p. 11).

Senator Salii, the status committee chairman, was then upset and bitter at the change in direction. Ambassador Williams was perplexed. Congress had already approved free association as the objective, and now independence had reared its head. This was the background as the sixth round of talks began.

At the talks, the Micronesians were dissatisfied with financial projections. They wanted a budget of \$US100 million, \$40 million more than the United States had earmarked for it. They were dissatisfied with what they considered was the vagueness of the US over its military plans and the unsatisfactory programme to compensate the owners of the land.

Senator Salii said his committee had been authorised to continue negotiations regarding "the establishment of Micronesia as an independent nation while continuing the negotiations towards free association. There is an important and growing sentiment in Micronesia for independence on its own merits."

He added that the "Congress of Micronesia took the position that the only acceptable type of plebiscite which would one day be submitted to the people of Micronesia must include the choice of more than one political alternative."

Ambassador Williams replied, "We also came to the talks with concern at the changed atmosphere. Reluctantly, we have come to the conclusion there are indeed degrees of uncertainty which cannot be wholly dismissed."

After referring to the "diversity of opinion and the lack of solidarity" shown by the Micronesians, Haydn Williams said, "You can hardly expect the United States Government, in addressing free association, to make binding financial offers, proposals of termination and recommendations about the transitional process when it has not had the opportunity to consider the new framework within which we are now negotiating. The United States will not move prematurely or piecemeal on such important matters."

After several other exchanges with the Micronesians clearly wanting the talks to continue and the Americans determined not to talk about anything except a postponement of the talks, Ambassador Williams said, "The situation which led to the Trust Territories' designation as a strategic

trust will continue to exist whatever your future status might be.

"I cannot imagine, for instance, that my government would agree to termination of the trusteeship on terms which would in any way threaten stability in the area and which would in the opinion of the United States endanger international peace and security. Aside from such security considerations I can visualise relatively few issues that would need to be negotiated. Taking all of the foregoing into account I feel the time has come for a pause." He suggested that the Micronesians, too, should use the pause for a re-evaluation.

Salii stressed the urgency of completing the draft Compact of Free Association.

"There can be no doubt," he said "that the pressures for the status of independence are growing and continuing delay in the development of the Compact of Free Association might make these pressures irresistible".

Salii's apprehension is real. He believes that because the independence movement is growing stronger, a lengthy intermission might lead the Micronesians to believe that the attempt to work out a free association with the US failed—and the demand for independence will take control.

It seems vital that the parties should get together again as soon after the forthcoming Micronesian elections as is possible, and come to a decision.

Key differences to be resolved are the termination clause of the compact (whether the Micronesians can opt for independence or some other status within five or 15 years), and the amount of money which the US is willing to provide.

As the Honolulu Advertiser said in an editorial: "The outlook is more uncertain, but not impossible. What could, and should not, happen is a situation where nobody wins—where the powerless Micronesians don't get the future status they want and where the US gets another international black eye by placing our 'security' above other peoples' humanity."

The US meanwhile should move ahead on talks with the Mariana people for a separate, closer relationship with the US. The present difficulties apply only to the Marshall and Carolines.

PNG airline surprise

A plan announced jointly in September by the PNG Government and the Australian Department of Civil Aviation, to the effect that PNG is to have a national airline consisting of a consortium of Qantas, TAA, Ansett and the PNG Government, has caused some perplexity in Australian aviation circles.

None of the airlines was aware of the decision before the announcement, and Sir Reginald Ansett is violently opposed to it. He said in October that he couldn't see it being carried out in the manner proposed.

The plan seems to be the work of DCA and the Australian Government. Although the PNG Government agreed to the announcement, the attitude of some of its ministers is that it is not binding, and that some other arrangement will be made.



Mr John Maneke.

By PIM staff reporter
MANOA RASIGATALE

Mr John Maneke, MHA, in the Papua New Guinea House of Assembly, said in September that "too many long-haired people go to Papua New Guinea", and he asked "will legislation be brought before this House to ensure that people with long hair are not accepted in this country".

Mr Julius Chan, on behalf of the Minister for the Interior, replied that the government was not considering legislation because it had "a lot of important things to do at this stage of the country's development".

What did Mr Maneke really mean? Does he want to ban the long-haired hippies or all the long-haired in general?

Long hair is a part of the customs of some countries, such as my native Fiji. I for example have long hair, even though I don't comb it like we used to do.

I'm happy with this style just like Mr Maneke himself is satisfied with his short hair. This is also a fashion of today's world and we can't run away from it.

Things will come and go and it is a freedom of choice to choose which hairstyle we like.

Manoa Rasigatale.



People

● Western Samoa's Prime Minister Tupua Tamasese left early in October on an official visit of one week to Nationalist China and two weeks to the United Kingdom. He was accompanied by his wife, his private secretary and several high level government officials. Tonga's Premier, Prince Tu'ipelehake, should be in London about the same time.

● Two young Papua New Guineans, Mr Anthony Farapo and Mr Thomas Tobunbun, are in the third six-month stage of training in international affairs. Following courses in Port Moresby and Canberra, Mr Farapo has been appointed a third secretary in the Australian Embassy in Jakarta and Mr Tobunbun was similarly appointed in Brussels.

● Manus-born Mr Gabriel Gris, Chief of Dental Services in PNG's Department of Public Health, has been appointed to the council of the University of PNG. A Fiji Medical School graduate, Mr Gris also is a Master of Public Health of the University of Michigan.

● Sir Donald Cleland has been appointed to continue as a member of the council of the University of PNG, following his resignation as Chancellor of the university.

● Mr C. Rockett has been appointed Ports Manager for the New Hebrides. He has been General Manager of the Ports Authority in Sierra Leone and was manager of the Tonnage Department of the Australia/Europe Shipping Conference in Sydney.

● The new minister for the Apia Protestant Church, the Rev Richard Hambly, arrived in Western Samoa recently with his wife and three children. He is originally from England where he served as a pastor for nine years in Surrey. He replaces the Rev Bruce Deverell who has returned to New Zealand.

● NZ has appointed Mr George James Brocklehurst, OBE, of Wellington as High Commissioner of the Cook Islands.

He was an accountant with the New Zealand Broadcasting Service from 1927 to 1939, when he joined the Social Security Department in which he has since specialised. He has been



Mr G. S. Brocklehurst, NZ's High Commissioner of the Cook Islands.

chairman of NZ's Social Security Commission and Secretary of War Pensions, and was appointed Director of Rehabilitation in 1965. In 1955-56 he was a UN advisor to the Singapore and Trinidad and Tobago Governments on their Social Security programmes.

● After resigning from 11 public posts in September, including that of Opposition Whip and general secretary of the National Federation Party (PIM, Oct., p. 12), unpredictable Fiji politician Mr K. C. Ramrakha reversed his decision in October and returned to all posts. Whether or not his mass resignations were sincerely intended (an impulsive, explosive personality, he undoubtedly meant what he said when he vented his spleen in September on political colleagues and the executive of the Fiji Teachers' Union); Ramrakha's about-turn was seen as a clever political ploy, consolidating his party role.

● Mr Matthias Yaliwan, famous as the representative in PNG's House of Assembly of the cargo cult practising Peli Association, announced his resignation from parliament on October 13. Under pressure for failing to lead PNG into immediate independence, he claimed he was sick as a result of sorcery worked against him.

● Fred and Dorothy Hargesheimer are visiting the US from Ewasse, New Britain, where they have been working for the Airmen's Memorial School which Fred, a former wartime US air force pilot, founded. They've now decided to make their permanent home at Ewasse on their return.

fiji talanoa



With SUE WENDT,
in Suva

THOSE over-worked words—peace, tolerance, harmony and goodwill—have been spouted so often in Fiji since independence that it sometimes seems as if everyone is protesting just a bit too much. Is Fiji, still the New Boy in the independence stakes, really achieving the ideal that some other emergent countries have so disastrously missed?

The dominion celebrated its second anniversary of independence in October and the "Pacific way", that catchy phrase coined by Prime Minister Ratu Sir Kamisese Mara, was very much in evidence. And it rang true.

Fiji has remained stable, both politically and economically, and words like tolerance and harmony aren't empty clichés after all. People of amazingly, almost irreconcilably, diverse cultures, religions and beliefs are co-existing peacefully and happily, and various ethnic leaders are exhibiting an increasing sense of national responsibility.

Sir Robert Foster, giving his last Dominion Day address as Fiji's Governor-General (Ratu George Cakobau, Minister Without Portfolio, was being tipped in October as the next, and first Fijian, incumbent) spoke of Fiji's "solid achievements" during the past two years. These included growing co-operation and friendship between Fiji, other Pacific islands and Australia and New Zealand, closer links with India and continuing close ties with Britain. "Fiji has added a Pacific voice to the deliberations in the United Nations," Sir Robert said. "As the Prime Minister once put it 'We have sought the friendship of all and enmity of none'."

But in tackling the problems of inflation, unemployment, poverty, ignorance, inadequate housing and a rising crime rate, Sir Robert declared, Fiji people needed to develop a greater sense of national pride.

"They need to acquire the habit

Building a nation's pride the Pacific way

of putting the country's interest before self-interest; they need, above all, to increase productivity; and in seeking to settle industrial and other disputes they need to resort more to discussion and, if necessary, to mediation, than to action which can harm the community as a whole," he said.

INTOLERANCE still exists in Fiji; it would be unrealistic to expect otherwise. The Prime Minister expressed disappointment in October at opposition from some quarters over Fiji's decision to accept a token number of expelled Uganda Asians, saying he'd hoped to see the principles of "goodwill" tolerance and understanding" accepted right down the line.

The Fijian Association, a constituent organisation of Ratu Sir Kamisese's Alliance Party, had passed a resolution opposing Fiji's acceptance of any of the deported Asians. Ratu Sir Kamisese described such objections as the tip of the iceberg of intolerance and racialism in Fiji. He announced that the government's previous decision to take in 10 of the deported Asians had been reconsidered and the figure of 10 would now represent heads of families. Fiji had received about 20 applications, he said.

The Prime Minister added that Fiji people were being accepted as permanent citizens by Commonwealth countries which had agreed to take in Uganda Asians. If Fiji refused to accept any of the deportees, opportunities for Fiji citizens to become permanent residents of those Com-

monwealth countries might be prejudiced.

Meanwhile, with the deadline for Fiji citizenship applications having expired on October 10, the Immigration Department was still ploughing through a big backlog of paperwork. The Minister for Labour, Mr Jonati Mavoia, assured the public that people who hadn't applied in time wouldn't be deported just yet. He rejected claims that the citizenship issue and deadline date hadn't been publicised enough—and added that the \$15 application fee was being waived for those who couldn't pay it.

The Immigration Department couldn't produce any figures for the number of people who've applied for citizenship during the past two years, but there were still thought to be numerous long-time residents of Fiji who hadn't come forward, perhaps through confusion about the procedure involved or ignorance of the need to ratify their position. Many of the old people who came from India or neighbouring Pacific Islands still couldn't comprehend why they needed to go through all that red tape when their children and grandchildren had been born in Fiji.

Others, though probably only very few, were still baulking because they wanted to retain sentimental links with the "old country" and were loath to exchange one passport for another. People who were born in the UK, Australia and New Zealand have been assured that they'd have no problem getting their old passports back if they decided to relinquish Fiji citizenship.

There's still a lot of sorting out too

to, but in the end people in Fiji will fall into three categories—Fiji citizens, exempt people (including civil servants, United Nations personnel, and recognised foreign diplomats and staff) and those who hold residential or work permits. Mass deportations are not on the cards.

AMONG the busiest men about Fiji's towns these days is the proverbial "man in the grey flannel suit". He favours less formal garb and lacks the slick expense-account presence of his Madison Avenue contemporaries, but he's raking in the business just the same.

The ad-man has been seducing the Fiji public for many a long year, since the last century in fact, when he promoted the virtues of all manner of fascinating commodities. Back in 1869, the Fiji Times—on page one of its very first issue—carried an advertisement for Pure Drugs and Druggist's Sundries, including such miracle cure-alls as Mrs Kidder's and Dr Jacob's cordial for Diarrhoea and Dysentery; Dr Churchill's hypophosphate of lime and soda, for consumption; Mrs Winslow's soothing syrup for children teething, Poor man's Friend; and Dr Hunter's eradicator. Ladies could buy "bone gum rings, nipple shields, breast tubes, soap boats, puff boxes and atmospheric odorators". Gentlemen could come hirsute again with Fish's hair restorative.

In 1880, H. Raddock and Co, Suva, advertised dinner plates at 5 a dozen, wine glasses at 4/- a dozen, decanters at 2/6 each, Turkish towels at 10d each, white damask tablecloth at 1/6 a yard. In 1920, Walter Horne and Co Ltd advertised an innovation for evening dress wear, introduced by the vice-regal party of India and worn by His Royal Highness the Prince of Wales. It was "an evening suit, consisting of dress sac coat, evening vest and trousers, all of white drill" and costing 63/- a suit.

In 1918, Morris Hedstrom Ltd advertised "The universal car, the Ford" at £196 for cash. The latest model Dodge Brothers' touring car was £395. In 1933, The Morris 10 Moon was selling for £240.

Those old advertisements make intriguing reading, recording as they do the fads and trends of the day. From these early beginnings, the promotion of the car has become a multi-million

dollar business in Fiji, supporting not only the Fiji Times and its associated vernacular newspapers and tourism publications, but earning substantial revenue for other Fijian and Hindi newspapers, the Fiji Broadcasting Commission, cinemas, Beach Press Ltd (which produces a fortnightly tourist paper for the Fiji Hotel Association), even town councils and transport companies.

Advertising messages adorn parking metres in Suva streets and garish illustrations on the backs of buses exhort us to sample anything from whisky, breath fresheners and headache powders to electronic equipment, cars and air travel. This year, the Fiji Visitors Bureau is spending \$13,800 on local promotion and \$153,650 on advertising and promotion overseas.

WHEN it comes to getting the message across however, India's High Commission in Fiji—selling that intangible product, "goodwill"—leaves high-powered advertising promotions in the shade. Gregarious High Commissioner Mr Bhagwan Singh dispenses goodwill with urbane professionalism, so successfully that aside from the Prime Minister, he's probably leading contender for the award of Fiji's Most Photographed Personality.

It's a rare week when Mr Singh isn't photographed at some charity function or social occasion, touring the outer islands, opening an exhibition or fund-raising festival, welcoming technical experts from India, entertaining young Fiji people at his home or farewelling Fiji dignitaries

off to India as guests of the Indian government.

India's "image-building" campaign is making a big impact in Fiji. In August, flourish and festivity accompanied the opening of an Indian Cultural Centre in Suva, timed to coincide with celebrations marking India's 25th anniversary of independence.

IN October, an India On The Move trade exhibition—described by Bhagwan Singh as a "modest display", but presenting a variety of products ranging from arms and ammunition to cosmetics, jewellery and electrical goods—was opened in Suva by Fiji's Paramount Chief and Minister Without Portfolio, Ratu George Cakobau. Ratu George praised India's contribution to Fiji's development, through technical assistance and the training of personnel, and said he was glad to learn that India would be providing experts to work with the Minister of Fijian Affairs, expressly to train Fijians in industry.

As he opened the exhibition and performed the Indian lamp-lighting ritual, the venerable Fijian leader wore traditional sulu and a glittering mala, or ceremonial Indian garland—sartorial evidence of changing cultural patterns in the dominion.

"If you noticed me making several false starts to get to the microphone," said Ratu George jokingly, after rising from his cross-legged position on Indian embroidered cushions, "it's because I don't really like sitting on the floor!"

More changing cultural patterns . . .



The retiring Commissioner of the St John Ambulance Brigade in Fiji, Mr Wilbur Donovan (third from left), with, from left, Mr Richard Herman, Chief of Staff of the Brigade, the new Commissioner of the Brigade, Colonel G. S. Mate, and at right the Commissioner of Police, Mr R. T. M. Henry.

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French Polynesia prefers security to adventure

From JAMES BOYACK, in Papeete

Drama, bitterness and a sprinkle of comedy in October transformed the inaugural budgetary session of the newly elected pro-Paris Territorial Assembly into a standing-room-only theatrical event.

The initial gathering of those who will legislate in French Polynesia for the next five years permitted autonomist guru, Senator Pouvanaa A Oopa, 77, to strut through his first (and probably final) major appearance on the political stage since his return to Tahiti from exile in 1968. It also gave French Governor Pierre Angeli the chance to tear off his political kid gloves for an unprecedented display of who's-in-charge, and why.

Everyone knew that a majority coalition contract had been signed the previous day by the 11 members of the Gaullist Tahitian Union UDR and the five centrist assemblymen of the Te Autahoeraa. Voting late in the session for assembly officers and commission membership was, as expected, perfunctory; however, just as a play like King Lear chills the repeat spectator at each performance,

so did the pre-scripted inaugural assembly session give format to the free reign of all the passions that colour the political spectrum in French Polynesia.

For example, it was newspaper headline knowledge that Pouvanaa, acting as interim president because he is the oldest of the 30 assemblymen, would speak only in Tahitian. And yet, at 9.01 a.m., when the old man initiated proceedings in the language understood by the greatest number of people here, there was aghast silence . . . for the few seconds before Governor Angeli, seated next to Pouvanaa on the podium, loudly interrupted him. Angeli's intrusion was as much of a surprise, as part of the rite.

Pouvanaa had not completed one full sentence before the governor was on his feet, gesticulating, blurting to cut Pouvanaa short: "It seems that the doyen of this assembly insists on expressing himself only in the Tahitian language, which leads me to conclude that either he does not speak French, in which case I question the legality of his election because the law requires those elected to express themselves in French, or he is seeking to provoke an incident.

"I warn you right away that I am not willing to play such a game. I will, however, remain here and decide whether his tone does or does not warrant a reply."

The first act had barely begun, yet there was carnage on the stage.

Pouvanaa continued. (It was his final performance. He resigned his assembly seat one week later to permit dynamic autonomist Yannick Amaru to return to the assembly).

In spite of his 77 years and failing health, Pouvanaa's Polynesian rhetorical prowess was undiminished. The reasons for his reputation as perhaps the most eloquent public figure of the past decades were obvious. The governor's castigation did not perturb him.

He spoke extemporaneously, in short phrases. He repeated the words with which he had begun (translation courtesy of the Journal de Tahiti): "This land is called Tahiti, the language I use is the Tahitian language. . . . I repeat. We are in



French Polynesia's Governor Angeli (above), in his hard-hitting address to the Territorial Assembly, outlined his priorities for French Polynesia over the next five years. He said that French Polynesia should at least maintain development at its present level. In social development, the various citizens and the far-flung islands should all share the fruits of progress, and the youth of Polynesia should be assured a complete education. Tourism was the territory's top economic priority, "without environmental disfiguration". Secondly, agricultural output should in the next five years provide for local consumption, and third priority should be development of light industries. He added that "finally and foremost", there should be maintenance of state aid, guaranteeing the economy a solid development base.

Tahiti. If the governor has something to say, let him say it". Long pause.

John Martin, the official translator, was busy at a nearby table scribbling the French equivalent of the old man's remarks. These were immediately shuttled to the governor on the podium.

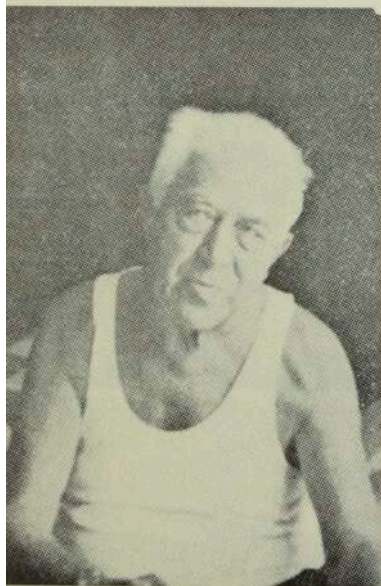
"I repeat once again, if he has something to say, let him say it . . ."

Governor Angeli sat calmly during these pauses. A slight ironic smile wavered on his face. Finally he stood up again, and said, "If he wants me to reply, here I am with my inaugural speech. I can begin immediately".

Nedo Salmon, a trumpeting Polynesian orator in his own right, who happens to adhere to the Tahitian Union, began to accept the challenge to debate.

The old man cut him off. "It's his reply I want," Pouvanaa said, pointing to the governor. Silence.

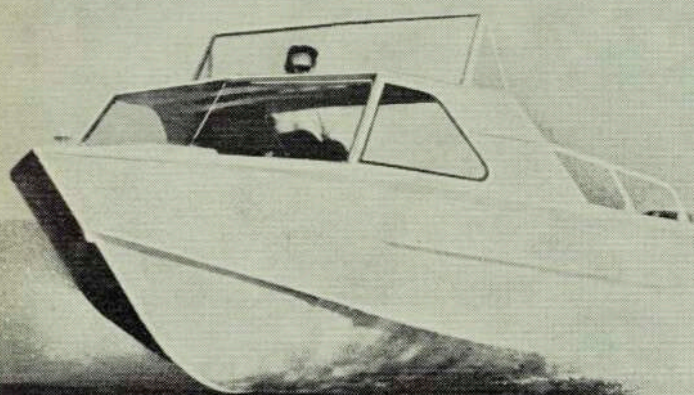
"Our language is not considered fit for humans . . . when I was in prison, another governor, his name is



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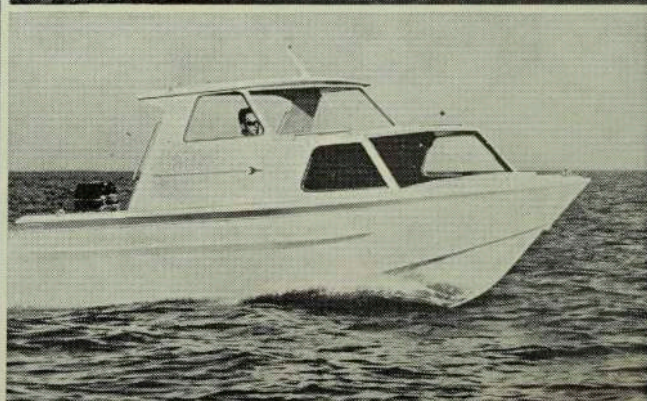
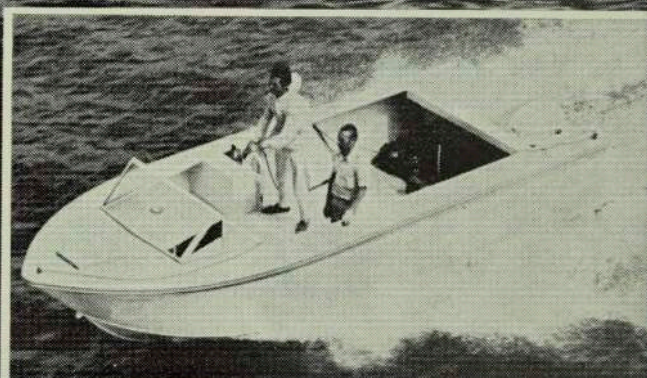
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Maestracci, told me Tahitian is animal talk. . . . In 1914 when I joined the army to defend France, no one told me I spoke an animal language. No one asked me if I spoke French."

And Pouvanaa began an account of the long life which had led him to that platform. His jowls shook as he made a point and drew gunfire-applause from the excited autonomist sympathisers in the assembly. Puffed bags hung limply beneath his eyes as he thumped another point on the table in front of him. Four times his speech was greeted with applause.

He said, "I cannot hold myself back any longer. Today the vase has overflowed". He said he would defend his people until his eyes closed.

At which remark Nedo Salmon, the JT-UDR assemblyman and school-teacher rose to his feet. "If you are a true *aito*, a chief, you should have the courage to let me speak," he said in Tahitian.

Pouvanaa impassively nodded assent.

Continuing in Tahitian, Salmon said that by asking the governor to reply, Pouvanaa was demanding a dialogue of deaf mutes. He noted that the governor was a guest of the assembly, and deserved to be treated as such.

He said that whether his own guest was Tahitian, French or American determines whether he will speak Tahitian, French or English. It is a matter of simple politeness. The governor deserves no less. (Applause).

"You hold a position," he told Pouvanaa, "which allows you the full freedom to say everything which is in your heart. Use this freedom. But let everyone understand you."

This plea ignited the loudest and longest applause of the session.

Pouvanaa, offering something of an apology, said he would not have spoken as he did if the governor had not interrupted him. Then, he began to enumerate examples of his long persecution as a public figure. (He was gaoled and exiled in France in 1958 for allegedly plotting to burn down Papeete, a charge whose substance he still denies). And he spoke of governors who had wronged him in the past.

Salmon intervened again. He said that Pouvanaa must stop associating the present governor with the errors of those who had preceded him. And if you are an intelligent and good man," Salmon intoned, "you must permit your guest to understand you".

To illustrate his message, the Gaullist Tahitian told the story of the fox and the stork. Each invited the other to dinner and each cooked

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only what he himself could eat. "That's what you are doing," Salmon concluded.

The Tahitian word used for fox was *uri*, which means dog. Pouvanaa asked innocently, "And which one of us is the dog?" The tight-packed assembly hall echoed with laughter as a brimming smile enveloped the old man's face. Tension in the room subsided.

Finally, Salmon said, "We are two bad actors, enough of playing to the crowd, we are becoming ridiculous."

Pouvanaa ended his remarks by noting the absence of Mrs Lenoir, autonomist assemblywoman from the Austral Islands. Mrs Lenoir could

not obtain transport to Tahiti from Rimatara. Pouvanaa said that without her, the inaugural session was illegal and should be postponed.

After a last recollection of privations suffered by him and his country, Pouvanaa A Oopa sat down, perhaps never to be heard from in a public forum again.

It was Governor Angeli's turn to dish out political rabbit punches. The governor traditionally opens each budgetary session with an outline of territorial economic and social horizons. Such a composite picture was eventually traced, but Governor

PAYING THE PRICE OF SECURITY

Angeli chose first to make the most biting political statement of his almost four-year administration. Part of his preamble was devoted to an analysis of why the autonomist majority was overturned in the September Territorial Assembly election.

"First, let me assure you I will not speak in my native Corsican language," he began, and then he questioned whether Pouvanaa's speech in Tahitian was not proof that the autonomists, in fact, do not want dialogue with the central government.

In any event, he said since he did not have an advance copy of the doyen's speech, he would not be able to reply immediately. Instead, he recalled another inflammatory and surprise address, that one given at the opening of the preceding assembly session by then President John Teariki (PIM, Sept., p. 12).

"In view of how things stand today," Governor Angeli said, "one can reasonably wonder whether the excesses of language which characterised that speech did not influence the political turnout we have just witnessed.

"By calling the prison riot a political manifestation, did not the former majority think it had an election issue capable of swaying public opinion? By presenting the "No" vote in the important 1958 referendum as an act of courage (Pouvanaa led those who voted "No" to remaining French in 1958. "Yes" won by a 2-1 margin), while everyone knows that had "No" triumphed the territory would have lost everything, didn't they think they had tantalising bait for the electorate? Is it really a surprise that this territory voted in 1972 just as it did in 1958?

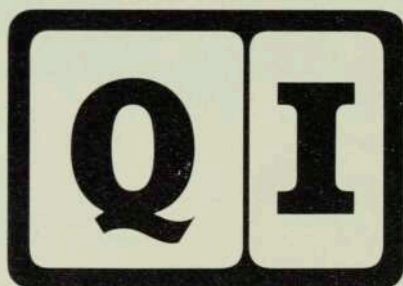
"Who really believes that adventurism is preferable to security?

"Where would we be today . . . Where would the schools be, the hospitals, the dispensaries, the stadiums, the youth centres, the roads, the ports, the airports? What would be the standard of living of our fellow-citizens? What hope would there be for our youth?"

The Governor of French Polynesia said that rabble-rousing language and political maladroitness, like autonomist National Assembly Deputy Francis Sanford's visit to the United Nations (PIM, Aug., p. 15), were contributing factors in the triumph of a Gaullist-oriented majority in this assembly.

And he stressed his major criticism of autonomist politics. "To subordinate all activity in the territory for the satisfaction of a

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statutory complaint leads only to paralysis."

He said there was not an autonomist and an anti-autonomist way of solving Polynesia's real problems, because, he emphasised, "the key to these economic and social problems is an active and increased solidarity with metropolitan France. Who can doubt this?"

Shortly afterwards, when Governor Angeli criticised the outgoing Government Council, autonomist Henri Bouvier tried to speak. "People were able to interrupt Pouvanaa at will," Bouvier exclaimed, "now I will answer that last comment immediately."

But the governor did not miss a beat. His voice even rose another decibel and his words fell more rapidly. Bouvier, drowned out, slumped back into his chair.

Governor Angeli is not a tall man, but he seemed very big as he spoke. He would remove his glasses and shake them at the congregation to stress a thought. Several times he would reach a critical point and, to emphasise it, he would throw his speech down in front of him.

He blamed the former Government Council for political gamesmanship which blocked the machinery of government, and he urged the new councillors to put aside past rivalry between elected officials and the Paris-appointed administration.

As for the political status quo, Governor Angeli said, "Let us apply, loyally and in all of its detail, the statute which governs us. Afterwards, but only afterwards, if the wheels of government need to be changed, we will have the well-founded demonstration of why. We must not remain in the closed universe of sterile protest."

Only after reviewing the available modes of government and expressing optimism that the new majority would have the sense to use them, did the chief executive outline what he considers priorities for the next five years.

Before leaving the assembly, the governor shook hands with a smiling Pouvanaa. After a short recess, debate resumed . . . in Tahitian. It was time to elect assembly officers and commissioners. Nado Salmon reformulated the autonomist opposition that, unlike during their just-expired five-year reign, the minority would be permitted on commissions. The autonomists requested a recess to consider this offer.

Discussions were resumed shortly afterwards, this time in French. Only Pouvanaa continued to speak Tahitian. Spokesmen for the two autonomist parties each rejected the majority offer, calling it a "cheap ploy". They reminded the pro-Paris

parties of their campaign demand for proportionality in assembly posts. Unless they received positions in proportion to the 16-13 assembly breakdown (the assemblyman from Bora Bora remained aloof, PIM, October, p. 13), the minority preferred to offer "constructive opposition" at a distance.

Charles Taufa's five "centrist" members of the Te Autahoeraa party, although less than one-third of the majority coalition, played their balance-of-power trump card to oblige the 11 Gaullists to cede 40 per cent of the assembly prestige-cake.

Their hard-line attitude, which included a declaration of indepen-

dence except on the principle of opposition to "autonomie interne", persisted through a month's negotiation of the majority contract. That contract was signed less than 24 hours before the opening session. Announcement of it was postponed at the last minute one day earlier when the Gaullists stalked out of a meeting, outraged that five people could demand so much from 11.

In any case, Gaullist luminary Gaston Flosse, the Mayor of Pirae and the leader of the Tahitian Union UDR, became the assembly's first president. He will be succeeded in one year by Charles Taufa. Frantz Vanizette will preside over the key Permanent Commission.



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We Norfolk Islanders need to know who we are

By TOM LLOYD, publisher of *The Norfolk Islander*.

Many statements have been made over the air and in the mainland press regarding the petition to the Queen, at the moment gathering signatures on Norfolk Island.

Such headlines as "Bounty Crew Mutiny Again", "Norfolk Petition will fail", etc., miss the underlying enigma that is Norfolk Island. And unfortunately these "sensational" type headlines give rise to doubts here and abroad, as to the ultimate object of the petition.

The base of this petition is really the same as those which have gone before—one in 1896 and the other in 1955. Although different in context, all three have one common denominator; the preservation of the character of Norfolk Island and its way of life.

Many probably wonder what it is that we have here that is so special. Well, apart from the perennial favourites—we don't pay income tax, and burial is free—there is some undefinable something—call it a freedom of the soul that we, who were born here, accept naturally. Visitors sample it and want to share it with us; others try, but find that their earlier mainland, more especially suburban upbringing is too much to overcome. As a consequence they try to alter things to suit their own inherited way of living.

While we owe much of our way of life to our Pitcairn forbears, we owe equally as much to those who joined the Norfolk community in early years; American whalers, carpenters and traders from all over the world. In those early days, as is the case today, people saw (and still see), appreciated (and still appreciate), that here is a community which, given the right guidance, could become a shining example of true democracy unfettered by bureaucratic control.

But these idealistic views, while sounding good, need certain basic requirements and one of these involves the legal status of the residents of Norfolk Island.

Ever since the arrival of the Pitcairn community to Norfolk Island in 1856 doubt as to what exactly Queen Victoria meant when she offered Norfolk Island as a new home to her loyal subjects from Pitcairn Island, has plagued us here.

Personally, I have no doubt that Queen Victoria felt that the first Norfolk Island community should be able to work out its own destiny, and that that is why she created it "a separate and distinct settlement".

The bureaucratic mind of the late 1800's was pretty much the same as that of 1972 and one can well imagine Viscount Hampden (who visited the island in 1896) saying to his confreres, "These poor people don't know what they are missing, being isolated as they are from the civilised world; we must change this unfortunate state of affairs".

From then on, there followed a series of Orders in Council, recommendations by various experts,



Tom Lloyd and the reaction sparked by his part in the petition on Norfolk Island. An objector painted this reverse swastika on his business premises.

evictions and public meetings, until on July 1, 1914, King George V proclaimed that Australia should administer Norfolk Island as an external territory.

The king stipulated that this administration was confined to "the peace, order and good government of Norfolk Island". Unfortunately, nobody sought to ask just how far-reaching this statement was meant to go and what, at that point in time, the fundamental right of Norfolk Island and its council was.

Over the years the island has been fortunate to have men in the community willing to serve on the local council. These councils have ranged in name from the Council of Elders, the Executive Council to an Advisory Council. The present Norfolk Island Council, while having certain powers of raising and spending local revenue is really only an "advisory" body.

It has been the lot of these councils, together with the Administrator, to help guide the island in all its ups and downs. We have experienced that well-known (and trite expression used particularly here) "boom and bust" economy—with a fair share of both.

It would be wrong to attribute all our problems to the Commonwealth, but in many instances the island has been made the ham in the political Australia-New Zealand trans-Tasman sandwich, and we have seen the island's fortunes climb, only to crash again. Each time we have had to pick ourselves up and start again.

During these times a few more island-born families have had to sell up and return to the mainland to eke out a living.

The unfortunate thing about all these past (and not

Scant regard to Norfolk view

so distant past) ups and downs, is that the "powers that be" in Canberra appear to have given scant consideration to the wishes of the Norfolk Island Council and the people generally. In fact, the minister reserves the right unto himself to disregard the wishes of council and the people of Norfolk Island and to legislate "if it is in the national interests of the Commonwealth".

Now, admittedly, this does not happen often, but the dreadful thought forever hangs over the heads of council like the Sword of Damocles. At the moment all the council can do if it disagrees with the minister or his department, is to resign. For what? They are re-elected again and nothing is really proved. In these instances it would be good to think that the council (and therefore the people of Norfolk) could appeal directly to the Queen to mediate in our disagreements.

It might appear that I am anti-Australian. Please let me dispel that idea. The greater part of my education was had in Australia; I served my apprenticeship as a printer in Australia; my wife is Australian and I'm sure that the "give the bloke a fair go" attitude of the average Australian would be extended to us here on Norfolk at the present time.

Norfolk is much too small to be drifting alone in the Pacific. We need a country like Australia to turn to. By the same token, we would like to feel that it is a mutually respectful relationship. We would like to feel that the value of our purchases from the mainland are worthy of recognition in the way of our

yearly grant; we would like to feel that the island's purchases from foreign countries help in some small way to balance the Commonwealth's trading agreements; we would like to feel that the Norfolk Island airport, which was built to help protect Australia (and paid for by Norfolk Island) does still have some strategic and economic value to the Commonwealth and is not being kept operative at the taxpayer's expense so that the island can depend on its thrice-weekly Qantas service.

Let it be known that the tax-haven status of Norfolk Island has been very beneficial to Australia and that it has not been a complete waste of taxpayer's money.

So, in a nutshell, what I hope the petition will determine is —

1. Preservation of the character of Norfolk Island and its way of life, according to the will of its people through the Norfolk Island Council.

2. An end to the uncertainty concerning the fundamental rights of Norfolk Island and its people.

3. Government by law as decided by the Norfolk Island Council consistently with the above principles.

4. Preservation of the right of reference direct to the Crown.

5. Maintenance of, and close, cordial and mutually respectful relationship with Australia subject to the above principles.

Inherent in these five points is the underlying anxiety, expressed by one of the island's senior residents when he signed the petition. "It's a pity we nor se find this out 50 years ago. Before we go any further we must know whether we se com a nit-os".

That's not a misprint. Those last few words are Norfolkese for "Whether we have become nothing".



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WESTERN STYLE ALL THE WAY

NEW CALEDONIAN DIARY
with
HELEN ROUSSEAU

The Caledonian press in October jubilantly announced that Noumea was living at the pace of Paris, Rome or New York—with a momentous international boxing evening scheduled for October 7.

However, before Europe's middleweight champion from Paris could face his Argentine rival flown out from New York, some local gangsters jumped the gun and Noumea unexpectedly burst into the top cosmopolitan tradition when the island's first armed robbery took place in broad daylight, on Anse Vata beach.

The much-discussed boxing encounter was reduced almost to small town gossip compared to the news of four men making a two million Pacific franc getaway from the construction site of the Chateau Royal hotel extensions. The career setback of a three-centimetre cut on the eyebrow of a European boxing champion then had to compete with an armed holdup under the flowing palms of Noumea's most fashionable tourist resort.

The robbery took place this sunny Saturday morning when four men surprised a construction company accountant driving up with nearly \$A20,000 in cash to pay employees building the 250 new rooms being added to the Chateau Royal. The four men, described as wearing hats, gloves and dark glasses, were believed to be three indigenes and a European, who held the revolver. Once obtaining their loot, they drove off in the accountant's white Ford Escort.

Once this wide-publicised vehicle

had been found abandoned and returned to its owner, the Noumea police had to promptly advise all would-be Caledonian Sherlock Holmes that it was now back in the right hands and further advice on the car's whereabouts was not required.

Three days later the press published complete photos of the recovered loot, hold-up pistol and presumed culprits: four Tahitians.

Meanwhile, the organised combat of the day opposed Frenchman Jean-Claude Bouttier, middleweight champion of Europe and Jose Chirino, second Argentinian of his category, behind the world champion.

After a week's preparation in Noumea, the two boxers were engaged in their fourth round, and beginning to give the crowd the spectacle they had been waiting for, when Chirino cut open Bouttier's eyebrow with a tough knock from his head. While doctors and judges conferred, Noumea Radio transmitted the uproar of the crowd, until the referee announced the Argentinian's disqualification. Noumea was still living at the pace of Paris, Rome or New York as reporters rushed off to interview Bouttier for the world wire services, which normally do not remain open late at night.

Of course, Noumea doesn't really have to import professional fighters to provide the locals with some heated combat, at least in the oratory sense.

By October the new Territorial Assembly was stirring up its first brew and beginning to whet local

appetites with spicy exchanges between members and the French Administration.

The 35 members began their meetings at the end of September with the election of House committees and office bearers. This was the first sampling of group, loyalties: the three anti-autonomist, pro-decentralisation parties cast their 16 votes together. Aided largely by the void votes of the 5 Melanesians comprising the Union Multiraciale, the anti-autonomists succeeded in filling all five Assembly posts with their members, leaving the largest single party, the 12-man Union Caledonienne, out in the cold.

But autonomist leader Maurice Lenormand did not remain an idle spectator. From the first day of this budget session, Lenormand demanded the repeal of the "Billotte" laws affecting Caledonian mining and tax laws; called for a halt to the immigration of workers from France and finally invited discussion to reform the territory's statutes, to give greater—"decentralisation".

This was the bombshell—at last the reformists had dropped that dirty word "autonomy", after all the efforts of the Administration and followers had convinced the electorate to adopt the more acceptable euphemism of "decentralisation".

Lenormand also denounced the election statement of the French Overseas Territories Minister Xavier Deniau. The Minister was quoted in the Caledonian press as claiming a new Assembly majority was favourable to the current

political statutes and that this result was due to four reasons—the success of recent municipal reforms, the financial support from France, the anxiety provoked by certain autonomist leaders, and the feeling of French solidarity built up during the recent boycott imposed on New Caledonia by some of her Anglo-Saxon neighbours, during the French Pacific nuclear testing.

Lenormand countered that the reformed inland municipalities had voted in favour of autonomy; that French economic policy had failed and the official picture of the situation was a "bluff"; he repudiated charges against outgoing leaders and finally claimed the French nuclear tests had not contributed to Caledonian pride or dignity among their island neighbours.

These issues were not forgotten and at the next Assembly session the debate was resumed by Mr Michel Levallois, Secretary-General and representative of the French Administration at the assembly.

Lenormand is a keen debator and tactician. His next move was an open letter to the leader of the Union Multiraciale, Yann Celene Fregei, who was charged, through his party's void votes for Assembly president, etc., with being a tacit supporter of the pro-Administration bloc. The nickel company press, in the meantime, had covered the Multiraciale vote as being the action of a young party, more interested in social reform than occupying House posts. The Union Multiraciale had been elected on an "autonomist" ticket and their failure to vote with Lenormand had been the first shock in the new Assembly.

Next vote in the House was for five members of the Governor's Council (*Conseil de Gouvernement*). This gave two seats to the Union Caledonienne and one each to the Multiraciale, Liberals and Fronte Democratique et Sociale. Three new members were then scheduled to move up into the House, replacing those joining the Council, and this was the first time all islanders joined the New Caledonian Territorial Assembly. The election of the Governor's Council signalled more sparks from Lenormand, who demanded that this executive Council should

play its real role, rather than remain simply consultative with the governor maintaining what he described as "dictatorial powers".

Meanwhile, the Liberals plugged for a reduction in the monthly fee of the members of the Governor's Council, proposing that these men, who meet once a week and are provided with secretary and private car, should be paid around \$A850 per month instead of the current \$1,300.

Early in October, Governor Louis Verger, addressing a group of mainly metropolitan French reporters, had sharply criticised certain overseas press coverage of the Caledonian elections. Pro-Administration papers which took up the Governor's criticism referred to overseas newspapers which stated "New Caledonia wants relief from French colonial yoke" and which described Governor Louis Verger donning sports togs to play two public soccer matches on the eve of the elections. The press also criticised an Australian national TV team after it had spent six days filming in Noumea without requesting a "working visa".

Once the elections were over, but before the new Assembly had to face the debate of a difficult 1973 budget, there were differing press reactions to the Caledonian economic situation.

The anti-autonomist Lafleur press instantly grew optimistic over their election results and not only saw immediate signs of a business recovery and greater interest in local investment, but also heralded the disappearance of the nickel recession.

The nickel company press on the other hand, published detailed official figures outlining an "obvious slowing down in numerous sectors (of the Territory's economy) compared to last year". The figures showed a 12 per cent. decline in exports and 20 per cent. drop in imports over the first eight months of this year, compared to the same period last year; a 70 per cent. drop in migration, a slowing down in the numbers of new workers registered and a 60 per cent. drop in the number of building permits issued. All this, of course, is running counter to the ambitious development projects of the French Sixth Plan to increase the island's nickel production.

At the same time, the nickel press published a report to SLN shareholders from company President Guy de Rothschild. During the first half of this year, the SLN states that on its nickel operations it has suffered a deficit of about 46 million French francs (approx. \$A7.5 m.) while at the same time paying some \$7 million in tax to New Caledonia. While unsold nickel is being stockpiled in France, the SLN pays tax on nickel shipped out of the Territory, regardless of the company's profit or loss account, a form of territorial revenue which the Baron Rothschild continues to find disastrous for his company.

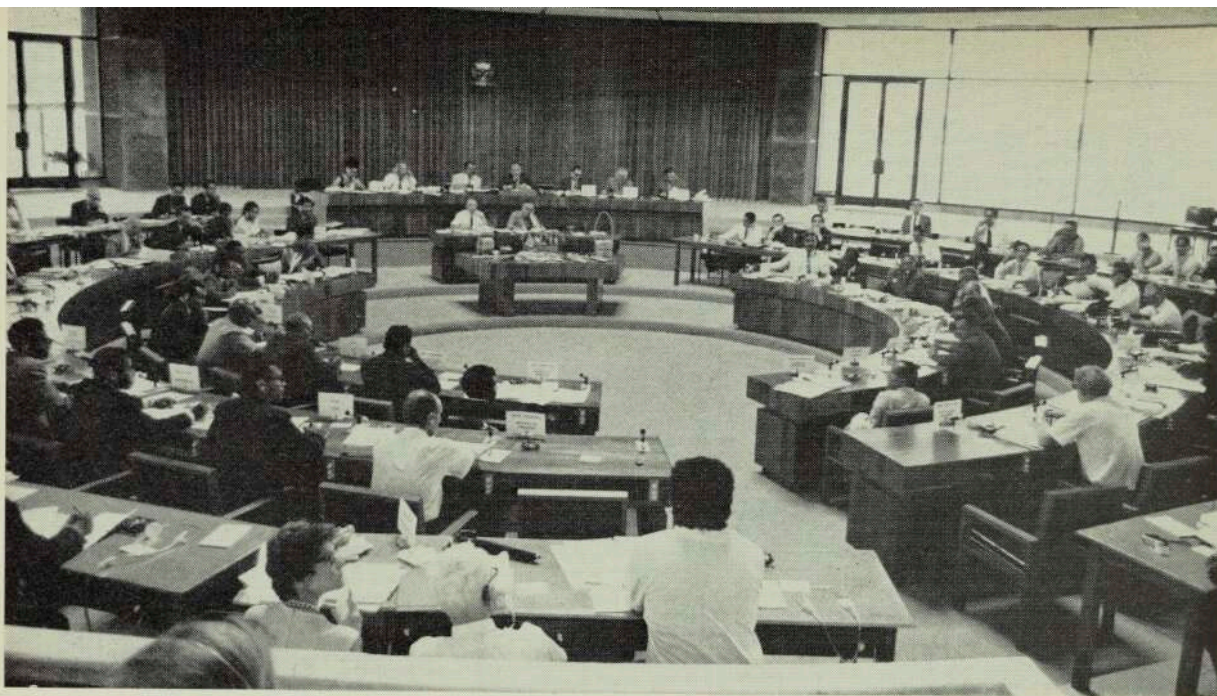
Meanwhile, at the end of September, the SLN closed the last of three blast furnaces at its Noumea smelters, leaving eight Elkem and three Demag electric furnaces in operation, with an annual production capacity of 65,000 tons of metal.

On the Caledonian nickel mines, extraction of ore for the first eight months of this year totalled only 3.3 million wet tons, compared with 5.1 million tons for the same period last year.

While world prices of nickel metal rose, Japanese ore buyers were reluctant to pay higher rates for Caledonian nickel ore. As a resumption of nickel price talks was awaited in Noumea, all shipments of Caledonian ore to Japan were reported to be suspended.

Trucking operators who had been particularly hit by the nickel market recession, found temporary relief when the Noumea city council late September contracted a convoy of heavy vehicles to begin filling in the foreshores of the Baie de la Moselle. This area, in front of the Noumea Museum and new city post office, is to be a parking area for 1,500 cars.

Another recent development in Noumea, on a hill top at Mont Te, has been the opening of the Territory's first botanical and zoological park. Work on the 60-acre site has continued for ten years and is still incomplete. However, Caledonians have welcomed this first initiative to create a natural reserve for a limited number of local and imported varieties of animal and plant life, including the island's indigenous "barking", flightless cagou bird.



SP COMMISSION IS ALIVE (JUST) AND WELL (BUT HUNGRY) AFTER 25 YEARS

From JOHN CARTER, in Apia

When the history of the second 25 years of the South Pacific Commission is written, the Twelfth South Pacific Conference held in Apia, Western Samoa, in late September might well be called the Penurious Palaver. Never has so much been said about so small a budget.

Every year it's almost the same—so many projects, so little cash. This year, for the 10 days the 18 Island countries, with big brothers USA, UK, France, Australia and NZ breathing down their necks, had to decide what projects to finance for next year with less money—in spending power—than they've ever had. And all because of a bit of blackmail by France.

She didn't like the way the planning committee fiddled around with short-term projects, instead of getting down to long-term planning. She also wanted the South Pacific Islands Fisheries Development Agency (SPIFDA) to continue even if the SPC has to go it alone, UNDP having refused to carry on the partnership after next July.

Most of the territories seemed to favour its demise. France, through her veteran senior commissioner Mr

- Meetings of the Twelfth South Pacific Conference were held in Western Samoa's new parliamentary chamber the Matoa Fono.

Henri Nettle, was adamant. He told the other commissioners on the first day that, as it didn't look as if the planning committee would change its ways and there had been "unacceptable delays" in the SPIFDA projects, France would not increase her SPC contribution this year.

All the other participating countries had promised increases, Australia, the biggest contributor, promising 20 per cent, with most of the Islands adding to their voluntary quotas. It meant, with the rule that the "metros" must be unanimous, that the commission would have to limp along on its original budget of \$1,263,798. Everything had gone up in price, including SPC salaries. There was gloomy consternation.

Once again, as in past years, it was France versus the Rest, a position Mr Nettle seems to enjoy.

This looked like the beginning of the end for the commission—and its silver jubilee year too! During tea-breaks, which were almost like ban-

quets so generous was Samoan hospitality, there were sotto-voce suggestions like, "We should change the whole thing and go it without France"; "This is ridiculous, and we've got the Forum now". This went on all through the next nine days.

I think France was right about the planning committee. There have been too many seminars, too much talking, tons of paper and precious little else. This sort of thing could wreck the SPC. As Mr Nettle warned, "I fear in the future we will no longer believe in the commission."

Mr Andrew Peacock, Australian Minister for External Territories, expressed "Australia's regret" and trusted "that the matter will be rethought".

Duncan MacIntyre, NZ Minister for Maori and Island Affairs, was more direct. "I would appeal to France to rethink what her action will do to this consortium of small developing countries," he said. "Is there any reason why the metropolitan countries should push their proteges back under the water after 25 years of effort teaching them to swim?"

Mr Anthony Kershaw, Parlia-

MOVE TOWARD LONG-TERM PLANNING

mentary Under-Secretary for Britain's Foreign and Commonwealth Office, echoed Australian and NZ sentiments.

If France felt herself out in the cold, Mr Nettle gave no sign. There could be no walk-out this year (as Mr Nettle walked out last year) and he contented himself with a reminder now and again that he would come to the party if France got what she wanted.

And that is how it was. Gradually there was a shift of opinion by other countries. Maybe the planning committee did want changing; there was a lot of sense in having only a few long-term projects; what was the use of seminars and surveys without any action, etc.

Then Mr Fred Thorburn of the Cooks moved that the planning committee should prepare a plan concentrating on a few long-term practical projects of significance for the region, without being concerned primarily with the financial implications or the commission's annual work programme.

Mr C. D. Reseigh, Australia's senior commissioner, the most experienced commissioner there after Mr Nettle, backed it up after ensuring that small, short-term projects could survive, and Fiji's Mr Vijay Singh crystallised the whole thing with a suggestion that the motion could be used as a basis for drawing up terms of reference for both long and short-term planning.

"This is close to what I have been pressing for a long time," Mr Nettle said, on the seventh day. "You should always separate long-term plans from the annual budget."

Quick to seize the opportunity, Mr Naisara, Fiji's Minister for Education, Youth and Sport, who was the commission session chairman, called a meeting of the commissioners at evening. But France still held out. It wasn't something "near" their desires which would satisfy France. It was all or nothing, and nothing could, I think, have damaged the UNDP irreparably. "There's always the problem," was a thought underlying the UNDP in Apia.

Then senior NZ Commissioner Charles Craw announced that NZ would contribute up to 15 per cent, which meant an extra \$20,000 in the budget. Mr Nettle's reaction was immediate. He said—with the black-balling touch of course—that if the conference in its wisdom concentrated on long-term projects he might be able to recommend his government agree to an increased contribution

of not more than five per cent, but, if more attention was not given to long-term projects, France's increased contribution would be devoted to French territories only.

The conference's reaction was almost as swift. In no time at all a resolution went through from a special ad hoc committee which had been struggling to unravel the tangle. This was a directive to the planning committee to present to next year's conference a long-term plan concentrating on practical projects of significance to the region.

Moving the motion, Vijay Singh, who had been closest to Mr Nettle all along, commented that it was time to concentrate on projects lasting from one to five years instead of on "things like interminable seminars". Everybody agreed.

Not long afterwards, SPIFDA's future was also assured. That evening, a smug Mr Nettle, who's really an engaging fellow when he's not being a chauvinistic Frenchman, told me he would be adding France's five

per cent to the budget, the next, and final, day.

He did, but he would not go higher than five per cent. As the unanimity rule prevailed, all other participating governments, seven of them, gave the same. Some, however, said they would add voluntary contributions. Ever-generous New Zealand said it would add another 10 per cent. Nauru and the UK gave the same. Fiji and Western Samoa gave additional amounts on top of their statutory percentages (see panel for these details). The additional cash was promptly allocated.

But there was resentment over the French tactics. Several representatives said afterwards that France wouldn't get away with it a second time.

Mr Nettle, who is in the top flight of the French Civil Service, is both an expert tactician and a rough fighter. He's also down to earth. Over the last few years he has played a large part in turning the conference into a training ground for diplomats and politicians. The whole struggle surrounding the business of increased contributions was an exercise in chicanery, Machiavellianism, brinkmanship, tactical retreating and the other political sciences so ably practised at the United Nations.

France has objected to "politics" several times in the conference in past years but she practises it the most. This year she did it perfectly because, unlike last year and the year before when Mr Nettle had recalcitrant French Polynesian autonomists to needle him and cause him to walk out, the Frenchmen were a united team. All their representatives voted as a bloc and talked in the same strain.

One longed for another Henri Bouvier to relieve the tedium of the conference which, for the most part, became very dull after the first two days of drama.

Mr Nettle's obvious main target was Bill Hussey and his United Nations Development Programme. He attacked UNDP over SPIFDA, charging it with developing "an increasingly rigid attitude and enforcing its authoritarian and centralistic ideas" at the prompting of its regional representative, who is Bill Hussey.

Mr Hussey replied several times, or at least spoke on joint UNDP-SPC projects, without really crossing foils with Nettle, or losing his cool.

He explained UNDP's position and defended it against the accusation of hogging the action in the field to the detriment of the SPC. If it did hog the action, he implied, it was with the idea of letting the SPC get on with its main job of furthering the

THE MONEY THEY'LL GET

With the five-per cent increase agreed by the participating governments, their contributions to the 1973 budget are as follows: Australia (contributing 31 per cent. of the total) \$359,801; France (14 per cent.) \$162,491; New Zealand (16 per cent.) \$185,704; United Kingdom (16 per cent.) \$185,704; United States (20 per cent.) \$232,128; Fiji, Nauru, Western Samoa (one per cent. each) \$11,607 each, a total for the eight governments of \$1,160,649.

New Zealand promised an additional 10 per cent. increase as a voluntary contribution to overcome the unanimity rule, making her total contribution \$203,390. Others added varying amounts and Australia, unable to make a decision on "voluntary" contributions until cabinet approval is given, "stuck" at five per cent. but is expected to increase this to 10 or 15 per cent.

Altogether, the budget was increased by about \$80,000 as some of the territorial governments also increased their voluntary contributions.

The budget total now stands at about \$1,342,611.

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NP114 B

economic and social development of the Island territories.

Only once did he take the button off the foil. That was when Mr Nettle attacked UNDP's decision to end its active role in SPIFDA next July and concentrate its funds on the five T's, trade expansion, telecommunications, transport (sea and air), tourism and training.

Mr Nettle complained that the withdrawal of UNDP finance at the present stage would ruin the pilot project which SPIFDA is conducting in New Caledonia. Mr Hussey didn't think it would because, so far as the UNDP programme was concerned, it was for regional projects as a study for all territories and not the "country" type.

The New Caledonia project was a study project no longer, because, as they had learned with consternation, they were now faced with a project which was making money. Arrangements had been made to open a bank account in Rome for the profits!

After the money crisis over the planning committee, SPIFDA's fate engendered the most heat. Three aquaculture projects were at stake, the New Caledonia one, one in Fiji and one in Koror in Micronesia. Future projects recommended by the consultative committee were a new study of techniques in outer reef fishing involving work in American Samoa, Cook Islands, Fiji, GEIC, Tonga and Western Samoa; the provision of experts for a project in French Polynesia, and the continuation of the inter-island training programme.

All this, spread over 24 months from next July, would cost \$440,000. SPC would be expected to chip in with about \$28,500 a year.

It was obvious that most representatives took a dim view of what SPIFDA had accomplished to date, several referring scathingly to the fact that, instead of tackling the problem of supplying protein at the village level, it had concentrated on oyster-culture.

Mr Vijay Singh brought a smile to Mr Nettle with a reference to a fancied famous quote in French history when Marie Antoinette suggested that, if the peasants hadn't bread, they could eat cake. Mr Singh complained that the Islands wanted protein and had been given oysters and champagne — with tourists in mind.

But it was obvious that everyone knew that SPIFDA must continue. There was a wide division of opinion as to whether the agency's activities should pave the way for large-scale commercial fishing or be confined to

Continued on p. 108

SOMARE GRASPS THE NETTLE SAFELY

From PERCY CHATTERTON, in Port Moresby

During the second half of the September meeting of PNG's House of Assembly, which started on Monday, September 18, and ended ignominiously in a count out on the forenoon of Friday, September 29, the United Party's *enfant terrible*, Anton Parao, accused the National Coalition government's ministers of being stooges of their departmental permanent heads.

Events rather than words disproved this slur. Chief Minister Michael Somare has shown himself adept at grasping nettles without getting stung. After the gloomy white paper tabled by the chairman of the Public Service Board during the first part of the meeting (see October PIM), Mr Somare took the opportunity offered by the budget debate to tell the House that he and his cabinet had quite different ideas about the future of the Public Service from those of the Public Service Board. During the next few years, he said, the number of expatriates in the Public Service would be reduced from 7,000 to 3,000. This would be done, not by sackings, but by non-replacement of expatriate officers retiring, resigning or completing their contracts. Those left, brown and white, would have to work harder, he declared. Papua New Guinea, he continued, could not afford an Australian-style Public Service; it would have to opt for a small, streamlined and inexpensive one.

This bombshell was received comparatively calmly. Public Service Board Chairman Sere Pitoi explained smoothly that the report tabled a fortnight earlier had been based on the then extant policy. If the government decided to change the policy, it would be the duty of his board to do its best to implement the new policy.

Over in New Britain ex-MLC/MHA Ron Barrett is no doubt chuckling happily, for the new policy sounds like the death knell of the kind of civil service empire building against which he inveighed so frequently and so vigorously for years.

In passing, on the subject of localisation, it has been announced that the offices of Government Printer and Chief Archivist will be localised shortly, when the present expatriate holders of these offices retire.

It looks, too, as if Mr Somare's government may be nearing success

in dealing with another nettle—the Gazelle Peninsula impasse, a problem to which the moguls of Konedobu's administration headquarters have so signally failed to find a solution during the past few years. It has been announced that at the next meeting of the House in November legislation will be introduced to abolish the controversial Gazelle Local Govern-

ment Council, and to recognize on an equal footing the Mataungan Association "Council", the Warbete Kivung group, and the "Toma" pro-council group, and, as a temporary measure, to place the assets of the council in the hands of a Trust made up of representatives of the three groups. This arrangement would be preliminary to the establishment

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PNG's own decisions

next year of a new-style local government structure for the Gazelle, in which smaller tax raising bodies would be loosely linked together in a central authority.

The signs are that all the groups are reasonably happy about the proposals. If they do succeed, it will certainly be a feather in Mr Somare's cap.

Another recent incident is indicative of a new shape of things to come. An outcry arose in Wewak over the siting of a new police station. The contract for its erection had already been let, and if the situation had arisen during the life of either the first or the second House, the protesters would have been told, "Sorry, too late". But for Mr Somare's government it was not too late. After looking into the matter with the Chief Minister, Minister for Works Thomas Kavali announced that the job would be halted and a new site selected. That such an incident as this could have happened prior to this year of grace 1972 is quite unthinkable.

In fact, none of the happenings so far chronicled could have happened if the National Coalition ministry were dominated by the permanent departmental heads, as claimed by Mr Parao.

Another welcome announcement made during this memorable fortnight was that the government intends to proceed with the establishment of village courts, with power to deal with matters such as simple stealing, common assault, wilful damage, dangerous driving and bride price disputes; and possibly with the appointment of "peace officers" to fill the vacuum left by the abolition of the offices of village constable in Papua and luluai and tultul in New Guinea.

If these policies had been adopted five years ago, as they should have been, the maintenance of law and order in the villages of Papua New Guinea might not be in the parlous condition into which it has fallen.

Gambling has come in for its share of attention. Yet another attempt to repeal the Playing Cards Ordinance has been adjourned, but it seems to have a much better chance of success than its predecessors. And the House has expressed approval in principle of the idea of a national lottery. However, Treasurer Ritchie has expressed his doubt as to whether such a lottery would turn out to be very profitable, and has

suggested that a "premium bond" scheme on the British model might be a better bet for the national exchequer.

While on the subject of finance it should be recorded that Minister for Internal Finance Julius Chan has foreshadowed the setting up by Papua New Guinea of its own central bank on the lines of Australia's Reserve Bank. But Mr Chan is still not prepared to commit himself as to whether a separate PNG currency is contemplated.

What may be more than a tea-cup storm was touched off by Bougainville's forceful politicians, Paul Lapun and Father John Momis. The former is Minister for Mines in the National Coalition government while the latter, new to the House but already showing signs of becoming one of its leading figures, is deputy chairman of the committee charged with the task of preparing a draft constitution. Both have expressed dissatisfaction with the agreement concluded between the monster Bougainville Copper company and the previous, administration-dominated PNG government, and it seems likely that at no distant date a call for its re-negotiation will be pressed.

Southern Highlands Regional member, Ron Neville has renewed his oft-repeated plea for a road outlet from the Southern Highlands to the Gulf of Papua. While the government has not yet committed itself on this project, the Chief Minister has finally and formally confirmed the demise of the World Bank inspired doctrine of rapid economic development by concentration on the most promising areas, and has made it clear that his government has committed itself to the policy of a more balanced style of development with special consideration for the development of previously neglected areas.

This naturally gives me a good deal of satisfaction, as it has been one of my pet hobby-horses ever since the World Bank report first appeared.

The Chief Minister has got his green light for self-government by the end of 1973, though not by so good a margin of votes as he had hoped for. The voting was 52 to 34, a majority of 60 per cent. instead of the 75 per cent. which had been his target.

Finally, this meeting's funny story. The ebullient and ever optimistic member for Tari, Matiabe Yuwi, asked the House to recommend a reduction in the salaries of its members. The motion was lost on the voices.

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Fiat 128 Sport Coupe



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SEVERAL months ago the Tongans of Vavau saw their first electric sweeper, their first electric food mixer and their first gas stove. They saw bricklaying for the first time and a hundred and one other modern operations. Now, a select band of 40 of them, men, women, girls and youths, sweep, cook and work with all these things, some nonchalantly, some all thumbs but always with a smile.

The modern world has come to Vavau through the portals of the luxury Port of Refuge International Hotel, and welcomed by King Taufa'ahau Tupou IV, who ceremoniously opened the new \$800,000 resort complex on October 2.

The hotel has its knockers, the Jeremiahs who see it as Vavau's ruination, but the islanders see it as a great chance to upgrade their own living standards. That's how chairman of directors Bob Moin and

directors builders Don Sindan and accountant John Moon, New South Welshmen, all see it.

As a youth, Don Sindan lived on Vavau for four years with his roving seaman father and made many friends. He fired Bob Moin and John Moon with his enthusiasm and the three, along with local directors Ralph and Herbert Sanft, who occupied the land now leased for 46 years to the new company, Tonga Tourist and Development Ltd, are working hard to ensure that the Vavauans and the hotel march into a prosperous future.

Vavau is 170 miles from Nukualofa and everything that wasn't already growing there had to come from overseas. There were only six imported Europeans. The rest, 300 of them, were Tongans. There are 30 units with *fale*-type roofs like the rest of the hotel, with the exception of the swimming pools, two of them,

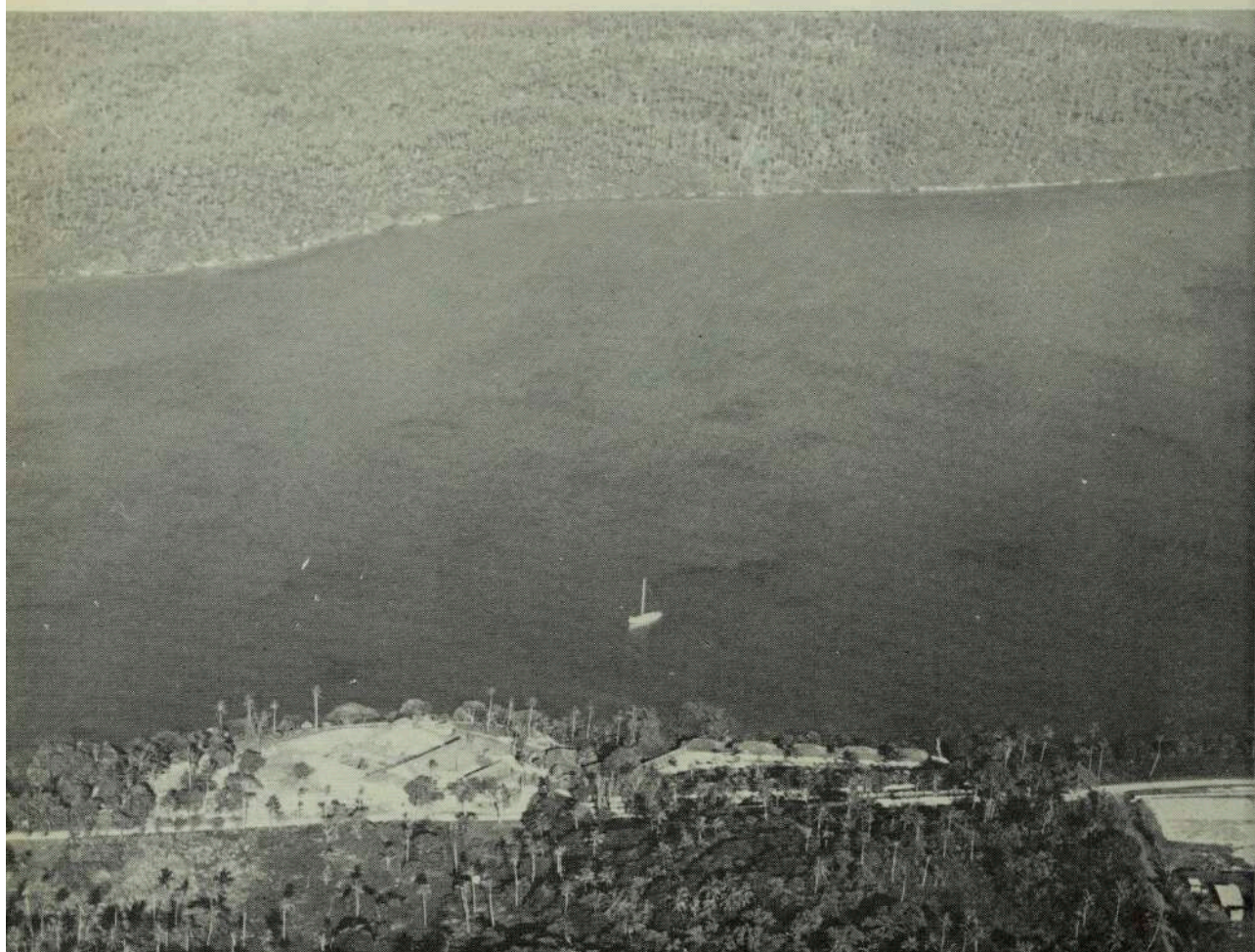
and the tiled patio. There's a dining room, cocktail bar, a roomy reception block, which also houses a duty-free shop, boutique, beauty salon, and underneath, a whacking great wine cellar, already the best stocked cellar in the Islands. It can do service as a hurrican shelter as it has been built like a concrete redoubt.

All that pile of buildings took some really refined logistics. When the three Sydney men got together more than two years ago and began to build castles in the South Pacific air, some acquaintances of theirs thought they were mad.

Hotel building was easy, especially as Don and Bob have been associated together in the industry for some years, and John is a director of three NSW hotel and catering ventures—but to build it on an island as remote as Vavau was something else.

As much local material as possible

The world comes to Vavau



was used but in addition, 800 tons of cement, curtaining, machinery, including power generators, tiles, thousands of them, cutlery, crockery, sophisticated kitchen and cooking plant and much more had to be shipped in.

Normal shipping services took care of it and, although most of it had to come well over 2,000 miles, and be transferred from the foreign-going ships to the inter-island ones, there was, surprisingly little loss.

"We were really amazed how easily everything was managed," said Bob Moin. "Right from the start, with the negotiations for the land and all the red tape tied around this sort of import, everything went well. The Tonga Government was with us from the beginning.

"One of our best champions was

Mr Mahe Tupouniua, the Finance Minister. He gave us all the co-operation he could and encouraged the whole thing, and with the backing of the king, the ministers and the government, the whole exercise added up to a very smooth operation.

"There were some frustrations from our point of view. There was 'Tongan time' and Island custom to take into account. Decision-making was slow by our reckoning and nobody wants to hurry in Tonga.

"Our work force and the hotel staff had never seen most of the articles before but they were eager and now they are all trained. We wanted to get the local people involved from the start and I think we've managed it. They don't talk about the Port of Refuge Hotel. They call it 'Vavau's hotel'.

(over)

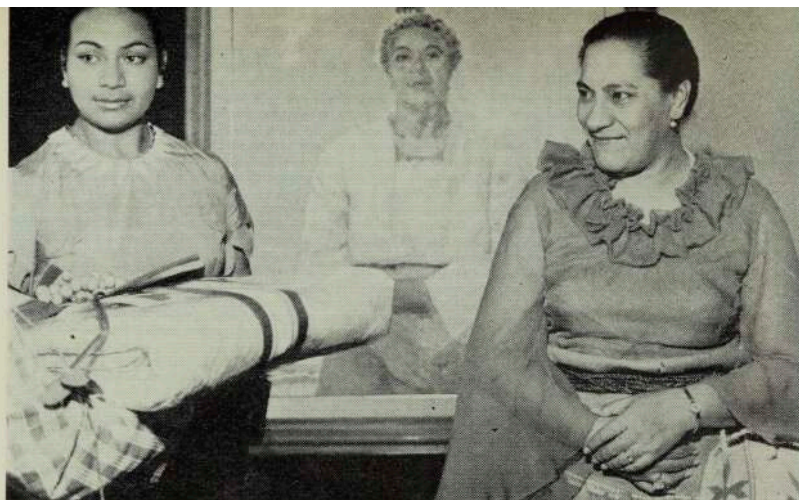
Vavau's magnificent harbour, photographed in October by Qantas photographer Warren Clarke from the plane which took guests to the opening of the Port of Refuge Hotel (seen at left, with the yacht Winston Churchill moored in front). Vavau's tiny headquarters town of Neiafu, is at right, with the overseas wharf (the waters of Vavau's land-locked harbour are very deep). The hat-shaped hill at the port entrance is 430 ft Talau, a Vavau landmark. These two photographs do not make an exact composite, as they were taken at slightly different angles. There are many historic points of interest around the fjord-like harbour, discovered for Spain by Maurelle in 1781.





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Only about a week before King Taufa'hau Tupou IV opened the Port of Refuge Hotel in Vavau, Queen Halaevalu Mata'aho (right) accompanied by her daughter Princess Pilolevu Tuku'aho opened the Waiakea Village resort hotel in Hilo, Hawaii. The portrait of the late Queen Salote on the background was presented to Queen Halaevalu by Mr E. Arnold Meen on behalf of the resort owners C. Brewer and Co Ltd.

"We don't want their customs and their lives spoiled so we'll go ahead cautiously. "After all, we want the people who come here to see the Vavau people as they are; not as a copy of the world outside."

The hotel's coming has done more than most new hotels have achieved. It has started a new air service which, using a chartered Britten Norman Islander, began its career on a Sunday, the day before the opening, when the government specially sanctioned flights from Nukualofa's airport at Fua'amotu. Mayne McKern, seconded from Air Melanesia, New Hebrides, along with his plane, made the proving flight the previous day to the new airstrip which has been hacked and bulldozed out of a coconut plantation six miles from the hotel.

There's already a well-made airstrip on the island, constructed several years ago by British engineers, but it has never been used. It was built in the wrong place; faces the wrong direction; is on a cliff top with up-draughts, and was condemned before it was opened.

Qantas and Air Pacific have watched the new developments carefully through the eyes of one of Qantas's experts, ex-Fiji Airways manager Chris Ritchie. Air Pacific will operate the service, which indicates the excellent chances Air Pacific has of operating Tonga's new internal air services for which there are several competitors.

Chris Ritchie was at the hotel opening arranging the schedules for "Air Port Refuge". It was a family affair. Chris's youngest son, Logan, who is following in his ex-pilot father's tailstream, flew as relief pilot for Mayne McKern.

The airstrip, at present something over 1,300 ft of crushed coral, will be extended to more than 2,100 ft and, eventually will take the HS 748s, being destined as a half-way house between Apia and Nukualofa.

That's something else which will bring benefits to the Vavauans.

Two weeks from its opening the hotel was slated to have a bar staff experienced in all the latest cocktail mixes. During that two weeks the staff was being taught by Eddie Tirado, a New Yorker, who went to Australia 12 years ago for a short holiday and, married to an Australian, hasn't been back home since.

Eddie is head bartender at Sydney's Chevron Hotel, president of the Australian Bartenders' Guild and author of a soon-to-be-published book on cocktails.

Bob Moyn borrowed him for a two-week working holiday during which time he taught the staff. And they taught him. Said Eddie, "They gave me a new drink, an *Otai*, strictly Island and soft. It's made from fruit juices including pineapple, and contains coconut milk and grated watermelon. I'll take it back to Sydney, add rum and I'll have a new cocktail, King's *Otai*."

Now that the hotel is opened and the first paying guests have been, enjoyed the whole thing including sea trips among the incomparable islands of the group—not to mention the view from each unit window—Tonga Tourist and Development Company, with holding company Pacific Resorts Pty Ltd, is turning its attention to a second venture, a hotel resort at Ha'atafu beach, 12 miles from Nukualofa.

Building that one should be easier.



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PACIFIC ISLANDS MONTHLY—NOVEMBER, 1972

35



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It is lavish glamour you can afford.

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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.

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Islands Lithographer

American artist and cartoonist Bill Bates, now living in Fiji, is using the Fijians and Fiji village life in the outer islands as models for lithographs in his own style.

Firstly, he prepares a Masonite board with five coats of acrylic, to make the surface coating very thick. He then sketches his subject onto the board, using finely sharpened pencils. When this sketch is completed, he takes a penknife, and, using the scratchboard technique, scratches out the highlights.

At this stage, the drawing is photographed and Bates retouches the negative to match the original by paquing the highlights. This step alone may take as much as a day to complete. From this negative, the photograph plate is made and the picture reproduced either as a large print or as a notecard.

Bates "discovered" the South Pacific in 1968 when he asked the former Matson Lines—now Pacific Far East Lines—if he could make caricatures of the passengers in exchange for passage. For the next two years he regularly did just that, but in 1970, Bates left the ship in Rarotonga, the Cook Islands, to make closer contact with Islands life, and spent several months sketching and painting water colours in Rarotonga and the outer islands of Aitutaki, Tiutiu and Mitiaro.

In 1971 he went to Fiji, where he decided on the lithograph technique because he felt he could obtain with it a greater degree of contrast and achieve more depth and detail in his pictures.

Bates' other side is cartooning. His political cartoons appear weekly in the Fiji Times, keeping him in touch with the "outside" world. A collection of cartoons done aboard the

Mariposa and Monterey will be published this year. Born in Texas, Bates' home before moving to Fiji was San Francisco, where his comic strip "Ping" ran daily in The San Francisco Examiner.

He plans to sketch the peoples of the other South Pacific islands, using friendly Fiji as his base.

Adventuring in paradise PNG

The explorer Marco Polo would have been proud. The 9,000-ton Dominion Far East ship bearing his name has just completed a cruise along the Papua New Guinea coast which, if not exactly a voyage of discovery, was nevertheless undertaken in a spirit of adventure.

The vessel was chartered by the Anglican church to show 370 Australian sympathisers something of the life and work of the church in Papua New Guinea. The itinerary included calls at places which have never seen a cruise ship before.

The nautical fun began after a three-day stay in Port Moresby, where the Marco Polo picked up Captain Ray Taylor, a sea dog of 30 years' experience in Papua New Guinea, to guide her through the reefs and other hazards of the north east coast. "It is unusual to say the least," he observed drily, "for a ship this size to go gallivanting up through the reefs like this."

First stop was at East Cape, in response to a request from the United church mission there, whose inhabitants wanted the chance to stare at such an unusual phenomenon as a large and lovely liner. The Marco Polo's captain, Peter Carlson, whose readiness to oblige was a key factor in the success of the cruise, brought his ship close inshore.

A flock of canoes came out to the vessel and eventually some of



The meeting of cultures: Mrs. Anna Martin, Marco Polo passenger from Adelaide, in summer frock, jungle boots and grass skirt eats her Papuan-style food at Dogura off a banana leaf with the aid of fingers and sharpened stick.

the occupants were persuaded to come alongside, mount the gangway and chat with the tourists.

Next morning saw the Marco Polo hove to off Dogura, the "mother" station of the Anglican church in Papua New Guinea. Passengers were ferried to and fro in the ship's lifeboats, while she cruised slowly up and down all day because the water was too deep for her to anchor.

It was a big day for everyone—most of the tourists had never seen anything like Dogura and Dogura had never seen anything like the Marco Polo, nor been visited by so many white people at once.

The next stop was at Oro Bay, the new deep water port for the Northern District. Here, too, the Marco Polo was the first cruise ship to come calling and the largest vessel to be seen there since World War II.

So it was another fascinating day for all concerned: while the tourists were busy seeing the sights, local residents were pouring in from miles



Bill Bates attracts a lively crowd of Fijian youngsters when he gets down to work with his special style of graphic art.

Got a pump problem?

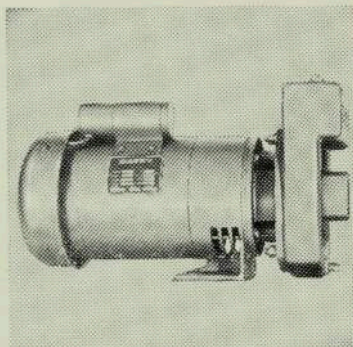
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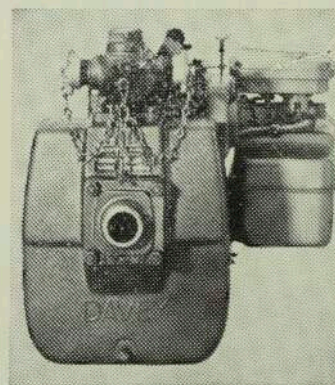
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around to see them and their ship. Large crowds thronged the wharf, hundreds of local people were able to look round the ship, dancing groups performed with gusto, and the authorities chose the occasion to open the new wharf formally.

Hahalis becomes respectable . . .

One of Papua New Guinea's best-known cultist movements, the Hahalis Welfare Society of Buka Island, has apparently entered a new era of respectability. Hahalis president, John Teosin, warned the Buka local government council last month that anyone referring to the society as a cargo cult would be taken to court and sued for damages.

Another Hahalis leader, Francis Hagai, said that society members had been "hurt" when a news story referred to them as cargo cultists. "We don't practice a cargo cult and it's not right for anyone to say we do," he said.

Cultism on Buka Island has a long history, dating back to before World War II. It seemed to fade away after

about 1935 but flared up again during the war when the Japanese forces invaded Bougainville. In 1943 several cargo cult leaders were beheaded by the Japanese who held the mistaken belief that the cult was an anti-Japanese uprising.

Then in 1961 there was the violent confrontation with police on a sandy beach on the east coast of Buka Island. John Teosin and Francis Hagai—then young men—led the insurrection.

Since that time, Hahalis and its adherents have not exactly been on the warmest of terms with the administration or the missions, preferring to do their own thing. But there could be changes on the way.

At a meeting of the Buka local government council, Teosin and Hagai said they wanted the council and Hahalis to co-operate and be friends. The government medical officer at Sohano, Dr Tom Sawa, himself a Buka, raised a quizzical eyebrow at this statement.

Dr Sawa told the two men he was closing an aid post in the Hahalis area because of the failure of the people to support it. He said he had received "no co-operation at all" from the Hahalis people in the two years he'd worked in the Buka area.

Opportunity for leadership!

Maybe it's up to one of the new nations of the Pacific who aren't hamstrung by Western traditions to put Dr Willard E. Edwards out of his misery and give his "Perpetual Calendar" a go.

Dr Edwards and his calendar have been in and out of PIM pages since 1943—we published the calendar in 1945—and he called upon us again recently to report progress. He was then in course of his third trip around the world since he retired from the US Navy several years ago, and on these trips he spends much time publicising his ideas for calendar reform.

His perpetual calendar has been officially endorsed by the legislatures of Hawaii and Massachusetts and by the last Vatican Ecumenical Council. Mrs Patsy Mink and other Hawaii members of the US House of Representatives bring it before the US Congress as a private members bill regularly, but without success.

Dr Edwards despairs of getting anything settled in his lifetime but maybe he shouldn't give up yet. It took about 1,000 years of agitation to give

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TROPICALITIES

(Continued)

Catholic Europe its present Gregorian calendar in 1582, by which time the old style Julian calendar had got the date and the seasons about 10 days out of kilter. (It took England almost another 200 years to go Gregorian.)

It takes the earth 365.2422 days to make a complete journey around the sun and although even the early experts could cope with the 365 days they were fouled up by the .2422 expressed in days, hours and split seconds. Even the Gregorian calendar, complete with an extra day in every

fourth year, is not completely accurate and will have gained one day in 3,323 years.

Dr Edwards does not aim to fiddle with these seconds; his proposed calendar simply plans to get most of the irregularities out of the present system and substitute a calendar that is good indefinitely—that is, perpetual.

He would divide the year into four quarters—January, February, March/April, May, June/July, August, September/October, November, December—each quarter having 91 days, the first two months in each quarter 30 days, and the last month, 31 days. The month at the beginning of the

quarter would always start on a Monday; the second month in the quarter, on a Wednesday, and the third month in the quarter, Friday. (The first day in January would always be a Monday.)

To bring the year up to the required 365 days, there would be a day without a date called New Years Day (NYD) which would come between December 31 and January 1 and would be a world-wide holiday. Similarly, to take care of the present February 29, every Leap Year, there would be a no-date day called Leap Year Day sandwiched between June and July.

Easter would always be on the same dates, so would one's birthday and other anniversaries. Public holidays would always be on convenient Fridays or Mondays. In recent years the US Congress has passed laws to enable some public holidays to be celebrated on the nearest Monday. In most British Commonwealth countries the concept of the long holiday week-end has long since become a tradition.

Murder in the New Hebrides

If "Japanese duck" appears on a menu in the New Hebrides, it's an odds-on chance that the nearest the bird got to be a duck was as a cormorant. And it's frequent appearance on the menu is a threat to the existence of the species in the condominium.

Naturalist Mr Bregulla, who is adviser to the Vila Cultural Centre, fears for the existence of many of the New Hebrides species of birds on two counts, delegates to a South Pacific Conference on National Parks in Sydney were told.

Breeding places are being destroyed by land development and the hunters are trying hard to ensure that the need for breeding places will die with the birds. A colony of cormorants, which made Duck Lake on Efate their home for generations, has been wiped out entirely. They were prized as "Japanese duck".

The albatross, the world's largest sea fowl, is protected by law in the New Hebrides as it is elsewhere. It was extremely rare there. Now, it's even rarer. Two, which lived in the north of Efate, were recently beaten to death with sticks. That was an easy job for the murderers. The albatross were tame and allowed people to approach them.

"It just shows how much remains to be done too educate the public of the New Hebrides", said Mr. Bregulla.



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PYRAMID BRAND

An each-way bet in the race race?

When is a man not a man? When he's classified as a part or a particle, says Fiji Senator Felix Emberson, who is again campaigning for a more acceptable name for the 9,500 Fiji Islanders with some European ancestry. He was planning to introduce a motion in the Senate to try to remove the label "part-European", which he describes as an outrage and a stigma on members of that community.

"Until we can have this parliamentary certificate of respectability, we will continue to be the social and political doormat of this multiracial society," said Senator Emberson, who is president of the Part-European Association. "The part-European is a whole human being—you are looking at one now—and he is not a part or a particle."

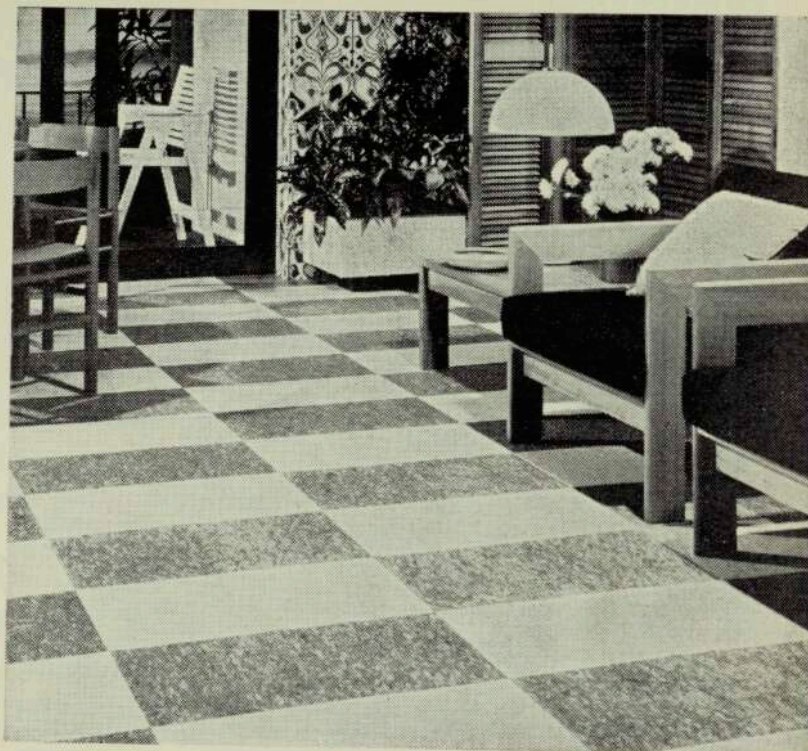
In one respect part-Europeans had the edge on other communities, averred Senator Emberson, since one day all the world's population would be radically inter-mixed. "In the meantime we have to try to evolve slowly upon our own and wait for you to join us," he told his fellow senators.

The term multiracial isn't popular with Fiji's Education Department, which has asked schools not to use it in their names, since this is considered to be an undue emphasis on race. A department official has said that if a school's committee is indeed multiracial, as the department suggests, it is unnecessary to play up this aspect by including the term in the name. The department has suggested also that schools should avoid any name with a racial connotation or the name of a living person.

Politically-speaking though, it's impossible to avoid the term multiracial in Fiji, and as Deputy Prime Minister Ratu Sir Edward Cakobau, pointed out at a recent Alliance Party Convention, Fiji has no future if its different races can not pull together.

"Each racial group in Fiji has its own views and values, its own culture and religion, its own strengths and weaknesses," Ratu Sir Edward said. There is ample scope for disagreement. That is why a tolerance of each other's views and ways is essential. Tolerance is born of understanding.

"My plea is—be patient, be understanding, be compassionate. The future requires peace and harmony and as every family knows, it is something which doesn't just happen. It requires effort."



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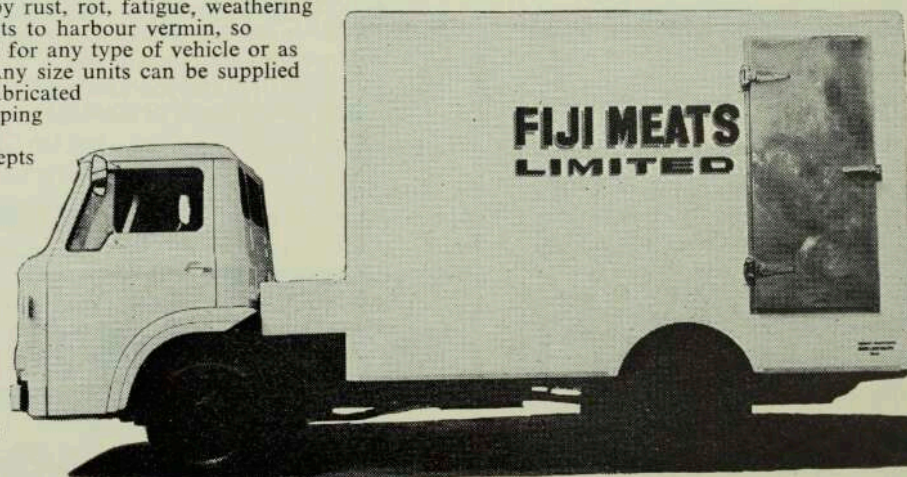


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* Footnotes

BILI AUA was born in the Purari Delta village of Iari, in Papua's Gulf District, and raised on a diet of sago and crabs.

As a young man he joined the Royal Papuan Constabulary, and served successively at Kairuku, Samarai and Baniara. It was while he was at Kairuku, on Yule Island, that he met and married Koloka, from the Nara village of Oroï.

At the outbreak of the Pacific war his unit was recalled to Port Moresby, and he has lived here ever since.

After the war was over Bili left the police force and worked for several contractors, finally becoming a contractor in a small way himself.

Quite shortly after the war he became associated with the late Tommy Kabu, about whom so much has been written. It still remains a moot point whether Tommy Kabu should be described as a cargo cult leader, an entrepreneur or a Papuan nationalist. Perhaps he was a little bit of each.

I feel sure that all his life he clung to the hope that there was a cargo secret to be discovered. Indeed, I suspect that at one period he credited me with being in possession of it and hoped that I would share it with him. If he had stopped to think about it he would have realised that I would hardly have remained so non-fluent for so long had I possessed it.

However, Tommy Kabu did not sit around waiting for the secret to be revealed. He organised his people to put aside their old ways and plunge into the ways of the white man. Among the many enterprises which he promoted was the harvesting of sago, with which the Purari Delta abounds, for sale in Port Moresby. This project brought him into contact with Bili Aua.

In the late 1940s Kilakila was still a village on the outskirts of Port Moresby, not yet swallowed up by the expanding town. A Kilakila man who had married a woman from the Purari Delta heard of the proposed sago marketing scheme, and suggested that Bili and other Purari Delta men already in Port Moresby should establish a settlement on Kilakila land and use it as a

URBAN DWELLERS OF THE FOURTH GENERATION

centre for the sale of sago to be shipped by the organisation being built up in the Purari Delta by Tommy Kabu.

So was established "Rabia Camp"—"rabia" is the Motu word for sago—a shanty settlement a mile or so on the town side of Kilakila village. Bili Aua and his confreres settled down there and continued with their wage earning jobs while carrying on the sago marketing venture in their spare time. For a while it must have been a

success, since at one stage they had their own truck for handling the sago. But, like most of Tommy Kabu's commercial ventures this one petered out in a bog of financial chaos.

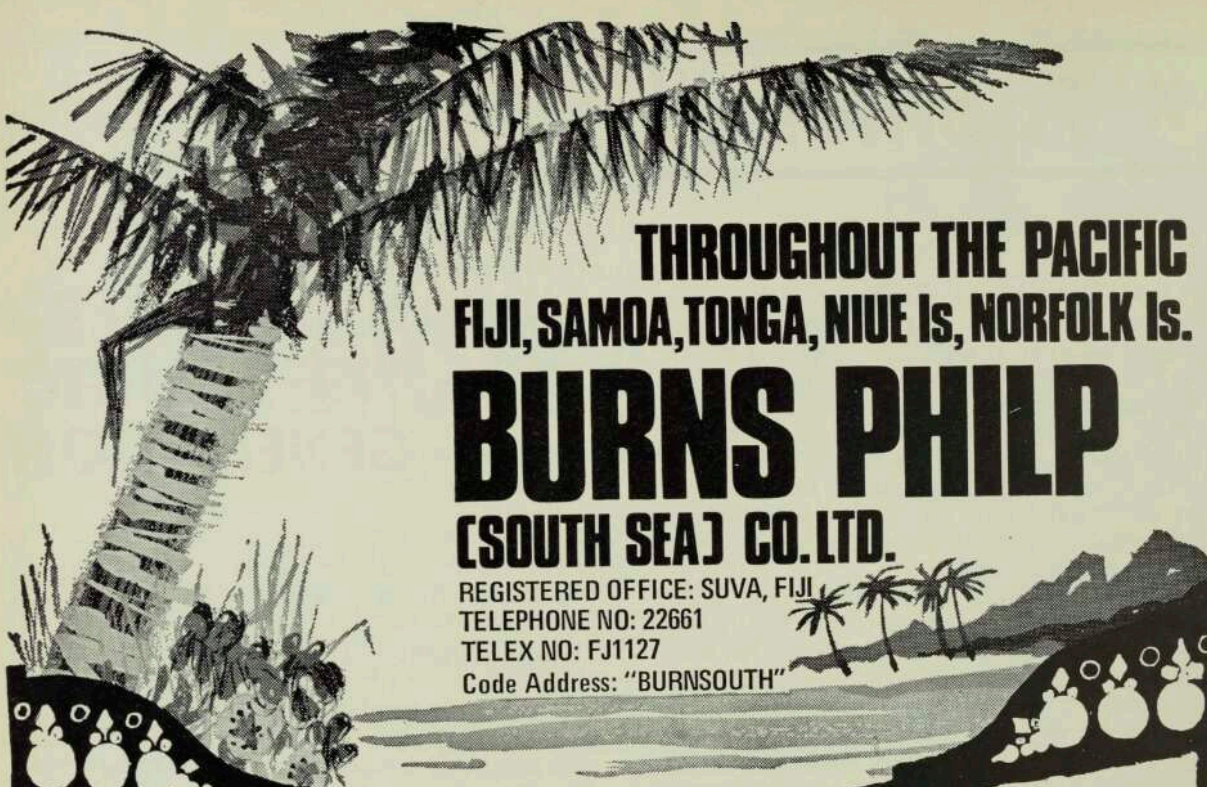
His was a tragic case. Full of energy and initiative, and inspired by a genuine desire to better the way of life of his people, he lacked the managerial know-how and the understanding of the workings of a cash economy which were needed to make his ambitious schemes successful.

However, the little nucleus of Purari Delta people stayed on at Rabia Camp and were joined by others from the home villages. Tommy Kabu himself commuted between Rabia Camp and the Purari in his efforts to keep his varied enterprises afloat.

During the last two or three years Rabia Camp has been getting a face lift. It has become the Administration's pilot project for a new kind of suburb—the no-covenant suburb. Belatedly it has been realised that this is the only way to tackle the shanty settlement problem in a city in which a substantial proportion of the work



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PERCY CHATTERTON'S COLUMN

(Continued from p. 43)

force cannot afford even the cheapest of the Housing Commission's mini-homes.

So the Administration has bought the land occupied by the old Rabia camp and an extensive area adjoining it from its Kilakila owners, and has divided it up into blocks which have been allotted to Rabia Camp householders. It is hoped that with the encouragement of security of title they will put up dwellings of better quality than they have done in the past.

And they have, too. As I look out of my window I can see Rabia spreading up the hillside from the tightly packed camp of earlier days. And some of the new homes being built up there reflect great credit on their builder-owners. Bili Aua, with help from the local Community Centre, has built himself a very nice little brick home.

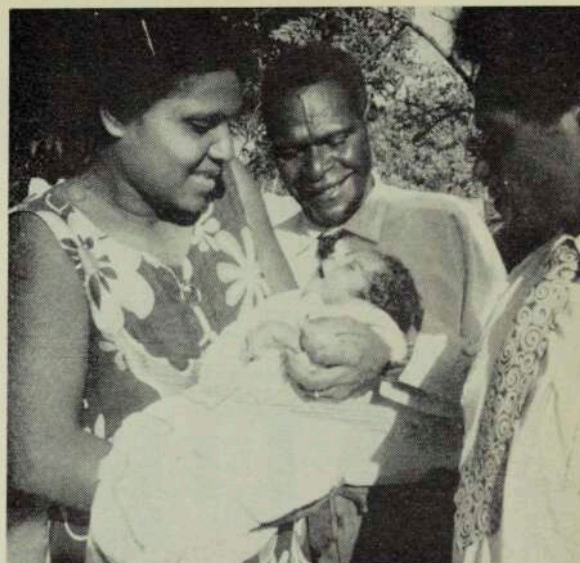
Roads have been laid out. Water is being laid on to stand pipes. Storm water drainage is under construction. "Camp" is no longer a suitable description of the place, but its inhabitants like the old, familiar name.

Apart from the early morning cup of tea brewed on a Primus stove, most of the cooking is done in the traditional Papuan manner—over an open fire on the ground. No mode of cooking more economical of fuel exists; and no food tastes better than that cooked in a home-made, unglazed earthenware pot over such a fire especially if accompanied by yams baked in the hot ashes. An elderly Papuan friend of mine once complained to me plaintively that he hadn't had a decent meal since his wife threw away her cooking pot and started cooking his food in an aluminium saucepan.

Bill Aua's son Amoa followed his father's example and married a Nara girl. Their daughter Koloka, named after her Nara grandmother, has married back into the Purari strain, and a few weeks ago she gave birth to her first son—Rabia Camp's first great-grandchild. Great-grandfather Bili says that he is to be named Aua, after his own father.

Little Aua is the forerunner of many. Already there are hundreds of children in Port Moresby whose grandparents were the original migrants. Soon there will be thousands, together with hundreds more who, like Aua, will be the great-grandchildren of those migrants.

What will happen to them all? How many will surmount the first educational hurdle by getting place in primary school? How many will fail to do even that, and will be saved from becoming



Bili Aua (centre) with grand-daughter Koloka holding baby Aua, with her husband Thomas at right.

—Photo: Nareda Price.

dropouts by never dropping in? How many will fall by the educational wayside? How many will surmount the higher hurdle of getting into high school? How are they all going to get jobs?

These are problems which both our national and civic authorities need to take a hard look at. They can't be solved, as some of our MHAs seem to think they can be, by bellowing "Send them back to their villages". Which villages?

Up in his little brick cottage, old Bili Aua has been mulling over these problems too, and has come up with his own answer. He plans to take up an agricultural lease a bit out of town and turn it into a rural foothold for young Aua if he should ever need one.

A good idea. But my guess is that Aua's dad Thomas, who is a librarian, has other ambitions for his first-born.

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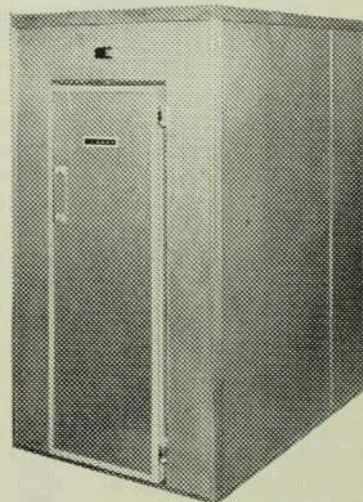
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The Editor's Mailbag

BAIRIKI COVER

I was most appreciative of PIM's August cover photograph, showing a Gilbertese canoe about the foreshore of the island of Bairiki, for I spent a week on that island in October, 1945, on my way to Fanning Island in the *Awahou*, and I retain fond memories of the voyage from Suva to Fanning Island, which took a month, via the Ellice and Gilbert Islands.

I would ask you if you could obtain for me a copy of that photograph, suitably mounted, for framing? I have been a subscriber to PIM for some years, following my two tours of Fanning Island, of two years each, and seven years in Suva, as an executive of Cable and Wireless Limited.

ARTHUR J. BLACK
Peppermint Grove,
Western Australia.

● PIM has had a number of inquiries about that cover. Photographer was our friend and colleague Bruce Adams, of 16 Ormonde St, Epping, NSW 2121, a professional photographer who can supply prints.

MICRONESIANS

In reference to "Micronesians Come Out Fighting In Fifth Round of Status Talks" (PIM, Aug., p. 11).

I for one have always thought that the military, naval, and general strategic value of the US trust territories was about equivalent to their economic value and to the economic value of the GEIC, less Ocean Island. The only reason for an American presence that I can see is the need of the Islanders for a "Big Daddy".

The Japs got precious little strategic advantage from their possession except before the war they did perhaps "Buffalo" us somewhat. We have derived some advantages since the war for their use as nuclear and missile test sites.

As military or naval bases, there is no place to hide on most of them, while all Oceania is subject to interception of its normal and base supply by highly sophisticated submarine fleets. And I have little doubt that the computers at the ICBM sites can find them if they need to.

I am not speaking from complete ignorance, I have travelled extensively through the Pacific—New Zealand to Wake Is.; Ulithi to Socorro; Pitcairn to Quemoy; and etceteras; and have

quite a few years' experience as a senior naval and merchant marine officer.

As a taxpayer I do not mind our picking up the tab at the level we now do; but if this makes the Micronesians unhappy let them unhitch their little red wagon and trundle it off to where it pleases them. If they have the idea that if they pull the covers over their heads and ignore the world their problems will be solved, they have another think coming. The world's major communities are growing by quantum jumps, and reaching out for power bases, influence, food sources and raw materials as never before. The way to meet the future is with mature intelligence; not the pettiness displayed by so many of the "underdeveloped world's" politicians.

GEO. R. JACOBS
Glendale,
California, USA.

I note the irony of calling Micronesia's future status one of a 'compact of Free Association' with the US. It is a sheer farce for the US to declare that it "recognises its responsibility of promoting the development of the Micronesians towards self-government and independence" when all the implications of

the terms of agreement about its military presence there will make this impossible. Your Honolulu correspondent is to be congratulated for highlighting the crucial inconsistencies in these 'negotiated arrangements'.

JONE DAKUVULA.
University of the
South Pacific,
Suva.

DR DAVIS'S CRITICISM

Dr Tom Davis's article (PIM, Sept., p. 11) leaves little to the imagination—his fears are all enumerated. It does, however, appear that he has written this as a disgruntled loser and nothing else.

Dr Davis left these islands many years ago to better himself and only returned after that absence when a number of dissatisfied persons asked for him to return as they were all incapable of acting as a political opposition; they appeared to need someone who has a "name", especially someone like Dr Davis, who is remembered by many for what he has done for them in the past.

I have resided here now for some years and have seen the benefits of New Zealand's "paternal" administration and what the present government have tried to do since self-government. This government has made many strides in all spheres and it was only due to New Zealand's past administration that it has been unable to meet the "status quo" caused by it. Cook Islanders all insist on pay rises without a thought of where the money is coming from; previously New Zealand met that bill and unfortunately

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Letters

(Continued)

many of our people here think that "money grows on trees".

Accusations by Dr Davis of dictatorial powers makes one think of Haiti; let Dr Davis think backwards a little when New Zealand's administration of these Islands was far more dictatorial than now. Economic development has been encouraged, yet with falling prices of copra, refusals by New Zealand to take mandarins (although NZ originally encouraged the growing of such), etc., can only lead to the thought that there has been no encouragement.

Political control or influence does not appear in the Church. We have four denominations and I am sure that all would deny the allegations made. He is quick to add that there

is political influence in the Women's Federation yet his own political organisation has created a "women's group" for itself in direct opposition. The government, as did the previous administration, has encouraged youth groups and women's organisations for the betterment of the country not for *political gain*; maybe Dr Davis's accusation applies to the previous administration as well; if it does then the influence of the previous administration was very weak as no one from these groups supported NZ when self-government was granted.

Accusations of deportations by him leave other readers with the impression that you only have to cough wrongly and "bye-bye". To my knowledge recent deportations were of marihuana growers. Presumably Dr Davis's American upbringing does not frown on this type of occupation.

If there is political control of the local news then why did it publish a series of articles just prior to the recent elections on Dr Davis and his career? If there was such control then

no such articles would have appeared.

His moans about the elections are also intriguing—he doesn't say that two constituencies rejected his party outright. He mainly harps on about Rarotonga, which has the largest population, yet he overlooks other islands in the Group.

Generally speaking his article is devoted to trying to justify his return and is an open criticism of a country he has been absent from for many years. I am very disappointed in him as I had thought that he was extremely capable, but not the type to sink to the level of the article you have published.

A COOK ISLANDS RESIDENT
Rarotonga,
Cook Islands.

● The writer is a prominent Cook Islands resident, and we would prefer him to have published the letter under his own name. PIM doesn't encourage the use of a nom de plume in the letters column except in special circumstances.

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Bougainville secessionists join the establishment

From a Bougainville correspondent

The Napidakoe Navitu organisation started in Bougainville early in 1969 to articulate the grievances of Nassioi people who had lost their land to allow the development of the huge copper project on the island. Unable to restore the villagers' land to its former owners, the Navitu during the next year began to concentrate its activities on promoting secessionist ideas.

At best, the Navitu's advocacy of secession could be said to be lukewarm rhetoric. At worst, it could be said to be a political ploy to keep the attention of Papua New Guinea firmly directed on Bougainville.

The Bougainvilleans, not an unintelligent people, found out early what other groups of Papua New Guineans have found out since — the more you kick and scream and act the political prodigal, the more solicitous central government will be in giving you what you want. But the past year has seen Papuans, Highlanders and others, all calling for secession—and the empty threat has been exposed as being just that.

Secessionism on Bougainville is not a new idea. It has been around for at least 20 years. The development of the copper mine at Panguna gave the idea more impetus and perhaps increased its acceptability among Bougainvilleans.

But few people on the island could define with any precision exactly what they mean by secession, and fewer still would have any practical idea about how it could be achieved. Logic and pragmatism have not been strong points of the secession debate. Probably, to the Bougainvilleans, demanding secession was just one way of saying that they were less than happy with the status quo.

Now, it seems, the leaders of the Bougainville people are more contented. Paul Lapun MHA, Napidakoe Navitu leader and a respected figure throughout Bougainville, is a minister in the Somare Coalition Government.

Barry Middlemiss, a major force in getting the Navitu off the ground in 1969, is still secretary of the organisation. But he is also manager of the organisation's commercial arm, Navitu Enterprises, a business that despite teething troubles appears to have a rosy future before it. You can't be much more "establishment" than to have as one of your leaders a senior government minister and to

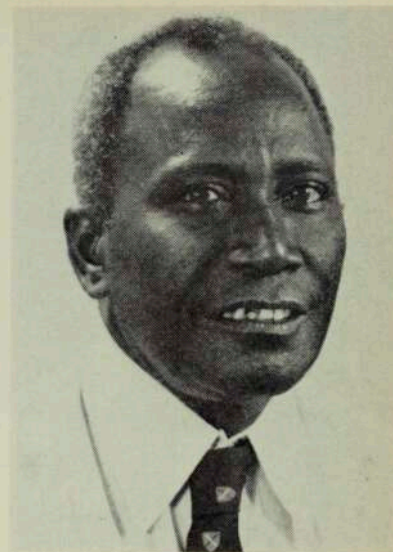
have your "political" organisation devoting most of its attention to the operations of its business.

There's only one point that everyone appeared to have overlooked in what has developed into a congenial *mariage de convenance* between the once secessionists and the new government. That was what the villager thought of this new approach.

It seems that most are prepared to accept it. They rightfully credit their leaders with having good sense and they're willing to follow them.

But maybe by coincidence there has been an upsurge in cargo cult-like movements during the last few months in the hinterland of central Bougainville. At its meeting early in September, the Kieta local government council condemned those people who were digging up the bones of their ancestors, dancing naked and behaving promiscuously.

The council accused Paul Lapun and his fellow parliamentarian Raphael Bele of encouraging the cultists—a statement that the two



Paul Lapun . . . repudiated the anti-nationalist demonstrators.

men later publicly denied. Paul Lapun was the most embarrassed by the cults because, to give their movements added authority, the cultists were claiming that they were operating under the instructions of Lapun himself.

Things reached a climax two or three days before Papua New Guinea's National Day, September 11. The talk was abroad in central Bougainville that there was to be a big anti-National Day demonstration in Kieta on September 11.

It was said that the demonstrators would march upon the Kieta council chambers and pull down the national flag as a gesture of their contempt. Paul Lapun made a public statement condemning the proposed demonstration and the Napidakoe Navitu executive met and agreed that the march should be called off.

To cap things off, Lapun flew back to Bougainville two days before National Day and met with a group of men who were said to be organising the demonstration in an attempt to dissuade them from going ahead with their plans. The talks were obviously successful. National Day, in Kieta and throughout Bougainville, was peaceful.

And in his National Day address to a crowd of nearly 3,000 people in Arawa, Paul Lapun said: "We in Bougainville are separated from the rest of Papua New Guinea by a big sea, but we are part of this one nation. 'A nation is not one skin colour—it is the people of one country, under one government. Unity will not be easy, but we must try.'"

Could the worm have turned?

Flow of copper will be official

The Bougainville Copper mine will be officially opened in November by Papua New Guinea's Chief Minister, Mr Michael Somare. A big group of VIP's and Press will be flown up to attend the opening, by CRA, Bougainville Copper's major shareholder.

Meantime, Bougainville Copper is among the most recent big overseas controlled companies to appoint an Islander to its board.

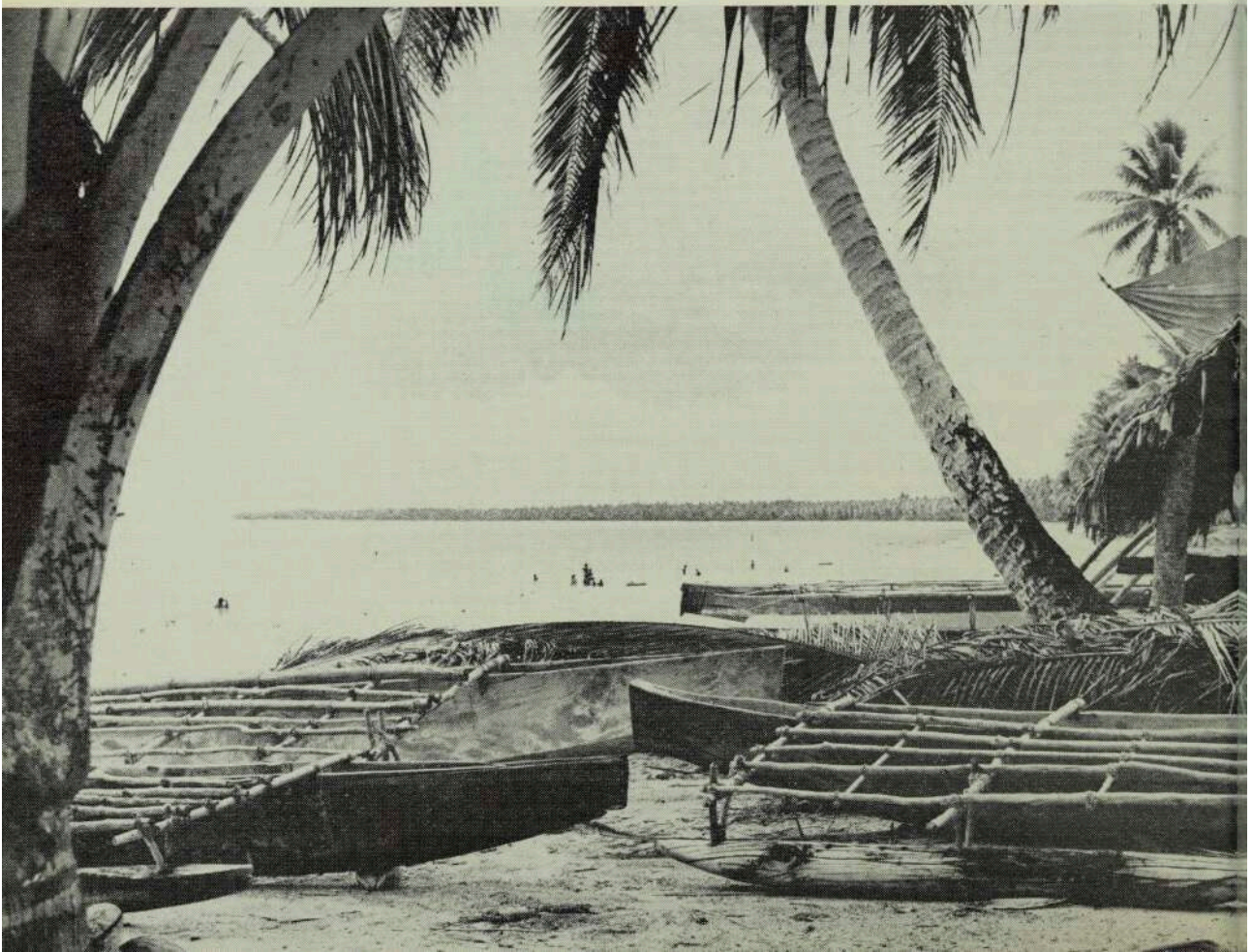
The Islander is a Papuan, Mr Mekere Morauta, 26, an economics graduate of the University of Papua New Guinea and a staff member of the Office of Programming and Co-ordination in Port Moresby.

Mr Morauta, from the Gulf District area of Kukipi, is the second PNG Government representative on the board of Bougainville Copper, which now has eight members.

Mr F. F. Espie, the board's chairman, said he "looked forward to a full and valuable future association with Mr Morauta".

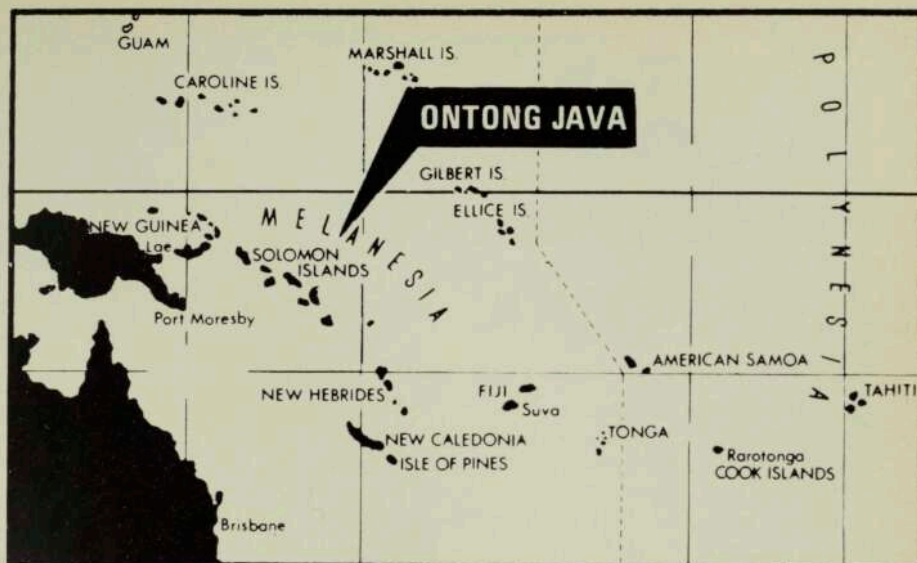


ISOLATION THREATENS THE FUTURE



- Villages of Ontong Java, which forms part of the British Solomon Islands Protectorate. At left and below right Luangiua, below left Pelau.

— Photos: Dick Thompson.



By DENIS FISK

F "TOO-TRANQUIL" ONTONG JAVA

In the early part of this century, the population of Ontong Java, one of the Pacific's larger atolls, was reduced by at least 80 per cent. through introduced diseases and a breakup of the old political, religious and economic structure.

The lovely kidney-shaped atoll, 43 miles long and up to 16 miles wide, early last century was the home of a tightly organised community of around 5,000 people, who used every resource available to them on the necklace of 124 islands around and in the lagoon.

But between 1900 and 1930 their numbers dwindled to 700, and 10 years later to 600, through previously unknown diseases such as tuberculosis, influenza, pneumonia and malaria, as well as what one researcher of the 1930s called "a state of mind which acquiesces in extinction". At that time, it was generally held that the Polynesian/Micronesian descended people on Ontong Java were most likely to die out.

In 1939, the atoll was declared a closed district following a serious influenza epidemic, and this was not revoked until two years ago. There has been a gradual revival, so that last year's head count by Cambridge researcher, Tim Bayliss-Smith, indicated a population of 1,083, including 211 living or working outside the atoll.

Whereas previously there had been

eight settlements, with four fairly certainly permanent, since 1910 there have been only two villages—Pelau, and the three times larger Luangiua (or Liuanua as it is sometimes spelled).

Already 20 per cent. of the people have been attracted away permanently

or temporarily from their home which is 149 miles north of Santa Ysabel, the nearest island in the main Solomon islands chain. Their nearest neighbours in fact are the people of Nukumanu in the Mortlocks, 24 miles north, who are politically speaking New Guineans. These

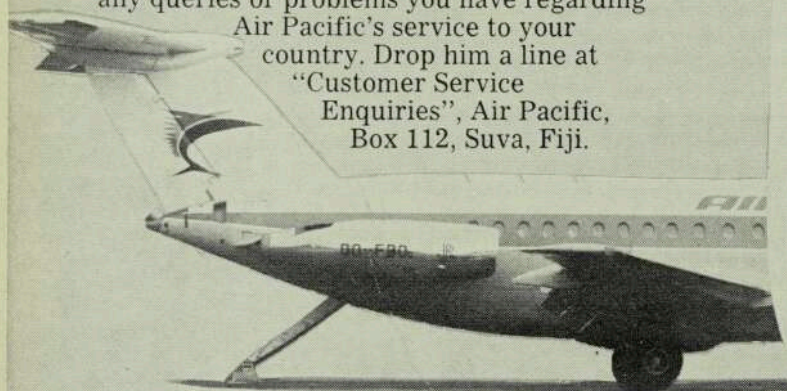


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two are far closer to one another racially than either group is to its political mainland.

Now, their isolation, and the inevitable effect of education on young people's horizons, is threatening once more to depopulate the atoll.

Malaria has been virtually controlled after having been hyperendemic until the 1960s, and a permanent medical clinic has just been built, along with the atoll's first regular water supply. Two open wells, one of them at least 100 years old, have been replaced by concrete wells with 2,000 gallon tanks fed by windmills. At times, previously, the only source of water was young coconuts, although rain is usually plentiful.

Tim Bayliss-Smith says in an as yet unpublished study, "European observers have always considered atolls to be among the harshest of physical environments for human life". He says that typical of early reactions was the comment of the Spaniard Maurelle in 1791, describing what he thought were natives of Ontong Java: "They returned to their islets, on which it appeared to me impossible for human creatures to live. We saw there were a tolerable number of palm trees, which no doubt bore fruit, and by this and the help of fishing those islanders drag on their miserable life".

Even general accounts by modern geographers such as W. L. Thomas still give the impression that atoll life is a long and bitter struggle against a hostile environment: "Coral reefs with their low sandy islets provide the most limited range of resources for human existence and the most tenuous habitats for man in the Pacific. . . . The soil of reef islets is relatively infertile, lacking humus, and fresh ground water is very limited or may be brackish or entirely lacking. . . . Even where rainfall is abundant, an atoll can support only meagre land vegetation and animal life. Maintaining a livelihood is a considerable task for man". And that was written in 1965!

Bayliss-Smith, however, has come to with quite a different view of atoll life. After spending a year on Ontong Java with his French wife, Francoise, he is quite convinced that here resources are not stretched by so large a population an atoll can satisfy man's basic needs with very little human effort. He found Ontong Java to be "a perfectly viable habitat, providing an adequate and balanced set, sufficient resources for a satisfactory material culture, and even quite reasonable levels of monetary income" from copra—coconuts are planted very extensively on the atoll's islands).



Tim and Francoise Bayliss-Smith. . . .
12 months living on Ontong Java.

How many other people would be delighted to settle for an average of only 4.1 hours a day in activities that can be construed as work? Bayliss-Smith found that the men spent 45 per cent. of this time in money-earning activities, mainly copra production, 36 per cent. in subsistence food production, notably fishing, 7 per cent. in house construction and maintenance, 4 per cent. in canoe making, 6 per cent. in travelling around the atoll, and the other 2 per cent. at various communal tasks such as village cleaning, well digging, building schools.

Remembering that an atoll day is daylight only, he says "the other eight hours are free for resting, washing, childminding, eating, drinking and dancing, church attendance, and other social activities, various small village jobs not mentioned, and leisure".

The women spend only 2.6 hours daily working, although they have the cooking and the children to attend to on top of their work—copra production and taro gardening, with some housemaking. The pattern of work has been affected but not radically altered by imported tools.

This easy way of life has come about partly through the decrease in population, since in the past some 56 hectares of taro swamps were excavated by hand to support the earlier larger populations.

Other scientists looking for data on life in remote places have come to Ontong Java, where at least some aspects remain largely as they have been for centuries. A Harvard team visited in August, examining the physical make-up of the inhabitants, apparently to help understand why western man's blood pressure rises as he gets older while people living traditionally in the Pacific tend to be the opposite.

Tim and Francoise Bayliss-Smith whiled away a year on the atoll, Tim not setting foot off it in that time, Francoise having only a six weeks break from her self-imposed task of teaching a Standard 4 primary class.

"This is as far as the children can go at the mission school before they get sent to one of the larger islands to a senior primary school, if they do go on", Francoise said in Honiara in September. "We had quite a communication problem to start with—my accent and their lack of English—but we make progress in the end".

Francoise found that teaching, although she is untrained, alleviated the isolation. Boats were three months apart at times and there are no European residents, so their alienation from the Cambridge atmosphere was complete.

Tim had spent 12 months in 1965-66 as a volunteer teaching in Honiara at the Survey Draughting School. When his geography studies brought him to the point of deciding to study nutrition and diet, ideally on an atoll, the Solomons were a natural choice.

They lived largely on local foods, especially the local staples fish and taro. Taro pounded into pudding and cooked with coconut cream made from strained grated coconut is good tasting by any standards, Tim said.

"We found it impossible to budget food consumption over that long a time, and always ran out before the boat came with more tinned meat, rice and other things. Besides if we were the only ones on the atoll with tinned meat, for instance, we could hardly not share it.

"Such foods are appreciated by the people, but their eating preferences don't vary appreciably from those of many years ago, although imported rice, sugar, flour and biscuit have become, since the revival of the copra trade in the 1950s, almost as important in quantitative terms as the taros".

The atoll was chosen for study because of its simple economy, restricted food range, and restricted activity, especially movement of people into and out of the area. Tim was impressed with the reliance of the people on fish, taro, and coconut. These three make up seven-tenths of

the diet, by energy content. However, there does seem the likelihood that the gradual changeover towards imported starchy foods in place of taro will continue if the income from copra can be maintained. (The continuing low price of copra could help preserve a traditional way of eating, and, it must be said, self-reliance.)

Gardening on Ontong Java is quite a sight, if you can stand the clouds of mosquitoes which also inhabit the swampy garden beds. It is an intensive system using a coral sand base, mulched with vegetable matter often brought from other islets to the inhabited atoll islands. But the rain is frequent and this mulching so successful that two crops of taro are harvested annually.

Sometimes very large pits are dug, down to a couple of feet above water level. Mounds around the gardens can be 25 ft high, and all dug by hand. Taro dominates, but pawpaw and bananas, sweet potatoes, sugar cane, and American taro are cultivated, playing a minor part in diet. Breadfruit was never apparently very important, and practically all of the bearing trees destroyed by the 1967 cyclone have not been replaced. Other sea and bird life are eaten, but not in significant proportion.

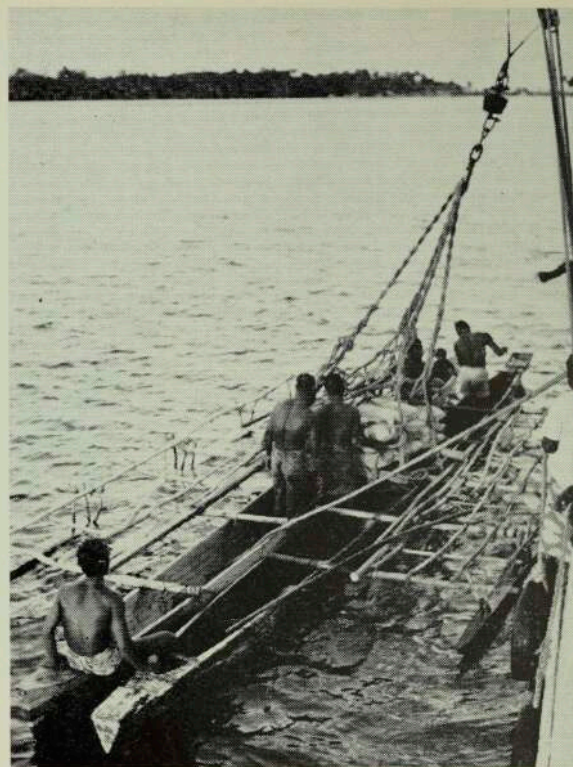
During July and August 1972, one of the reasons for Ontong Java's continuing isolation was apparent when 30 tons of cement arrived for building the wells, windmill bases and clinic. MV Belama had to stand hundreds of yards offshore at Pelau, even at high tide, and canoes had to be used to get the cement, on 15 cwt pallets, ashore. There was no canoe handy in the atoll which could readily handle it. All local canoes are made from logs floated from the main Solomons chain or washed to Ontong Java by cyclones.

But an improvised craft of the required stability was made from two of the biggest outrigger canoes tied together fore and aft with coconut fibre rope, the pallets were slung overboard, and five weeks later the water supplies were completed in both villages.

Building the wells was no casual event. It was organised and supervised by a sergeant of the Royal Engineers, the Auki Public Health Inspector, Tom Lolemae, and Mr Arthur Schick of the World Health Organisation.

The Agriculture Department is encouraging the raising of turmeric as a cash crop in the Solomons, and it really is quite new. Yet on Ontong Java, the people have cultivated it since at least last century, in both a yellow and an orange variety—

The only way that 15 cwt pallets of cement could be unloaded and transported over the reef at Ontong Java was to tie together two outrigger canoes, nose to tail, to share the load. The cement was for constructing permanent wells and a clinic.



not for sale but for ritual use. At burials the body is oiled at the graveside and smeared with turmeric, orange (the scarcer type) for the face and yellow for the body. When women have their first baby, traditionally they are not supposed to have intercourse again for 12

months. To ensure this the new mothers are smeared with turmeric so that any breaking of the taboo is detectable.

• More about the burial customs of Ontong Java is contained in the panel story opposite.

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Mixed burial ground reminds of earlier intolerance

Ontong Java has the rare burial custom of marking graves with large standing stones of hewn coral. The first Resident Deputy Commissioner in the Solomons, Charles Woodford, in 1916 described how these stones were as big as 10 or 12 ft high for a chief. The graves themselves were "strewn with the finest and whitest sand. If a leaf or any other substance falls upon them, or if a mark of any kind appears, it is carefully swept away with a light whisk broom made of the central stems of the follicles of the coconut leaf," he recorded.

These coral markers stand today in several graveyards, now mingled with Christian designs which look out of place among the pagan, simple monoliths (as shown in photo above).

Christianity today is virtually universal, with the Anglican Church, Diocese of Melanesia, the missionary influence. The Anglicans moved in during the 1930s, a long time since 1914 when the district officer reported "a very serious state of unrest" as the result of overzealous Methodist efforts to establish the church.

The district officer, J. C. Barley, concluded that the unrest was "to a very large extent the direct consequence of the unscrupulous and unjustifiable behaviour of various representatives, both white and coloured, of the Methodist Mission who have in the past resided at Liuanua". It was aggravated, he said, by a trader employed by Lever Brothers who for two years had encouraged and assisted Kebea, the king of Liuanua, who was determined to re-establish his authority in the face of the mission members' objective of subverting his rule.

After the arrival of a Rev. E.

Shackell, to join two "native" teachers named Jamesi and Palonga. Barley reported that their presence had been "a constant source of unrest, lawlessness and open violence."

The conduct of the Mission "appeared to be based upon a policy of open insult to and the ruthless suppression of the long established religious beliefs and customs of the natives and the desecration of the most highly cherished objects of their superstitious veneration".

Barley commented "In making this statement I desire to draw attention as strongly as possible to the fact that the form of heathen religion obtaining at Liuanua is to the natives here a far more real and living thing than the shadowy and nondescript ancestor worship of the average Solomon Islander, entering as it does into every little detail of the lives and habits of the people; it is a religion involving the most elaborate ceremonies and observances and possessing a highly revered and exclusive order of native priesthood with a recognised system of priestly succession".

When the oppression of the mission was at its worst a very bad epidemic of sickness swept through the village, and this was attributed to the repeated interference with religious rites.

The Rev. Shackell and the Samoan teacher, Palonga, broke up centuries-old religious ceremonies; the images of the gods were offered "the most disgusting insults"; the two went so far as to attempt to demolish the figure of Keruahinge, the most highly revered of the sacred images, with an axe; and several attempts were made to set fire to and destroy

the leaf temple. As well, several non-mission natives were publicly flogged for non-observance of the Sabbath, a totally foreign custom, as well as others being flogged with sticks for not paying attention to a mission signal for all to retire to their houses at 9 pm. The Rev. Shackell forced people to work for him without remuneration, flogged those who were not sufficiently diligent, and made use of pigs or coconut trees for his own personal comforts.

These are only a few of a long list of crimes against the people said to have been perpetrated by all three missionaries, and Barley found considerable justification for the king's antagonism which then resulted in him committing "the most regrettable acts of injustice and oppression", including public floggings, depriving owners of their islands, destroying property, and using threats.

Barley concluded that the government had neglected the atoll and had left the king to his own inadequate devices in trying to restore his own authority. The mission was persuaded by the government to abandon the atoll, after having attempted to convert the people since 1906.

Barley said in 1914 that the people were restrained from some final act of violence against the missionaries only by their innate gentle nature. And today, Bayliss-Smith found them to remain a gentle and retiring people who feared visitors, including the Formosan, Filipino and Japanese fishermen who came periodically to strip their reefs of trochus shell. In their remote part of the Pacific, they are perhaps fortunate that such are the only fears they have today for their fellow human beings.



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From the Islands Press

Maiden speech of Mr. John Fifita of the PNG House of Assembly, as reported in the PNG Post-Courier, debating the (playing) Cards Ordinance:

"We here in the House are all gamblers," he said. "We were all gamblers when we paid our fees to stand for the House of Assembly."

From the full judgment on an appeal against dismissal of a prosecution under the Price Control Act, published in The Samoa Times:

In the case of an ambiguity the Courts have power to settle which of two possible meanings is to prevail. But there is no power to confer a meaning on legislation which has none.—Halsbury (XXXVI) p. 392 para. 586 "Speculation as to Parliament's intention not permissible".

Advertisement in Cook Islands News:

TO WHOM IT MAY CONCERN. This advertisement is inserted in the interests of Public Health. Would the person/persons who have taken clothing from room 14 at the Otera, or from the saddle bags of my bike, please report immediately to the Health Department for a medical checkup as the previous owner of these items of clothing suffers from an incurable skin disease.

From an editorial in The Fiji Times

France shows no signs of intentions to decolonise in the South Pacific—a process which Britain is continuing. The region provides considerable mineral wealth for the French, from New Caledonia, and a nuclear testing zone for them in French Polynesia. There are well-entrenched French business interests in the New Hebrides as well. In view of repeated calls at the United Nations for the Anglo-Saxon countries to grant immediate independence to their territories, a fair question is why the same calls are not directed to France. The UN's Special Committee on Colonialism has urged independence for Pitcairn Island (population about 80). Surely, to be consistent, it should urge a similar future for New Caledonia (population over 100,000), French Polynesia (about 100,000) and Wallis and Futuna (about 11,000). The reason for the lack of such suggestions is not hard to find. The most vocal critics of Britain's colonial policies at the UN have included African countries with which France has maintained strong economic and, in some cases, political links after decolonising them. These countries are quiet when it comes to French colonialism, but they have a lot to say—most of it not constructive—when it comes to other varieties. In view of France's attitude in Apia, perhaps it is

time other countries with less commitments to French friendship spoke up—and sharply—at the UN about the future of the French Pacific territories.

"In Our Opinion", contributed by Joseph Koroma to PNG's Highland News:

We, the educated are already outsiders, nearly as foreign as any Europeans, because we are already drunk on the milk of western ideology. We have gone further than the assimilation point because we are now part of the west no longer bound under traditional bonds. Now it is too late to turn back because we have formed a new social class which must seek identity by some means. In the name of nationalism we must claim Papua Niugini as being ours. We are the ones with no particular world, transitional people trying to found a social level for ourselves and in the process dragging the traditional age group with us. Through nationalism we are out to convert the older generation to adopt our ways because we do not want to be in the minority.

'From The Editor's Chair' in Cook Islands News:

The Public Forum is hotting up nicely. I'm very pleased about that because it's a very good chance for anyone to blow off a head of steam. One thing about the letters from our men of the cloth—as a mere layman, my comment on the decline of church attendance is because the average man is so puzzled about what is the true faith that he falls by the wayside, not knowing what day to worship, what food to eat, whether or not to dance or go to the pictures, whether to practice a form of contraception or not—very puzzling. . . . I look forward to Monday. Should get a few hand grenades thrown back at me for this little bit.

From a letter by S. F. Edwards in the first issue of Atoll Pioneer, the 'new look' newspaper of the GEIC (answering a letter quoted in this column last month):

Butiraoi Cinema has always tried its best to be good, and efficient, but at times, things do happen which are beyond the control of the operators, or indeed the management . . . if there is a complete breakdown, money will be refunded, but this has to be done in an orderly manner, and it was attempted on the evening in question . . . there should be no hatred just because of a breakdown.

Letters from Isae Amosi and Joel Patrick in PNG Department of Information's Our News:

The village where I teach, the people are still using bows and arrows nearly every day. Do you think these people are ready for self-government? I must say strongly that self-government should not be granted until everyone is ready.

We won't get anywhere if we sit on our backsides and say 'Self-government should be granted later, we are not ready.' It does not matter if there are still primitive people within our country. Such problems will be overcome later. No country in the world is free of problems and difficulties.

Will nuclear tests come to the Marquesas?

From JAMES BOYACK, in Tahiti

France may conduct nuclear tests on the Marquesan island of Eiao, about 1,000 miles north-east of Tahiti. This is the rumour being spread by major world newspapers, including the reliable Paris daily, *Le Monde*.

The rumour got started as follows. Someone at the *Journal de Tahiti* heard from a friend that some kind of work was about to begin on Eiao, the deserted, northernmost island in the Marquesas group. The work was to be done by the Pacific Experiments Centre (CEP), the atomic test outfit. The local journalist published a "coconut radio" item to this effect. It was in the hypothetical tense.

I am the local correspondent for United Press International. I called the CEP spokesman and asked him if the rumour was true. He said he didn't know. I said I would cable the item before the evening. If the story were false, I would cable a CEP denial.

At about 4 p.m. that day, August 14, the spokesman flatly denied the rumour. He said the CEP was not beginning work on an underground test facility at Eiao. He did admit, however, that a team of "tens" from the Bureau of Geological and Mineral

Research (BRGM) would be going to the island to search for exploitable minerals. The CEP, he said, would provide logistic support for the team—that was all. He said the CEP has often in the past helped government scientists working in French Polynesia, notably CNEXO, the French oceanographic institute now constructing an installation in Tahiti.

The French news agency correspondent and I sent out identical reports of this CEP denial, which the spokesman termed "categoric".

Our reports contained the following speculative information. Eiao was classified one year previously as a "protected site". No geological poking around, or exploitation of the island in any way, could be accomplished except with written consent from the Government Council here. No such permission had been accorded the CEP. The governor, however, had given his verbal authorisation to the CEP and the BRGM. (This oversight was corrected two weeks later by the Government Council).

Eiao, a volcanic island, presents no geological particularities to distinguish it from other islands in the group. Its only distinguishing feature is its remoteness and inaccessibility.

We noted that two of the Marquesas Islands have airstrips, housing, regular food and fuel supplies, etc., all the necessities of life Eiao lacks.

I recalled an announced French government plan to build a third airstrip in the Marquesas. Work on this strip, one which would be big enough to handle jet traffic, was tentatively scheduled to begin in 1974. The official reason for such a strip was that North American tourists could visit the Marquesas. The only problem would be that there is no accommodation in the Marquesas. Otherwise, it was something of a mystery why a jet strip was needed for an archipelago with a population of just over 5,000.

The jet strip is planned for Nuku Hiva, the island closest to Eiao.

Our reports speculated that France intended to study the island's structure for the purpose of deciding whether underground tests could be conducted there.

We discounted the mineral research theory. The mineral allegedly to be investigated is abundant in Tahiti.

The week following our reports saw our speculation spread around the world. I read a story written for *The Economist* and published in the *Honolulu Star-Bulletin*, for which I am also local correspondent, which used terms identical to those of my first cable.

In France, opposition Deputy Michel Rocard addressed a "written question" to Defence Minister Michel Debre concerning the Papeete speculation. Local Deputy Francis Sanford cabled congratulations to Rocard and said, "Polynesian community awaits government reply."

At the end of the week, the helicopter carrier *Ouragan* left Tahiti for a two-month visit to Eiao. It carried dozens of crates to the island which took more than one full day to load aboard. The *Journal de Tahiti* photographed these crates marked "Eiao" and "BRGM".

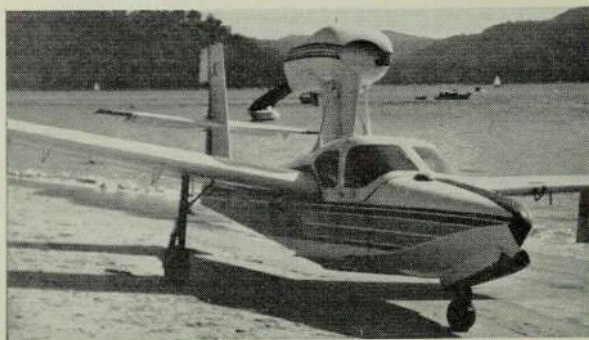
Prior to the *Ouragan's* departure, local Governor Pierre Angeli joined the CEP in denying that the BRGM team intended to prepare underground tests.

While denying the Eiao speculation, the CEP spokesman revealed that underground compartments were being constructed on Mururoa. Men and material would seek shelter in them at the time of each future nuclear test on Mururoa.

Which means France will conduct more nuclear tests in the atmosphere, probably in June and July, until 1975.

No underground tests are contemplated there.

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Magazine Section

RUATOKA: A POLYNESIAN IN NEW GUINEA HISTORY

By Marjorie Tuainekore Crocombe

Pacific islanders travelled a lot more last century than most people realise. Some went as crew on sailing ships, some as migrant workers and some as missionaries.

The London Missionary Society (LMS) moved into the Torres Strait Islands in 1871 and New Guinea in 1872, partly because Captain Banner, who owned shell diving stations in Torres Strait, offered to carry any island missionaries on his vessel free of charge, and to look after them.¹ He made the offer to the Rev. J. Jones in the Loyalty Islands in 1866, but the LMS directors in London did not act on it until the long-standing animosity of French officials forced them to move.

Polynesian missionaries of the LMS had been in the Loyalty Islands since the early 1840s. European missionaries came in the following decade. After French Marist priests arrived in 1857, there was constant bickering between the Protestant and Catholic missionaries. This worsened after French annexation of the Loyalties in 1866.

Such difficult conditions were imposed upon the LMS by the French authorities that the directors in London decided in 1870 to send the Rev. S. M. McFarlane from the Loyalties to explore the possibility of setting up stations in the Torres Strait Islands and New Guinea. He was accompanied by the Rev. A. W. Murray, who had no sooner arrived in the Loyalty Islands than the French asked the LMS missionaries there to leave.²

After an exploratory voyage by McFarlane and Murray, Loyalty islanders became the first missionaries to the Torres Strait Islands in 1871 and New Guinea in 1872.³ They were followed by Polynesians from the Cook Islands, also in the latter part of 1872, from Niue in 1874, the Society Islands in 1878 and Samoa in about 1884.⁴

Of the hundreds of Pacific Islands

This November is being celebrated by the United Church in Papua New Guinea and the Solomon Islands as the centenary of Christian missionary work in Papua. The first missionaries were in fact Pacific Islanders, the doyen of whom was undoubtedly the Rarotongan, Ruatoka. His story, told by another Cook Islander, Mrs Marjorie Crocombe, begins here. A final instalment will appear in December PIM.

missionaries⁵ who have worked for the LMS in New Guinea, Ruatoka was one of the first and probably the most outstanding.⁶

LMS influence on Ruatoka's home island of Mangaia, in the southern Cook Islands, began in 1824, with two missionaries from the Society Islands. But progress was slow—there was tremendous internal rivalry

on the island, as well as between the missionaries and their wives.

From 1839, however, Mangaia was placed under the Rarotonga Mission so that significant changes had been made by the time Ruatoka was born in Tamarua village in 1846.⁷ Rarotongan, which was closer to Mangaian than Tahitian, became the language of instruction. Mangaians could now use the Rarotongan Bible, and the first of a series of resident English missionaries had arrived in 1841.

Ruatoka's parents were among the first converts to Christianity on Mangaia, and they both wanted Ruatoka to become a missionary. Being from a chiefly family assured him a place in the mission school, where children of rank had priority over commoners.

But there were also some personal factors. According to oral tradition, Ruatoka was a man of great courage (this became even more apparent during his career in New Guinea). As a fearless young man he appointed



Ruatoka and his first wife, Tungane, of Mangaia.

GAMBLE WITH SICKNESS PAID OFF

himself guardian to all missionaries, and acted as their guide when they visited the interior.⁸

The earliest personal influence on Ruatoka was wielded by the Rev. William Wyatt Gill who took charge of the Mangaia mission in 1852. Although Ruatoka lived with Gill and his wife for some time, he never picked up more than "a little Pidgin English" all his life, though he made "fair progress" with vernacular studies at the mission school.⁹

Ruatoka married Tungane, a Mangaian woman, whose parents were also Christians.¹⁰ Then in 1868, he was sent to study at the Rarotonga Theological Institution,¹¹ where he came under the influence of the Rev. James Chalmers. Chalmers had always wanted to work in New Guinea, and for 10 years before he was permitted to go there by the LMS directors, he devoted his energies to training Cook Islanders for work in New Guinea.

Chalmers' enthusiasm was such that church members on Rarotonga held special prayer meetings "that God might open the door, so that His Word should be known in New Guinea."¹² These meetings had all the attributes of evangelical revivals,

and with Chalmers as the driving force behind them it was no wonder that so many Rarotongans, even elderly men and women, were imbued with zeal and offered to serve in New Guinea.

Chalmers was faced with the greatest difficulty of all in deciding whether Ruatoka should be allowed to go. He was a tall, thin young man who had suffered prolonged illness while at the theological college in 1871. Having recovered a little Ruatoka was able to preach in the villages of Rarotonga, but he was never really completely well at any time. Yet he and his wife wanted desperately to go to New Guinea.

Chalmers realised that he would be blamed if he let Ruatoka go and he died on the way or soon after arrival. But he gambled against the possibility and, despite strong opposition from colleagues, included the couple in the first band of missionaries to go to New Guinea in 1872. Despite his weak constitution, Ruatoka was to outlive all his companions, as well as subsequent missionaries, including Chalmers himself.

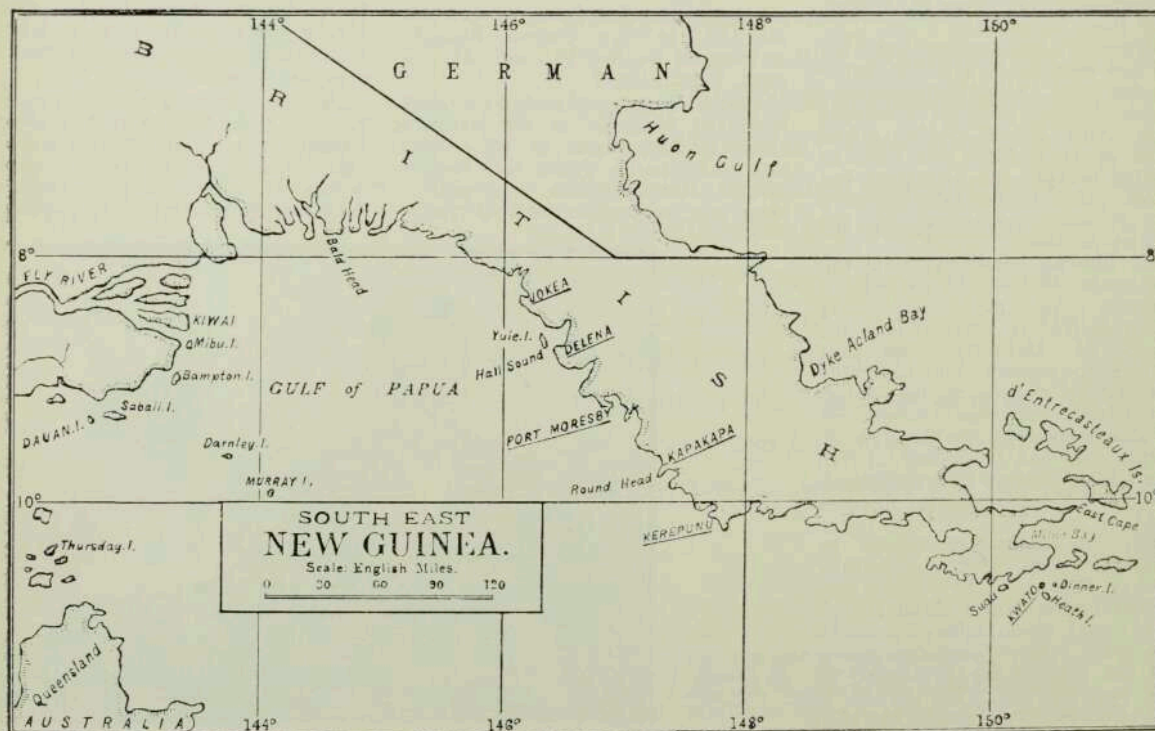
The pioneer group included missionaries from several islands of the

Cook group: Rau and his wife from Aitutaki; Heneri, Adamu and their wives from Manihiki; Anedera and his wife from Rarotonga. Piri, another Rarotongan, had been working with his Mangaian wife Maki as missionaries among Cook Islanders in Samoa, and they joined the mission ship John Williams, when it called there.¹³

On August 31, 1872, the ship reached the Loyalty Islands, where they were joined by eight Loyalty Islanders, the Rev. A. W. Murray and his household, and the Rarotongan, Maka, with his wife and three children. Maka had been a missionary in Mare, Samoa and the Tokelau Islands, but had fallen into disgrace over women. Murray had taken him back as his interpreter.¹⁴

The John Williams arrived at Cape York on October 11, 1872. The Queensland Government's representative, Mr. John Jardine, had not received word to expect them, but he made two houses and a kitchen available at Somerset, a station near Cape York where five white and a number of Aboriginal police provided aid for ship-wrecked British subjects.¹⁵

The inadequacy of shipping in the Torres Strait Islands was all too apparent. Captain Turpie of the John Williams had instructions to take the mission party only as far as Somerset. Murray then had to find another



South-East New Guinea, as it was seen by the London Missionary Society in 1894.

vessel to complete the voyage to New Guinea so it was fortunate that Mr Thorngren, on his small eight-ton cutter, Viking arrived the day after.¹⁶

As in many similar situations, the assistance of sympathetic traders was welcomed. Murray chartered Mr Thorngren's schooner to take the LMS party to Murray Island, 80 miles north-east of Cape York while he and Gill travelled there by the Melbourne Shipping Company's steamer Wainui. The party then transferred to Dauan Island to wait 10 days for the company's 30-ton schooner, *Loelia* which eventually took Ruatoka's party to the mainland.

Two Loyalty Islanders, Pethin and Elia, were placed at the village of Torotoram (sometimes called Tureture) on the south coast, near Daru, on November 8, 1872, to become the first LMS missionaries to establish a station on mainland New Guinea. They were well received by the villagers because Elia and some of his companions at Dauan had visited Torotoram previously, but their mission later failed.¹⁷

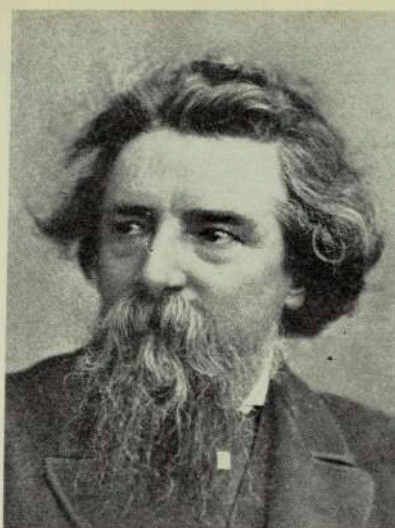
Manumanu: the first beach-head

On November 22, 1872, the *Loelia* anchored in Redscar Bay to enable the missionaries to find out more about the area. Murray and McFarlane had been there in 1871, but had found only a few people.¹⁸ This time there were about 50 people, but as the village, Kido, was built in a low mangrove swamp, it was considered unsuitable as a mission station.

However, some Kido men who had gone on board the *Loelia*, kept repeating the name Manumanu, and pointed to the head of the bay. The following day the missionaries set out to find Manumanu. They went part of the way by boat, and the rest of foot, with a Kido man named Biru as their guide.

They were ecstatic to find the well-built village of Manumanu, with its 90 cool bamboo houses raised on piles 10 ft high and ranged in two rows with a broad street in between. There were large canoes nearby, each about 50 ft long, and each able to carry 50 people. Some of the canoes were laden with sago and betelnut. Murray and Gill estimated the population to be between 900 and 1,000. Impressed by the order and cleanliness of the village, they "literally ran for joy into the evidently populous settlement".¹⁹ Murray had seen no other village like it on any part of the mainland or the islands.²⁰

The surrounding countryside also appeared fertile, with banana groves



James Chalmers

and other resources. Pigs of a "peculiarly shaggy kind" abounded. One woman was cooking "yams and a half-sized pig. An immense lizard, measuring upwards of four feet, was roasting on live coals. . . . In every dwelling we found some thing stewing over a fire".²¹

The missionaries received a friendly welcome, and two village leaders, Aua and Koko, took them into a "kind of council-house". The Manumanu leaders agreed to allow Ruatoka's party to stay, and, to express their confidence, Aua and Koko slept on board the *Loelia* that night.²²

One wonders in what language they made the arrangements, for neither Murray nor Gill spoke Motu, the language of the Manumanu people, nor did they have an interpreter, as they did in the Torres Islands.²³ Murray and Piri spoke Samoan, and Gill and the others in the party spoke Rarotongan. Both are Malayo-Polynesian languages, as is Motu, but the relationship is so distant that the Manumanu people could only have understood a few words of either Samoan or Rarotongan, though some crucial concepts like *noho* (to remain) and *mauri* (soul, life or emotion) are similar in all three.

Others, like the Motu word *duru-a* and the Rarotongan *tauturu* (both meaning to help) had a common root which could possibly have been recognised. Presumably such terms, plus sign language, would have been used, and it is greatly to their credit that they were able to get the Manumanu leaders to accept the mission party.

The clean, orderly village of Manumanu with its large population, located at the mouth of a large river

gave the European missionaries high hopes that it was a "highway" to the interior of Papua where there might be larger populations and a healthier environment for a permanent station in the future. But it was an empty hope, for after travelling up the Manumanu river and its eastern tributary for seven miles the next day, Gill and Murray found large areas of swampland but very few people.

The Cook Islanders were happy to be left at Manumanu. Many weeks of travel and the strong belief in their being called by God to carry His message to Papua probably helped, although there may have been ethnic attractions too. The Aborigines whom they met in Northern Australia, the Torres Strait Islanders and the Papuans further west had nothing in common with the Cook Islanders physically or culturally.

The Manumanu people, on the other hand, looked like Polynesians (which was quite unusual in Melanesia), spoke a related language (whereas none of the languages further west have any relationship whatsoever) and shared certain broad similarities of culture.²⁴

On Monday, November 25, 1872, the Cook Islanders landed at Manumanu village. The team comprised Ruatoka, Rau, Piri, Adamu, Anederea, Heneri, their wives and one child (possibly Piri's daughter Vaiora). They stayed in the "council house" until they could build their own.

Toll of disease and starvation

On the advice of the English missionaries, they had left most of their personal property at Murray Island, because from Murray's experience "natives will not be allowed to starve among the natives, whereas the possession of property might expose them to danger."²⁵ The party was given a good supply of food (presumably biscuits, rice and salt), medicine (probably quinine for malaria), and a small supply of trade goods. The small boat *Woolahra* was left behind for further explorations by the Cook Islands party.

Their first night ashore was peaceful, but despite the optimistic forecast by the English missionaries about food being plentiful, the Cook Islanders told them the following day that this was not so. Murray planned to return to Manumanu within a few months to see how they had fared, but from isolated Cape York he was unable to charter any vessel for his return visit.²⁶

Soon after Murray left them, the

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FIRST CONTACT WITH PORT MORESBY

Cook Islanders prepared timber to build their house. Adamu injured his foot and was unable to do any more work, and his wife died of malaria. Adamu died soon after. The wives of Rau and Heneri both died in childbirth, and all other members of the party became weak from malaria and starvation.

Murray later said that this was because they were "improvident with reference to the supplies we had left them. Instead of carefully husbanding them, they had been serving them out among the natives."²⁷

But despite the English missionaries' impressions on the first day, food seemed to have been genuinely scarce. The Motu inhabited an infertile stretch of the Papuan coastline and have never been able to "live off the land". Men of Manumanu and other Motu tribes were obliged until recently to sail on annual trading voyages (*hiri*) to the Gulf of Papua to trade clay pots for sago to supplement their diet during the north-west monsoon season.²⁸

The missionaries had arrived at the worst possible time, when supplies of the staple vegetable (yam) begin to rot, and food gets scarcer until the harvest in April or May. Groves says bananas were always in short supply and famine was "endemic".

It would be difficult indeed for visitors who arrived unexpectedly and were at the mercy of their hosts, not to share their food and medical supplies. It is not surprising that the Cook Islanders were starving when Thorngren visited them early in 1873.²⁹

The search for food by another Motu-speaking clan from Hanuabada village (in the Port Moresby area about thirty miles from Manumanu) brought them in contact with the Cook Islanders, thus laying the foundation for the friendly reception later given to Ruatoka and his party in Hanuabada.³⁰

Gill described how frightened some of the Manumanu people were when Piri landed with a red shirt which they thought was an outer skin, but they do not mention any one person as leader of the party. Motu oral traditions recorded by other researchers and by me, however, all refer to Ruatoka as the leader.

Kori Taboro, an old woman from Pari village, near Port Moresby, described the contact this way:—

One day the elders of Kwaradubu [clan of Poreporena (Hanuabada)] went to Manumanu and Gorohu to get building material and gather

edible mangrove. At that time the South Sea islanders brought the Gospel of Jesus the Lord. A man called Ruatoka of these good men was the leader, with his wife. Kwaradubu people saw them at Manumanu. Kwaradubu elders asked the Manumanu people, "Where did that boat anchored there come from?" They said, "The people of God. Don't answer them when they call you. Don't go near them."

But the Kwaradubu elders, Lakani Toi, Vagi Tau and their brothers said, "Let's try. Let's go and have a look at them." So they rowed their canoe towards Ruatoka and his people. By looking them over they concluded that these were real men. We were the same as they were. But the Manumanu said again, "They are gods who have come down from Tauru, the spirit world."

Ruatoka and his party were showing many signs of peace and friend-

"... Where did that boat anchored there come from?" They said, "The people of God. Don't answer them when they call you. Don't go near them."

ship in case they were attacked. They displayed and gave cloth, axes, knives, beads and different good things to the Motu chiefs there. From the receiving of these things they were known to be of good will.³¹

Another oral tradition collected by myself and Dr Ako Toua, refers to other contacts with the visitors at Manumanu, and the introduction of new foods to the Motu:

While in Manumanu, Lakani and his clansmen and women were given watermelon and other foods to taste. Because these watermelons and other foods were strange, and they were given by strangers, Lakani and his friends were afraid that he might die from eating these strange foods, but Lakani warned them that if he died the rest of the party should then avoid eating the watermelon.³²

Because of their friendliness at

Manumanu, Ruatoka asked Lakani to tell him about his village. Lakani described with hand signals the direction and rough estimate of the distance there as indicated by the passage of a number of nights. . . . Before Lakani left Manumanu he gave Ruatoka a piece of string with about 14 knots. Ruatoka was told how many landmarks he should pass before reaching Hanuabada. These landmarks are as follows:

The first was Lagava (Redscar Point) and Varivara, a small uninhabited off-shore island. Then Iduata, a rocky landmark with Boera village to the east of the point. Next was Haidana, an island off a sandy beach, which they were told to bypass, and proceed eastwards past a lagoon called Roku until they sighted two small islands, Gemo and Lolorua, at the mouth of a harbour. From these islands they would see the large village of Hanuabada. They were told to call for Lakani Toi on their arrival at Hanuabada.

On his return to Hanuabada, Lakani Toi told the other members of Kwaradubuna clan of his meeting with the strangers at Manumanu and that he expected a visit from them.³³

On January 25, 1873, Mr Thorngren of the Viking, told Murray at Cape York that, while prospecting for gold on the Manumanu River, he had found the mission party weak from illness and starvation. Murray therefore wrote to ask Captain Moresby, who was about to make a voyage of exploration to New Guinea, to visit Manumanu and help them. He also sent them quinine, and some trade goods for barter. Captain Moresby called at Manumanu and took two very sick missionaries and one of the women on board. He then continued his voyage and discovered the huge harbour now called Port Moresby on February 21, 1873.³⁴

On his way back to Cape York, Captain Moresby called again at Manumanu to pick up the wife of one of the two sick missionaries on board. He took them to Murray's headquarters at Somerset to recuperate. Three months later, on May 25, 1873, the three remaining mission families were picked up by a Mr Orkney of the Loelia and taken to Cape York. The Manumanu mission was abandoned.³⁵

After almost five months recuperation at Somerset, Ruatoka and Anederea and their wives sailed with Rau, Heneri and Murray on Mr Thorngren's new ship Retrieve, to set up a new station at Port Moresby. They called at Manumanu, but found that their houses had been demolished by an inland tribe while the men of Manumanu were away on a *hiri* to

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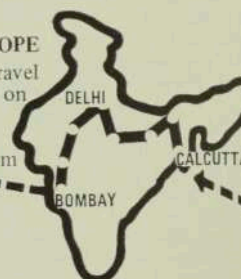
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RUATOKA MISSED

the Gulf of Papua. The last of their salt and fowls had been taken.³⁶

Murray explained to the people why the missionaries had been removed and promised to bring others as soon as he could. But it was a long time before the LMS could station a permanent missionary there because of the small population and hazards to health. In August, 1880, the old chief Naime, who claimed that he protected the Cook Islanders when others wanted to kill them for causing sickness in the village, chided Chalmers for continually leaving Manumanu "out in the cold", while other Motu people already had missionaries. Naime disregarded Chalmers' explanation about the unhealthiness of Manumanu for foreigners, explaining that Ruatoka's party was there during an unusually bad period in a "year of great sickness." Everyone, the young, old and foreigners alike had been sick.³⁷

Next month: Ruatoka takes control.

Footnotes

1. Richard Lovett, *James Chalmers: his autobiography and letters*, (London, 1902), p. 101.
2. Joseph King, *W. G. Lawes of Savage Island and New Guinea*, (London, 1909), pp. 47-50. Placed there by Murray and McFarlane on November 7, 1872, 'Visit to New Guinea from the Loyalty Islands', Papua reports, reel 96, film BV 5, 1871, London Missionary Society's South Seas Journals (hereafter SSJ).
3. James Chalmers, *Life and work in New Guinea*, (London, 1895), 23-4.
4. Only Chalmers and Lieutenant Governor le Hunte of British New Guinea referred to them as 'missionaries', others called them 'teachers'—Lovett, *James Chalmers*: . . . 78; and King, *W. G. Lawes*, 279. But if a 'missionary' is 'one who preaches the Gospel to, and tries to make converts to Christianity' (*The Universal English Dictionary*, London, 1961) the islands missionaries amply fulfilled this definition, and performed this task better than that of classroom teachers.
5. Unlike some of his contemporaries, Ruatoka did not write much. A translation of one of his letters is contained in Lovett, *James Chalmers*: . . . 502.
6. W. Wyatt Gill, *Life in the Southern Isles*, (London, 1876), 87-110; Maretu, untitled vernacular manuscript of 516 pp. (Rarotonga, 1871) Turnbull Library, Wellington. Oral tradition on Mangaia in 1970 records him as the youngest of three sons of Taooa, (genealogical information supplied by Tumarama of Tamarua School, Mangaia, November 4, 1970).
7. Lovett, *James Chalmers*: . . . 132-7. For his limited knowledge of English see Gill, *Life*: . . . 104.
8. Gill, *Life*: . . . 133.
9. The Rarotonga Institution (later named the Takamoa Theological College) was opened in 1839.
10. Lovett, *James Chalmers*: . . . 77.
11. Cook Islanders then in Samoa were probably mainly Rarotongan labourers on some of the larger European cotton plantations.
12. R. P. Gilson, *Samoa 1830-1900: the politics of a multi-cultural community*, (Melbourne, 1970), 225.

14. A. W. Murray, *Forty years mission work in Polynesia and New Guinea* (London, 1876) 450-63.
15. Gill, *Life*: . . . 199; A. W. Murray, 'Voyage from the Loyalty Islands', September-December, 1872, SSJ.
16. Murray, *Ibid*.
17. *Ibid*.
18. Murray and McFarlane, 'Visit to New Guinea from the Loyalty Islands', SSJ.
19. Gill, 247.
20. Murray, 472.
21. Gill, 256-9.
22. Murray, 'Voyage from the Loyalty Islands': . . .
23. *Ibid*. In the Torres Strait islands the interpreter was a Tongan, John Joseph Iwe, who worked for Captain Banner's pearling station. He had been away from Tonga for thirty years, had served in the Crimean War and lived in London and Sydney. He had an extensive knowledge of the people of Torres Strait.
24. For Manumanu social organisation, including certain similarities with Polynesian societies, see Murray Groves, 'Western Motu descent groups', *Ethnology*, II (1963), 15-30. I am also aware of similarities of language and culture from my own experience.
25. Murray, 474.
26. *Ibid*, 480.
27. *Ibid*.
28. Murray Groves, 'Motu pottery', *Journal of the Polynesian Society*, 69 (1960), 5. Groves notes that their uniquely poor environment made the Motu worse off for vegetable food than all the surrounding peoples.
29. Lovett, *James Chalmers*: . . . 130.
30. Murray said part of the reason for the friendly welcome his party received in Port Moresby in 1873 was that some Hanuabada people recognised Rau, who was fluent in Motu, after seeing him at Manumanu.
31. Extract from Kori Taboro's story. Recorded by Peter Livingston and translated by Sinaka Goava, G. A. V. Stanley collection, University of Papua and New Guinea Library. Not dated.
32. This visit probably occurred either in March or April, the approximate time it would have taken for watermelons to mature. It was the practice for missionaries to introduce new plants both for their own needs and to broaden the diet of their hosts. One species of sweet potato introduced by these missionaries has retained the name *Piri*. In Delena, Chatterton records (*Journal of the Papua and New Guinea Society*, 2, 1968, 53) that another species is called *Waunaea*, after one of the two first missionaries there. In the Milne Bay district, the variety of taro called *tarua* in Rarotonga, is known as *taru Rarotonga*. In various villages I have visited on the south central coast of Papua, people have pointed out varieties of breadfruit, tubers, and other produce, as well as cultural items, including certain forms of song, dance, weaving and food preparation which they credited to Cook Islands missionaries. On the other hand Cook Islands missionaries who returned home took plants with them. These became known as originating in Papua, e.g., *nu Papua* (Papuan coconut) and *ora Papua* (derris elliptica) a vine used for fish poison.
33. 'The first missionary in Hanuabada', a Motu coconut on tape and typescript held by the author (copy at the University of Papua and New Guinea Library, Port Moresby). Narrated by Tau Lakani, Nao Lakani and others. Recorded in Hanuabada by Marjorie Crocombe, October, 1967, and translated by Dr. Ako Toua.
34. Captain John Moresby, *Discoveries and surveys in New Guinea and the D'Entrecasteaux Islands*, (London, 1876), 139-41.
35. Murray, 481.
36. Murray, 'Voyage to Redscar Bay and Port Moresby', Nov. 13-Dec. 17, 1873, SSJ.
37. James Chalmers, *Work and adventure in New Guinea*, (London, n.d.) 145; Lovett, *James Chalmers*: . . . 78.

*The authentic account
of Port Moresby's
history*

PORT MORESBY YESTERDAY AND TODAY

Ian Stuart

In Port Moresby's short life, history has washed over it. There was a change of ownership, from Britain to Australia, early this century. There were wars, depressions, royal commissions, scandals, witch-hunts, pioneering fortitude, acts of self-sacrifice, self-reliance and bravery—all the normal behaviour of people thrown together in an isolated, tropical outpost.

Port Moresby is a mine of information for those seeking knowledge of the town or the Territory of Papua; to people who have been actively connected with either, and believe they know them well, the book brings new awareness and insight.

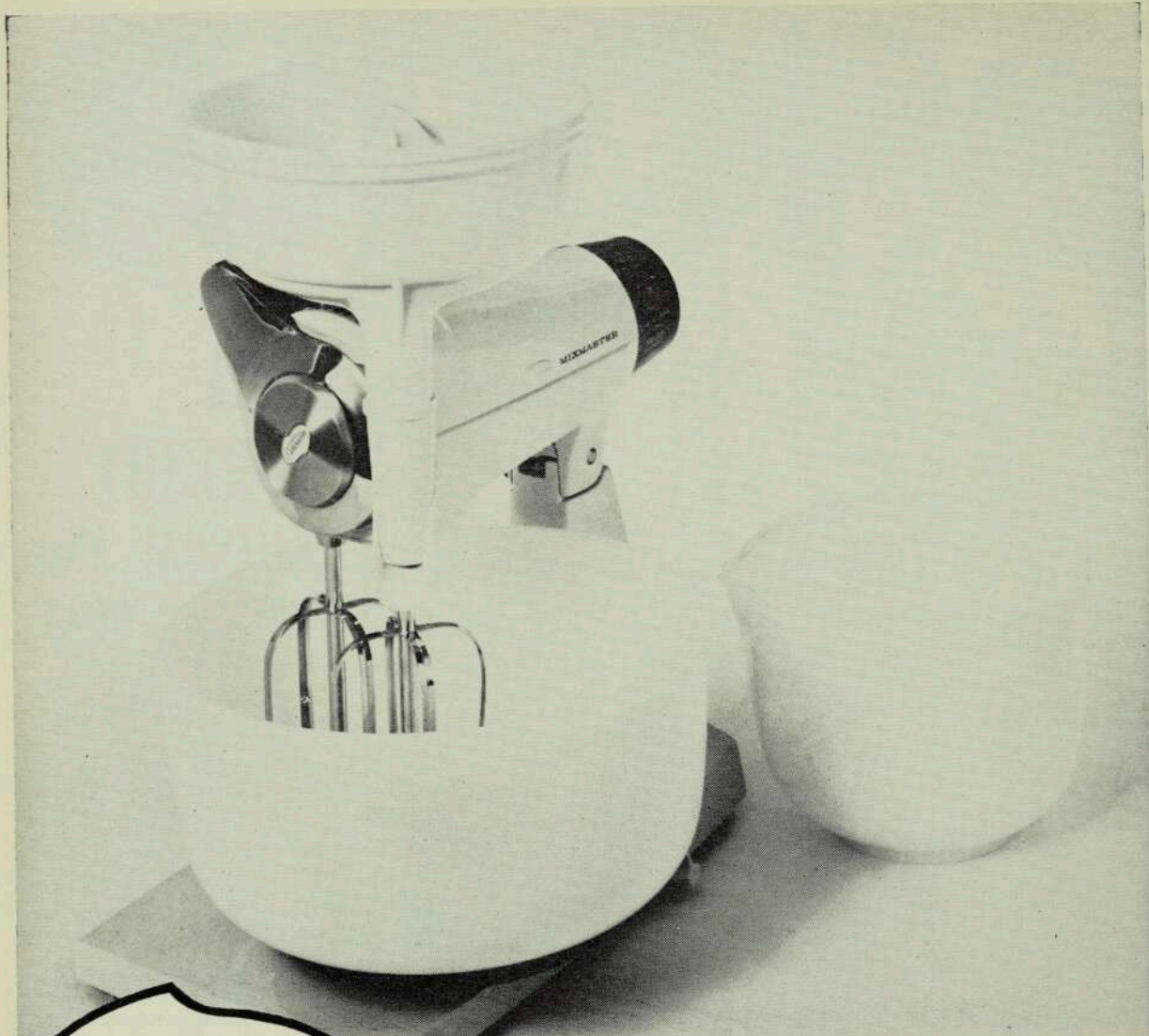
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Undoubtedly today political development takes the lion's share of the "hard" news in PIM's pages. Twenty years ago, transport problems and produce prices were of more interest. Transport especially was a subject which in all its facets got an airing month after month in PIM, and the issue of November, 1952, was no exception.

In New Guinea there was excitement over the announcement that the New Guinea Australia Line, using ships called the Shansi and the Sinkiang, would begin a new service between

Yesterday

Australia and the territory so as to give the Burns Philp ships a run for their money. Everybody suspected that P's was making a fortune over its virtual monopoly of the service, despite P's own insistence that the shipping business was a pain in the neck not worth the capital outlay. The fact that years later the famous BP Line disappeared from the Pacific seems to bear out the company's view, but those were heady days.

Burns Philp had in fact just got rid of a ship when the competitive service was announced—the old Morinda, which was then sitting in Sydney Harbour waiting for the Philippines shipping company which had bought her to tow away. Purchase price: £3,000, which sounded like a bargain even then. On a somewhat smaller scale, Captain Mille Savoie, had acquired a new in-screw vessel for his Sydney-Noumea line, renaming her Estrella del Mar, a companion for his Maria del Mar.

Most space however, was given over to airline development, with TEAL's Central Route getting number one billing for having added Western Samoa to its list of ports (ports seems right) and the TEAL Solent flying-boat called at between Auckland and Tahiti. PIM writer waxed lyrical over a day flight in which passengers relaxed in coolness and comfort, eating at short intervals the choicest food and drink of the New Zealanders, the big plane (carrying 50 people in different compartments) travelling out at 7,000 to 8,000 ft, going steadily and firmly at 200 mph." No trouble, said the writer, was that service was not fully loaded, even though it visited Tahiti once a fortnight and Samoa three times a month, and what was needed was a "big and

lively tourist traffic . . . tourism for Fiji, Samoa and Tahiti should be encouraged in every way." He wasn't hopeful though. Although, he said, TEAL, PanAm and Air France were all hopeful of a service that would link Tahiti with the Americas, there was simply no traffic to be picked up anywhere between French Oceania and Hawaii or the Americas. The PIM writer did talk, hopefully, of the possibility of international airlines operating the route that Captain P. G. Taylor had surveyed—a straight line from Tahiti to Clipperton Island, the Central Americas, the West Indies and North-west Africa to France. But that route went the way of the flying-boats, and certainly much quicker than anybody would have predicted only 20 years ago.

PanAm was looking ahead, though—with an advertisement in PIM aimed at attracting passengers to London for the Queen's Coronation in 1953. "Fly via the USA in a double-decked Strato-clipper—the world's most luxurious airliner, with individual sleeping accommodation . . . you'll arrive in London relaxed and refreshed." Some of that individual sleeping accommodation would be a major asset for today's jet set. There was nothing much wrong with those old Strato-clippers . . . or those Solent flying-boats.

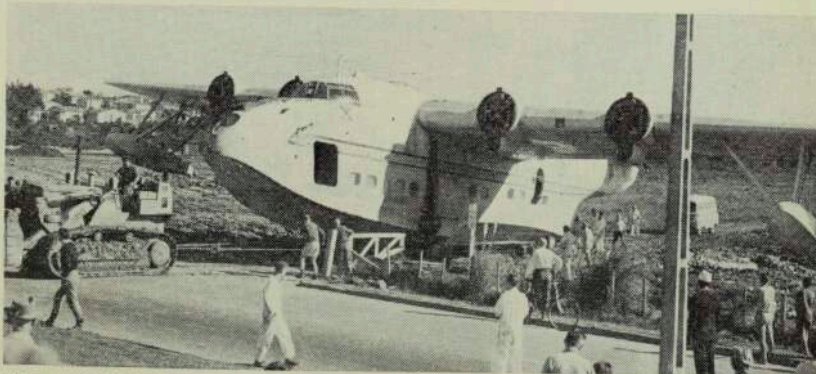
Agriculturally speaking, copra prices were up (New Guinea getting £75 sterling European ports); the Papuan rubber industry was in danger (Basil Fairfax-Ross and Colin Sefton were in Canberra to ask the Australian Government for tariff support for Papuan planters); Communist China was buying beche-de-mer, fungus and shark fins, thus causing interest in the Islands in these products. And PIM attempted to take a look at why it cost more than £200 a ton to get Australian rice into the Islands, for which the Australian grower got \$50 a ton.

It didn't get very far. It reported that

it met with a wall of confusion and/or "snarling antagonism", and that it had decided on the strength of it that there was "deliberate and ruthless profiteering".

In other ways, South Seas affairs marched on. Mr Ragnar Hyne was appointed Fiji's new Chief Justice in succession to Mr J. H. Vaughan. . . . In Honiara, the voluntary enthusiasm of the Chief Wireless Officer, Ron Calvert, working mainly in his spare time, resulted in the launching of Radio VQO Honiara . . . The Bishop in Polynesia, Rt. Rev. L. S. Kempthorne, was scheduled on November 16 to take the first service in Suva's new Anglican Cathedral. . . . And Suva meanwhile had extended its town boundaries and held new council elections. Those who won seats included C. A. Stinson and W. G. Johnson; those who missed out included A. I. N. Deoki and Harold Gatty. . . . In Dutch New Guinea the Dutch said they refused to talk any more to the Indonesians about possession of the territory, which they had no intention of giving up. . . . The Pacific Islands Society in Sydney was reorganised under Major C. A. Swinbourne, formerly of the Gilbert and Ellice. . . . On Pitcairn, Floyd McCoy was being criticised for having got himself described as "Mayor of Pitcairn" while visiting Norfolk Island.

For some, the really big news was in Port Moresby, where on November 26 Papua-New Guinea's first brewery was to be launched (that, again, seems to be the word). Privileged previewers had already sampled the brew and pronounced it "not crook", which was high praise. A couple of years earlier the South Pacific Brewery had been little more than an idea of Wau's publican and long-time miner, Joe Bourke. Advent of the brewery resulted in large supplies of Australian beer turning up from "down south", although nobody had seen it before, or could really afford it when they saw it.



This was TEAL's last Solent flying-boat, being towed to a final resting place in Auckland in 1966. Fifteen years earlier it was in its hey-day.

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Book Reviews

South Pacific Commission may be in danger of losing its ideals

At the South Pacific Conference in Port Moresby, New Guinea, in 1959, the then Secretary-General of the South Pacific Commission, Mr T. R. Smith, remarked to me that he was glad to see PIM continuing its close interest in commission affairs, because he hadn't forgotten that it was PIM's under, R. W. Robson, who had prepared the way for the commission. R. W. Robson, said Smith, had argued forcibly before the war that the Pacific Islands Association of Peoples in the Pacific should be established, which would send legates to an annual conference to be held perhaps in Suva, Auckland or Sydney, to discuss common problems and secure common action. This information was new to me at that time, but on the strength of PIM's Assistant Editor, Robert Ingdon, did some of the research the kind he is now famed for, and turned up statements that Robson had made in PIM as early as January 1931, and especially an elaboration of the proposal which he made in a Fiji radio broadcast in July, 1936.

Now Tom Smith has produced a book, *South Pacific Commission: Analysis After 25 Years*, in which he records chapter and verse of Robson's campaigning, together with the names of those many others who really got the commission off the ground—names like Dr H. V. Evatt, from Australia, and particularly one of Robson's men, W. D. Forsyth. Forsyth is a tireless worker in the vineyard. After 25 years, the history of the South Pacific Commission needed to be written. And here it is—facts, figures, footnotes. A scholarly work, made possible by the New Zealand Institute of International Affairs. Not colourful nor a dramatic book, not a general good "read"—but a book that certainly fills a gap adequately.

The real interest, is in the final chapter when he discusses the role of the commission today and tomorrow. Here he has to get away from pure record and make assumptions and predictions on the basis of

what can be learned from the past record, and not everybody will see it his way. If recent South Pacific conferences have shown anything, it is that there are many points of view about where the SPC should go from here.

Smith speaks of the commission as having passed through two stages, and its usefulness in the future will, he thinks, depend on a full attainment of a third.

In the first stage the people of the Islands were called together by the metropolitan governments to offer advice on matters of common interest, which the governments either accepted or rejected. In the second stage, Islanders themselves successfully asserted their own right to decide on an acceptable programme and to allocate a budget for it, which included some of their own money. The third stage is whether the SPC can become a real forum for discussion and a clearing house for international aid.

On the matter of aid, Smith doesn't believe that the commission should attempt to do what can be done more effectively by somebody else. But he says it does have the advantages of an intimate knowledge of the needs of the area, and the ability to take a regional approach, which agencies

working directly to separate governments find more difficult.

There is need, now, says Smith, for the SPC to decide, with Island leaders, what best can be done for the region with aid from various outside sources, and then to get things moving. The SPC should be a planner, involved with the over-view of the area. It needed to widen its outlook and not be so determinedly utilitarian.

As examples of the planning work he thinks it can do, Smith suggests that the problems of the atoll dwellers, with their need for cheap power, adequate water supplies and soil improvement, can be met with the scientific knowledge that the European powers have now built up. Solar power, miniature atomic reactors, soil science, might all be used. Smith reminds us that most of the metropolitan powers have atoll-type islands and are aware of their difficulties, but there appears to be no concerted effort to find solutions.

Conservation is another pressing subject that needs a regional assault. The rights of Islanders to their assets—to phosphate on Nauru and minerals on Bougainville—are slowly being recognised but not quickly enough. Two centuries ago the large whale populations in the Pacific were a potential reserve of Islands food, which was not needed, but visitors from far places massacred the whales at a time when they might have been useful.

In the last 20 years large quantities of deep sea fish previously unknown to the Polynesians have been found in the same waters, and exploited for the benefit of residents of distant countries. What is the SPC doing about it?

Smith argues there is still room for active intervention to ensure that the interests of Pacific Islanders in the products of their own region are not disregarded, and he adds that the commission should "once more be inspired by the ideals of its founders."

—Stuart Inder.
(SOUTH PACIFIC COMMISSION. By T. R. Smith. Published by Price Milburn for the New Zealand Institute of International Affairs. Price \$A7.50).

"PACIFIC PERSPECTIVE" DUE SOON

Unexpected printing delays have now been overcome, and the first issue of *Pacific Perspective*, a new biannual journal concerned with economic, social and political affairs in the Pacific Islands, is due off the press shortly. Its editor, political scientist Sione Tupouniua of the University of the South Pacific, says that the response to the publication already has been encouraging. Approximately \$2,500 in subscriptions has already been received, which is much beyond the expectations of the journal's founders—a group of social scientists from various Pacific countries and territories.



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The Shane Gould way

You get to the top and they begin to tear you down, and it's no different if you happen to be only 15 when you reach the top. Fifteen-year-old Sydney swimmer Shane Gould has carved her niche by taking three golds, a silver and bronze at the Munich Olympics, but the knockers have since got at her because her mother has published an illustrated book called *Swimming the Shane Gould Way*, designed to help those less proficient with their swimming styles. Claim the critics: Mother's book endangers the daughter's amateur status.

There are hundreds of people in Fiji who know Ron and Shirley Gould intimately enough to be certain that they are not the kind of parents to exploit a daughter's success, and that the charge of professionalism is nonsense. But it must hurt.

Ron Gould has been 25 years in the airline industry, and was with PanAm in Fiji for seven years. Young Shane lived there between the ages of three and nine, which happened to be formative years for her swimming.

Ron Gould was for some of that time president of the Nadi Sports Club, and his wife Shirley travelled extensively as a trained social worker, with an interest in living standards and physical fitness.

The book includes photographs of the young champion (the only swimmer in the world to have held world 100, 200, 400, 800 and 1500 metre freestyle records at the one time) splashing about on Fiji beaches where, at five, she was a miniature expert in snorkel and mask around the reefs.

Without realising it, recalls Shirley Gould now, Shane was probably doing a considerable amount of swimming-exercising as a small child in Fiji, as she swung from ropes and trapezes rigged up in massive mango trees, and climbed up and down ladders in tree houses. The Nadi Airport School had a strong emphasis on sport and physical fitness due to the influence of the then headmaster, Ron Bruce, and there were first-class climbing frames for the 100 pupils and plenty of active sport.

"And in Fiji we found the local food a real delight," writes Shirley Gould. "We bought all those fabulous tropical fruit and vegetables from the local market, and the mangoes we had growing next to the house provided weeks of chin-dripping



Shirley Gould and Shane.

abundance. I belonged to a multi-racial women's club, and by exchanging recipes and calling on my knowledge of food values, I managed to give my children a very good, healthful diet in those six marvellous years. Returning to Australia, the whole family missed the unlimited availability of tropical fruits."

It was in Fiji that Shane, at six, got her first lessons from a professional coach, New Zealander Paul Krause, and by eight she was reasonably proficient in all swimming strokes except the butterfly, which she had never seen.

Although it is the personal background we get on Shane that makes Shirley Gould's book especially readable, the purpose of the book, of course, is to provide an illustrated step-by-step swimming manual for up-and-coming Johnny or Jenny Hopefuls, and in this it does its job splendidly.

The photographs are mainly from actual films of Shane Gould in action in the water; the coach of any school swimming squad, or any parent who wants to help his youngster achieve swimming proficiency, will find this manual invaluable. And any schoolchild will find it easy to read because Shirley Gould has deliberately written it in clear and uncomplicated English.

Footnote: On a visit to Fiji before Munich, Shane said publicly that her first gold would be "for Fiji". It was no idle promise. Today in Sydney she tells her friends that the 200 metre medley medal is Fiji's.

(SWIMMING THE SHANE GOULD WAY, by Shirley Gould. Oak Tree Press, Sydney, \$3.95).

Telling Australians where to put their conformity

"Up you Jack, I'm all right!" is an indelicate Australianism which expresses the view that one's duty is to safeguard the personal interests of No. 1, and everybody else can go to blazes. An upturned thumb, jerked smartly heavenwards, is occasionally used to reinforce the thought, should there be any doubt of the speaker's meaning.

Australian journalist Ian Moffitt, in his 40's, examines the principle behind the expression in an original paperback titled *The U-jack Society* that jerks a thumb at the backside of Australian indifference.

Australia is no lucky country, he says, but a lackey country that titters and toadies to the defunct ideals of Empire, or to great and powerful friends such as America; a country whose politicians don't really want to change anything but merely react piecemeal to occasional pressure and resort to short-term political bribery to damp down domestic crises; a country whose people are the world's most suburbanised, and British—or American—or Japanese to the bootstraps! People who distrust excellence, live for conformity, and whose deep conservatism inhibits them from open public expression.

Moffitt is not without hope for his fellow benighted Australians; he sees "pale shoots of hope springing up

everywhere" (he doesn't say what they are), yet we are still "so passive, so conventional; government exploits our fear of freedom: why must such a young race be cursed with such caution?" he cries.

Despite his strictures, there is no doubt as to where Moffitt's heart is. He's Australian, and his book is clearly from the heart, as his personal contribution to the fight against the conformity that he sees destroying the Australian soul and which might one day deliver us to our enemies.

His book will attract criticism for an overstatement of the facts that support his arguments and for omission of some hopeful signs of growing Australian independent thought. But he cannot be criticised for the accuracy and the timeliness with which he selects his theme: that Australians are not the sun-bronzed individualists they consider themselves to be, but suburban mediocrities who have lost the habit and possibly the need to think for themselves, and what do they intend to do about it?

Moffitt's attack will help get some people moving. But it surely will not have the impact his important message deserves. Moffitt is no Anthony Sampson with an *Anatomy of Australia*. There is no depth of research of the kind we got in the

"SWIMMING THE SHANE GOULD WAY"

BY SHIRLEY GOULD

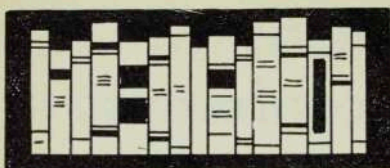
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Anatomy of Britain. While certainly Moffitt's book is a personal view of his country, he still has insufficient straw for his bricks. He builds his book mainly from honest indignation cemented by his considerable literary powers of persuasion.

Perhaps though this is merely the first assault in Moffitt's war. Now that he's blooded with his first book after a career of writing newspaper articles, he'll perhaps sharpen his lance to a finer point for a more carefully planned attack. — *Stuart Inder.*

(THE U-JACK SOCIETY: An Experience of Being Australian. By Ian Moffitt. Ure Smith, Sydney. \$1.50).

THE AUSTRALIAN BOOK OF HEALTH FOOD COOKERY, by Joan Haddon, published by Pan at \$1.95 is an answer to the criticism that a vegetarian diet is monotonous. It includes 240 meatless recipes for every course at table, with additional menus for weight-watchers. The 140 pages include colour photographs.

ELLIS GOES FRENCH

A French translation of William Ellis' famous classic *Polynesian Researches*, has recently been published in Paris under the title, *A la Recherche de la Polynésie d'Autrefois*.

It is the third notable book on early Tahiti and the surrounding islands to be translated from English and published by the Société des Oceanistes. The others are Teuira Henry's *Ancient Tahiti* and the *Journal of James Morrison* (of *Bounty* fame).

The first two translations were the work of Mr Bertrand Jaunez of Tahiti. Mr Jaunez also began work on Ellis; but, as he himself told me three or four years ago, Ellis' long-windedly ponderous prose and frequent expressions of piety were more than he cared to cope with, and he gave it up.

In the end, Ellis' 1,000-odd pages were turned into French by two ladies, Marie Sergueiew and Colette de Buyer-Mimeure, whose capacity for difficult, exacting work is something to marvel at.

Now that it is done, French-speaking students of the Pacific have ready access to a book which the *Quarterly Review* described on its appearance

as "the most interesting work, in all its parts, we have ever perused."

The French readers are, in fact, somewhat better off than their English counterparts, for the translation has three important features that the English editions lack.

One is an introduction by Dr Colin W. Newbury which explains who Ellis was and how he came to write his *Polynesian Researches*. The others are a subject index and an index of indigenous words. The latter make it almost worth buying the French edition so that you can find things more readily in the various English editions.

Ellis' work, which was first published in 1829, falls into three, not-always-well-ordered parts.

The first is an ethnography of Eastern Polynesia as it was before the arrival of Europeans. Then follows an account of the arrival of the missionaries of the London Missionary Society in Tahiti in 1797 and of their work in spreading the Gospel through that and the surrounding islands over the next 30 years. Finally, there is an account of Ellis' tour of Hawaii in 1822-24, which was originally published as a separate book.

Ellis, as Dr Newbury explains in his introduction, was a man of little formal education who rose to be foreign secretary of the London Missionary Society.

He was born in London in 1794; went to Tahiti as an LMS missionary in 1817; and spent eight years in the Society Islands and Hawaii. During his time in the Pacific, Christianity made enormous strides and the old Polynesian order was overthrown.

Ellis was thus on hand during an important period of transition; and it was fortunate for posterity that he was interested and observant enough to note down details both of the old order that he had a hand in destroying, as well as of the new.

It is a pity, on the other hand, that Ellis did not write well. This, it seems, was partly because he was constantly travelling—that some of his passages were written in inns, in coaches, under hedgerows or in the open fields. It also happened that he was in Madagascar when the proofs of *Polynesian Researches* came from the printer, so that he had no opportunity to make corrections or improvements.—*Robert Langdon.*

(A LA RECHERCHE DE LA POLYNÉSIE D'AUTREFOIS. Société des Oceanistes. Musée de l'Homme, Paris. Price not available).

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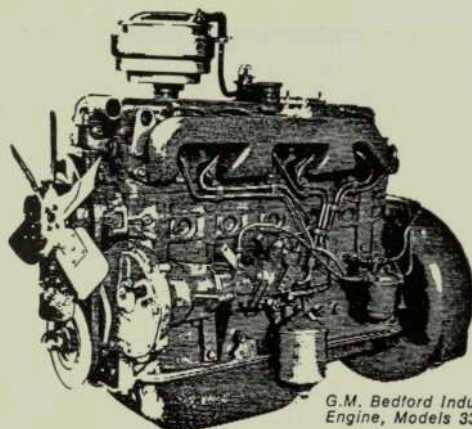
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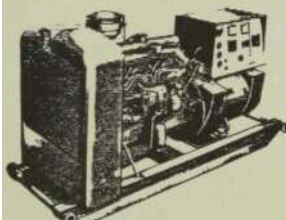
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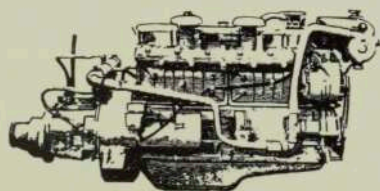
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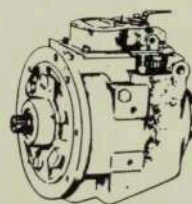
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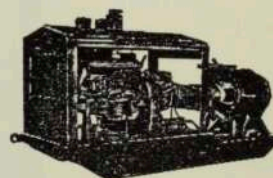
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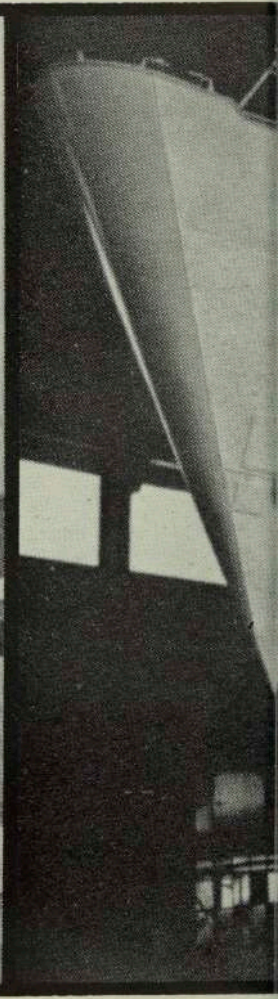
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PACIFIC ISLANDS MONTHLY—NOVEMBER, 1972

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in diesels, 2 x 20 K.V.A. alternators and is capable of a top speed of 10 knots. 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.

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Pacific Shipping

OFFER FOR P & O RAISES DOUBTS ON PASSENGER PLANS

Shipping giant and major cruise line in the South Pacific, P & O, received a \$470 million takeover bid in early October. The bid, in shares and cash from a rival, but more successful, British shipping group, Inchcape, is one of the biggest attempted coups in world shipping history. P & O doesn't support the bid.

The bid itself ended months of rumours throughout the financial heart of London, where both these groups are headquartered. A bid for the ailing "old man of the sea" was deemed certain. It was merely a matter of who and when.

The P & O Group was widely known to be rich in assets and poor in management. The group's chairman, Ford Geddes, virtually advertised the group as "up for sale" when he recently forecast poor immediate prospects. Ford Geddes, in the same breath, said P & O properties were undervalued by at least \$100 million.

Geddes, however, is not the key figure in the current takeover attempt. Lord Inchcape, head of the highly-profitable Inchcape Group, is on P & O's board and has opposed a recent P & O move to acquire a big UK property and construction group.

The Inchcape bid is sure to arouse more controversy in the UK and it would not surprise to see another bidder come forward for the rich P & O group.

The bid comes at a time when P & O is going through a series of massive internal changes. The group is trying to re-organise its dozens of subsidiary companies (such as New Zealand Shipping) into five operating divisions and in turn do away with traditional company titles going back over 100 years.

This has led to a big drop in morale among old staff, and also major retrenchments in the UK and overseas. P & O recently disposed of its loss-making Union Steam Ship Company to New Zealand and Australian interests, a move which many thought meant the group was withdrawing from big operations in the South Pacific.

This, however, isn't true. P & O will maintain and even increase its South Pacific cruising out of Australia to ports such as Suva and Noumea.

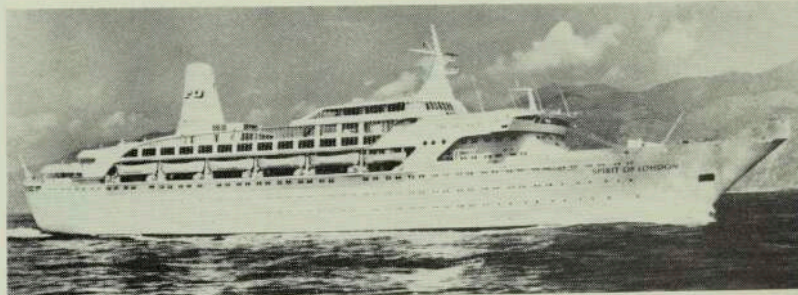
The cruises sell well for P & O, and if they don't always make profits, they provide a constant form of liquid turnover for P & O which is valuable for the viability of other company projects which don't pay so well.

In Fiji P & O has a small but significant interest in the South Pacific's biggest land development scheme, Pacific Harbour. P & O has about 11

could continue to play a major part. At least two middle size liners are based in Australia for Island cruises.

One handicap of the group in the Islands, which have relatively less developed ports than the West Indies or the Mediterranean, is that the biggest liners, such as the 40,000-tonners Canberra and Oriana cannot berth at the small Islands wharves.

Papeete, particularly, is where P & O misses out and many tourists from Australia and New Zealand take other cruise companies' liners to see Tahiti.



per cent. of Pacific Harbour and is finding its investment here a good one, and this company reported a £890,000 profit recently (PIM, Apr., p. 95).

A P & O director, Lord Geddes, got the group involved in Pacific Harbour several years ago, during a trip to Fiji.

Other P & O investments in the South Pacific include a subsidiary, Pandair, which is the UK's biggest air forwarding company. Although Pandair has recently undergone some contraction in overseas countries, it has a big operation in Australia and may attempt to take up a bigger share of Islands business soon.

As reported in PIM, P & O has been selling some of its aged liners and obviously it will cut down on its traditional "long-line" voyages, on the UK-Australasia route.

However, the world liner trend is to short cruising, and it's here P & O

P & O's first liner for several years, the 17,000-ton Spirit of London, is due in California later this year to begin cruising to Mexico and Alaska.

P & O, however, has recently built a new liner, the 17,000-ton Spirit of London (PIM, June, p. 85), which is designed to call at middle-size wharves. The Spirit of London will initially be based in California for cruises to Alaska and Mexico, but it is not inconceivable she could be seen around Pago Pago or Honiara.

What, then, will happen to P & O if Inchcape takes over? Lord Inchcape has said P & O could be viable on its own with improved management and further redistribution of assets. He feels the group's \$260 million-plus move into specialised cargo ships is a good one, and therefore it's likely Inchcapes wouldn't cancel proposed ship orders.

With extensive insurance interests

of its own, Inchcapes would be inclined to merge P & O insurance (Bishopsgate) companies, and also sell off P & O real estate not earning good returns (and there's plenty of that!). Lord Inchcape's views on P & O's liners, which until several months ago comprised the world's biggest liner fleet, are unknown.

Last year, on its world-wide liner operations (Passenger Division), P & O earned \$76 million in turnover, but cost \$80 million to maintain, producing a good liquidity source (always \$16 million in cash on hand), but hardly producing an overall profit picture. It is in this section of the diverse P & O interests that the biggest questions arise, takeover or not.

NEW LAW FOR TONGAN SHIPS

Tonga's Parliament has passed the new Shipping Act, which will enable foreign ships to register under the Tongan flag (PIM, Sept., p. 128). The act in early October was awaiting the king's signature.

While the legislation will go some way towards modernising Tongan shipping regulations in line with developed countries and international conventions, it also introduces possibilities that the kingdom may attract overseas shipping companies to register their ships for tax and other reasons.

However, the idea of attracting overseas companies to use Island ports as registration bases has yet to achieve any great success. Nauru tried the same in very early legislation, following its independence, in 1968. With a couple of minor exceptions, Nauru has not attracted any significant overseas tonnage.

Most successful has been Vila, in the New Hebrides, which has attracted several Australian and New Zealand shipowners to register ships. Liberia and Panama, the world's noisiest registration centres, have lost sleep over possible Island rivals.

Indeed, shipping sources in London, the acknowledged hub of world shipping, are mostly unaware of Nauru's legislation, let alone similar Tongan efforts.

It would be unfair, however, to treat the new Tongan Act as merely an attempt to attract overseas shippers intent on saving dollars. The act incorporates everything from wreckage to safety regulations. Its success in Parliament means that Tonga still wishes to play its part in regional shipping services, despite some misadventures in recent years. Tonga realises its own hand in shipping means trade, overseas

revenue and strategic value. Just how to go about it is Tonga's problem, one which the king will have no small say in when it is made.

SKIMMING THE WAVES AROUND VITI LEVU

A Sydney businessman has plans to ease the ordeal tourists in Fiji face when they motor over the Queen's Road, linking Suva and Lautoka. Mr John Bracey, managing director of Downhead Manor Pty Ltd, will have a 100-passenger hydrofoil running a return ferry service with stops at the Fijian Hotel, west of Sigatoka, and Naboutini (near Korolevu) just as soon as he can get a chartered hydrofoil, the Sun Arrow, to Fiji.

The idea has been in the melting pot for two years, when Mr Bracey went to Fiji to look at an island on which he had an option. He wanted to enter the Fiji tourist industry, but saw the major problem was to get people to the island. He then looked at the transport situation generally, and after driving over the Queen's Road, he decided a hydrofoil service would save tourists a lot of jolting and jarring.

The Port Jackson and Manly Ferry Service and Mr Bracey were linked in plans to set up the service; earlier this year the company pulled out, and now Mr Bracey is "going it alone". He has one problem, and it is a big one. He has chartered a ferry in Italy for six months with an option to purchase. He is allowing six weeks to get it to Fiji, three months for operations, and six weeks to get it back to Italy, if he decides not to buy it. He has to find a

suitable ship to get it to either Suva or Lautoka, and late in September he had not been successful.

However, he has been granted a trial licence to operate the service. But before he can get a full licence he has to do a passenger reaction survey and show the results to the Fiji Marine Department.

The hydrofoil will carry 100 passengers at speeds of up to 40 mph. It is 94 ft long and weighs 64 tons. It can operate in seas with waves up to 12 ft, and in some circumstances in waves up to 17 ft. The journey between the two main centres will take 4½ hours. The hydrofoil will be crewed by a master, a mate, an engineer, two sailors and two hostesses. The crew will be local, except for the master and mate. Mr Bracey has given an undertaking to train local men to take over as captain and mate. He will send them to Hong Kong where they may qualify for their licences.

The time-table and fare structure are: Leave Lautoka 8 a.m., arr. Fijian Hotel 9.36 (\$11.40); leave Fijian Hotel 9.56, arr. Naboutini 10.56 (\$15.55); leave Naboutini 11.16, arr. Suva (Tradewinds Hotel) 12.36 (\$22.50). On return the hydrofoil will leave Suva at 1.16 p.m., arr. Naboutini at 2.36, leave at 2.56; arr. Fijian Hotel at 3.56, leave at 4.16; arr. Lautoka at 5.52. In the cooler months the hydrofoil will arrive at Lautoka after dark. Intermediate fares will be: Fijian Hotel-Naboutini, \$4.15; Fijian Hotel-Suva, \$14.50; Naboutini-Suva, \$10.35.

Mr Bracey says he will add Deuba to the schedule later.

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CUTTING TIME LOST ON SYDNEY WATERFRONT

A determined effort will be made to eliminate expensive delays in handling Pacific Islands' cargo on the Sydney waterfront. A time-slot system will be introduced under which shippers will be given a time to send their cargo to the wharves.

Successful operation of the scheme depends on the complete co-operation of shippers.

A committee was set up last year to go into the question of delays on the waterfront. Represented were shipping companies, the Australian Stevedoring Industry Authority, the NSW Maritime Services Board (which controls the wharves), shippers and transport operators.

The appointment of the committee was not before time. Delays were chronic. Long queues of trucks waited in streets for access to the

wharves. There were ludicrous situations where big vehicles, carrying a few outers of foodstuffs, waited for several hours to get on the wharves. The cost of the delays was borne by the consumer.

The committee reported that a survey team set up by the Stevedoring Industry Authority had measured dramatic improvements when the time-slot system was applied to some Karlander ships. For 11 ships, over a test involving 2,585 trucks, the average vehicle turnaround time at the wharves was reduced by 82 minutes, compared with previous averages. The result included loading four ships, at which, for various reasons, the scheme did not function as intended.

(PIM, in November, 1971, reported on a pilot scheme conducted by Karlander with the Golden Swan, loading for Honiara, Kieta and Rabaul. Although there were a few "bugs",

the speed which vehicles passed over the wharf was amazing).

The committee suggests that the time-slot system be introduced for all operators and shippers in the Pacific Islands trade, financed by a small levy on outward cargoes.

Sydney is not on its own in this approach to the problem. London and Liverpool have instituted appointment systems. Reports from those ports suggest reductions in delays in handling vehicles of 60 to 70%.

This is how the system works:

Space booking. Cargo is booked with the ship's agent in the usual way. Where cargo is to be supplied by a second party the name, the person to contact and telephone number of that supplier are required.

Receiving advice. On notification of berth allocation by the Maritime Services Board, the ship's agent advises all shippers/suppliers of the wharf and days of receiving.

Appointment. An appointments clerk retained by the ship's agent liaises with the stevedore and with suppliers or companies actually delivering the cargo to arrange mutually suitable appointments for trucks delivering to the wharf, within one hour time-slots.

● **Reporting at the wharf.** On arrival at the wharf, truck drivers report to the receiving clerk, who checks the interim receipt to ensure that each vehicle is handled in its correct time-slot order.

COOK ISLANDS CREW FOR NAURU'S NEWEST SHIP

The Nauru Local Government Council, owners of the Nauru Pacific Line, have purchased the Federal Palm, of 3,196 dwt, from the Caribbean. Federal Palm was built in 1961 by Canadian Vickers Ltd. It has been operated since then by the West Indies Shipping Corporation and registered at Port of Spain.

The Federal Palm is to be re-named Cenpac Rounder. She is 298 ft long, with a beam of 51 ft 8 in. and 15 ft 6½ in. draught.

Nauru has turned to the Cook Islands for crew for the new ship. Ten Cook Islands men have been selected by the government on behalf of the Nauru Line, and these were flying out of Rarotonga early October by Polynesian Airlines charter.

They have been engaged on wages of \$108 to \$125 per month with overtime rates of 57 to 69 cents per hour, for one year. Their first task is to crew the ship on its delivery voyage from Curacao.

Nauru Pacific's 30,000 ton bulk carrier, at present under construction in Japan, is scheduled for launchings on December 9.

HARDER LOOK AT NORFOLK ISLAND

Hetherington Kingsbury Pty Ltd is looking for a ship to provide a regular service from Sydney to Norfolk Island and Lord Howe Island. A director of Hetherington Kingsbury, of Sydney, told PIM a ship with proper gear to handle lighterage cargo and with adequate refrigerated space was required.

A group of Norfolk Island merchants, started negotiations with Lord Howe merchants and Hetherington Kingsbury to form a new shipping company, South Pacific Shipping Co. (Norfolk Island) Ltd. The capital is estimated at \$70,000, which will be raised either totally by share allocations, or by allocations and a loan.

The allocation of shares to Lord Howe will be in proportion to the amount of cargo. This would be about 12½ per cent. or about \$10,000 of the capital.

Hetherington Kingsbury, the managing agents, will take up shares worth \$5,000 and will provide \$20,000 at 8 per cent. This loan will be repayable at the rate of \$5,000 a year.

Will the venture be profitable? The Hetherington Kingsbury director said it depends on what a ship costs, and the amount of cargo available.

Asked why a new service was required, with Karlander calling at each island every 19 days, and also offering passenger accommodation, he said the new service would operate to only two islands. There would be no delays at other ports which could affect the arrival dates of cargo.

A major factor in feasibility is all exports from Australia being offered to the proposed company. Exports

from Australia in the last two or three years have risen at the rate of 30 per cent. a year, and the promoters expect that trend to continue.

This is not the first attempt to set up a new service for Norfolk Island. There was a move early in 1971 to launch a service from there to take in Japan, Australia and New Zealand. It is believed the promoters were unable to get a suitable ship.

The current proposal is for a three-weekly service, which allows plenty of time for loading and ample time at each island for unloading.

Benefits expected from the service include:

● Merchants will be able to reduce amount of stock held, which would free storage space and reduce the money tied up in stock;

● Through ownership of the ship, the merchants would be able to stabilise freight rates. (They also expect profits will help to reduce freight rates.)

Norfolk Islanders interested in the plan have been active. They have circulated a questionnaire to merchants asking them to help in completing final arrangements. Intending merchants are also asked to give information about the tonnage they imported last year, how much they expect next year, the classification of cargo and tonnage for each class, whether they would direct all shipments through the company, the notice required for first shipment, how many shares they require, and how much notice they need before taking up shares.

SHIPPING BRIEFS

● A new log of claims served by the Fiji Dockworkers and Seamen's Union is seeking to double present wages. It proposes a monthly wage for ordinary seamen, second cooks and second stewards, \$60 (now \$39.12); bosun, \$70 (\$38.48); steward and cook, \$67 (\$35.46); greaser and other seamen, \$65 (\$33.28). One shipowner said he could not pay such wages and survive. At present some ships had to overload passengers and cargo to show a profit. He considered a rise of 15 to 20 per cent. would be reasonable.

● A commission of inquiry into the organisation of Fiji ports will start soon with the appointment of local men to the commission. They are Mr H. N. Murray, a director of Morris Hedstrom Ltd, and a former manager of Millers Ltd, and Taniela Veitata, secretary of the Fiji Dockworkers and Seamen's Union. The overseas members of the commission are Mr Loh Heng Kee, director of operations for the Port of Singapore, Mr Hussein Bin Haji Mohammed, general manager of the Port of Sabah, and Mr Noel Hylton, Jamaica port administrator. Mr Loh Heng will be chairman.

● The second edition of Kopsen's "Boating Gear Illustrated" is a comprehensive catalogue of everything a shipping man requires. As the title suggests, it is a book produced by well-known Sydney chandlers, W. Kopsen and Co. Pty Ltd.

The first Kopsen catalogue was published four or five years ago. The second edition, apart from being up to date contains a number of improvements. It is now divided into sections, and is indexed for easy reference.

Mr Bill Kopsen, managing director of W. Kopsen and Co. Pty Ltd, and grandson of the founder of the firm, in an introduction, refers to the association his company has had with the Pacific Islands. The original Kopsen, in fact, was in business in Suva and Suva for about 20 years from 1878.

Mr Kopsen, no doubt bearing in mind that world-wide inflation leads to constant price reviews, explains the omission of prices from the catalogue this way, "A price list is impossible to keep up to date 'in these times of change' so we suggest you nominate those lines that interest you and we will send a current list of prices promptly". The catalogue is priced at \$1.95.

The Cook Islands firm of Boyd and Boyd Ltd is offering its

newly acquired inter-island passenger and cargo ship, the Manutea, for sale or charter. The ship was acquired in July in Holland, and was then known as the Trio, 443 tons. She has accommodation for 20 passengers.

Captain Hugh Williams, of Sydney, who operated a ship in the Cooks for about 10 years, says the group will be short of local shipping if the Manutea is sold overseas.

● Karlander is now introducing a monthly service from Australia to Papeete. The Norwegian-owned line has included the Tahitian port in the Australia-US run, via Fiji. The first service was with the Good Navigator. The Good Mariner will call on the

December run, and the Belle Isle in January.

The Belle Isle, of 15,000 tons, has been chartered from Mauritius on a long-term basis. She has all modern cargo handling facilities.

● Union Steam Ship's 5,299-ton passenger-cargo vessel Tofua has been given a reprieve of three months before she is withdrawn off her run, and now will operate until March next year, out of New Zealand. Tofua was to be withdrawn before Christmas, but because USS has not received a reply from Islands governments about their participation in a proposed container run to the Islands, she stays in service.

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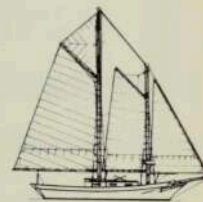
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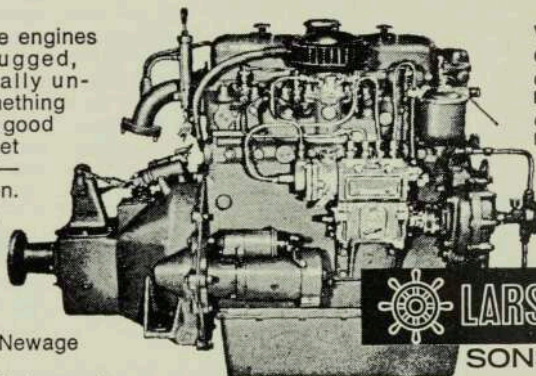
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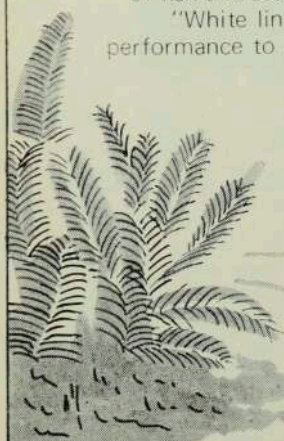
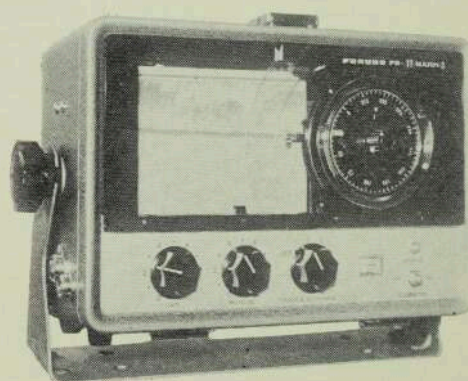
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Cruising Yachts

● **PEREGRIN TOOK**, 30 ft Tahiti ketch, arrived at Rarotonga from Tahiti and Bora Bora on August 29 with Philip Hoysradt, Jane Readwell and Hunt Searles on board. Mr Hoysradt and his friend, Spencer Leeb, spent almost three years together in Costa Rica as Peace Corps members working on a fisheries development project. In their spare time they built *Peregrin Took*. They sailed the ketch to the Cocos Islands and spent a month there, almost living off the land. Wild life abounded—deer, goats and pigs. Fish was abundant and nearly 40 lobsters could be caught in half an hour. Next port of call was the Galapagos Islands where Mr Hoysradt left the ketch for a fishing holiday in the S. Other crew members sailed the ketch to the Marquesas where the mainmast broke when only two miles from Nukuhiva. Philip Hoysradt repaired the yacht in Tahiti. Next calls were to be in Tonga, Fiji and the North Island of New Zealand where they plan to work, hoping to arrive there at the beginning of December.

● **CLOETTA**, 35 ft sloop, with owner-skipper Jim Mayo and Steve Doyle on board, arrived at Rarotonga on September 1 from Tahiti and Bora Bora. Mr Mayo began his cruise from the UK 22 months ago, crossed the Atlantic to the Caribbean and, from Panama, called at the Galapagos, Marquesas and Tuamotus. Mr Doyle joined the yacht in Tahiti and plans to visit Tonga and Fiji, spending the hurricane season in Fiji.

● **MIHIMANA**, 35 ft motor sailer 18 tons, arrived at Rarotonga from Papeete, Western Samoa, on September 1 with skipper Philippe Gambelin and crew on board. The crew consisted of Tahitians Michel Guinebert and Jeanne Avaema and Japanese Tsuneo Ishihama and Fumiyasa Miyazaki. The cruise started at the end of the year from an important Japanese port and bonito fishing port near Tokyo. The two Tahitians were members of a dance troupe on a six-month contract in Japan and chose



The yawl *Quest* at Ebeye in September.

this adventurous way of returning home. The two Japanese are friends of the captain. Calls were made at Saipan in the Marianas, Truk and Ponape in the Carolines, the Gilbert and Ellice Islands, Wallis Island and Samoa. The next port of call after Rarotonga was to be Tahiti.

● **ALSANAL TOO**, 52 ft ferro-concrete ketch, registered at Chicago and built in Ecuador, arrived at Rarotonga from Tahiti and Bora Bora on September 6. On board were owner-captain, S. Alexander Bell, his guest Bud Lowenstien, and crew members Englishman John Andrews, engineer, Jose Chalen from Ecuador and Jose Cardinali from Easter Island. The cruise started from Ecuador last January and calls were made at Panama, the Galapagos, Marquesas and Society Islands. *Alsanal Too* is a fast sailer, covering from 160-165 miles a day, and once logged 230 miles during one day's "wild sailing". Plans are to sail to the Virgin Islands in the Caribbean, where Mr Bell plans to retire, with intermediate calls at Tonga, Fiji and Auckland.

● **BLANQUITA**, 42 ft sloop registered at Honolulu, arrived at Rarotonga on September 8 from Pago Pago, American Samoa, with owner-captain Robert E. Amos and crewman Hans Wenger on board. Plans were to call at Tahiti, returning home to Washington, USA, by March, 1974.

● **QUEST**, 34 ft yawl, was at Ebeye, Marshall Islands, in September. She was delivered to owners, Fred and Polly Mathes, at Ebeye on August 3, from Los Angeles, via Honolulu, by the Mathes' son, Don, and a friend, Neil Gugins.

Fred, manager of the Ebeye Co-op,

will keep *Quest* at Ebeye indefinitely. He has long-range plans to sail the South Pacific.

● **WANDERBIRD OF DEVON**, 39 ft 6 in. catamaran registered at Dartmouth, England, arrived at Rarotonga from Tahiti, Huahine, Raiatea and Bora Bora on September 13. On board were skipper J. M. Barrett, Mrs P. B. Barrett and 5½-year-old daughter. The Barretts visited many of the West Indies islands including Barbados, Grenada, St Vincent, St Lucia, Antigua, St Martin and the Virgin Islands. After a call at Curacao they cruised down the Colombian coast to Panama.

Pacific ports of call included the Galapagos and Marquesas Islands and the Tuamotus. Plans are to sail direct to the North Island of New Zealand and to settle in NZ.

● **L'AFFRANCHI**, 23 ft sloop, arrived at Rarotonga from France, Tahiti and the Society Islands on September 13 with skipper-owner Gonzales Pattyn and Oliver Magd, both French citizens, on board. Also on board was the skipper's dog, Whisky, which answers to commands in French. Mr Pattyn's voyage started on July 4, 1971, and plans are to call at Niue, Fiji and Noumea. The hurricane season will be spent in Noumea and Mr Pattyn and his companion, who joined the yacht in Tahiti, hope to work in Noumea during their five months' stay there.

● Crews of yachts visiting Port Moresby were the guests and well-wishers on September 23 at the marriage of Lyn Faval and Bryan Cooper, the new owners of *SHI-BUI* (ex NZ). Guests were from *VALUARANNE*, *CASSIE*, *WHITE-BIRD*, *TAIRE HINANO*, *PAVANA*, *WINDENZEE*, *PANDEMONIUM*

and *ORIENTAL LADY*, all of whom (excepting *Oriental Lady* west bound) plan to move eastward in November.

● *GAYNA DARI*, a trimaran arrived in Port Moresby September 24 from Bundaberg via Thursday Island with Merilon and Hugh Hunter and their two children.

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● *INVICTUS*, from Whangarei, NZ, was in Vavau during the last week of September and will be returning to her home port via Suva after having visited Rarotonga, Tahiti, the Society Islands and Niue. On board were skipper-owner Selwyn Matheson, his wife Jewel and two-year-old son Brett, Eileen Blake from New York, John Olsen from Seattle, and Kerry Marvin from Colorado.

● *ISBJORN*, Dr David Lewis's 39 ft ketch, has been abandoned about 40 miles off Efate, New Hebrides. On board at the time were skipper Barry Lewis, the owner's son, and Clifford Bellamy. They were on their way to Sydney from the GEIC.

They left Vila early in September, but struck trouble soon after when a porthole started to leak badly. The crew sent out an emergency signal and were picked up early next morning. *Isbjorn* was abandoned in mid-ocean.

Dr Lewis later received a message from his son saying that *Isbjorn* had not been found. It was possible she had sunk for there was also a structural failure, Dr Lewis told PIM.

She had been in the GEIC for the last three years, trading as a copra boat.

Dr Lewis was then in the midst of preparation to leave Sydney about mid-October in his 32 ft steel-hulled sloop *ICE BIRD* and sail round the world, across the bottom of the Pacific, Atlantic, and Indian Oceans. He expected to be away from Australia about six months.

● Many of the yachts in Suva in early October were planning to move on before the end of the month. They included *NATASHA*, 38 ft ketch, which arrived in Fiji on September 29 with captain-owner James Bercaw, his wife and three children on board and *SPIRIT OF THE WIND*, a tri, which arrived in Suva from Tonga on September 24, with A. S. King, Margaret King, Michael Wroughton and Nancy Dengler on board.

● *MUSTANG*, US cutter, with Keith and Rosemary Jones on board, was due to leave Suva for New Caledonia during the second week in November.

● *MAUD*, 50 ft ketch, arrived in Suva on September 25 from Tonga skippered by Shaun Redward. Crew were David Lynch-Watson, Bob Greenslade and Gary Morey. She was due to leave for Russell, NZ before the end of October.

● *RIK*, 38 ft Dutch sloop was still in Suva in October after arriving with Amsterdam couple Claes and Wilmoed Honig on September 16 from Nukualofa. The Honigs were planning to sail for Auckland early in November.

● *KUAN YIN*, Canadian schooner, arrived in Suva on September 16 from Tonga and was due to leave for Australia before the end of October. On board were Roger Clancy and Sheila Mitchell.

● Still in Suva in early October were *WINDCALL*, which arrived from Tonga on September 22 with skipper Keith Higgins and Herman Du Plessis on board; and *BOLERO*, US sloop, which arrived on August 29 from Vavau, with Bill and Sue Schmidt on board. *Bolero* was bound for Noumea some time in October.

● *ALSANAL TWO*, US ketch, was in Suva in early October with skipper S. Alexander Bell and crew of four. Plans were to cruise Fiji waters for an indefinite period.

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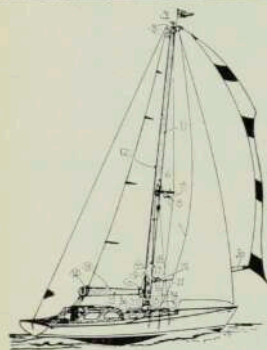
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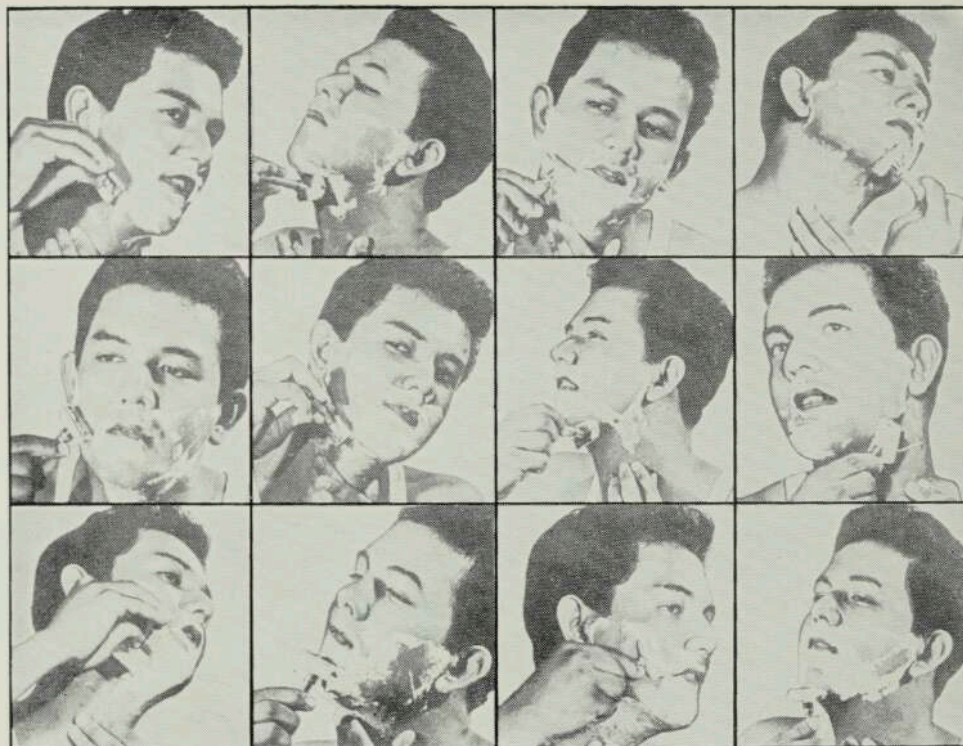


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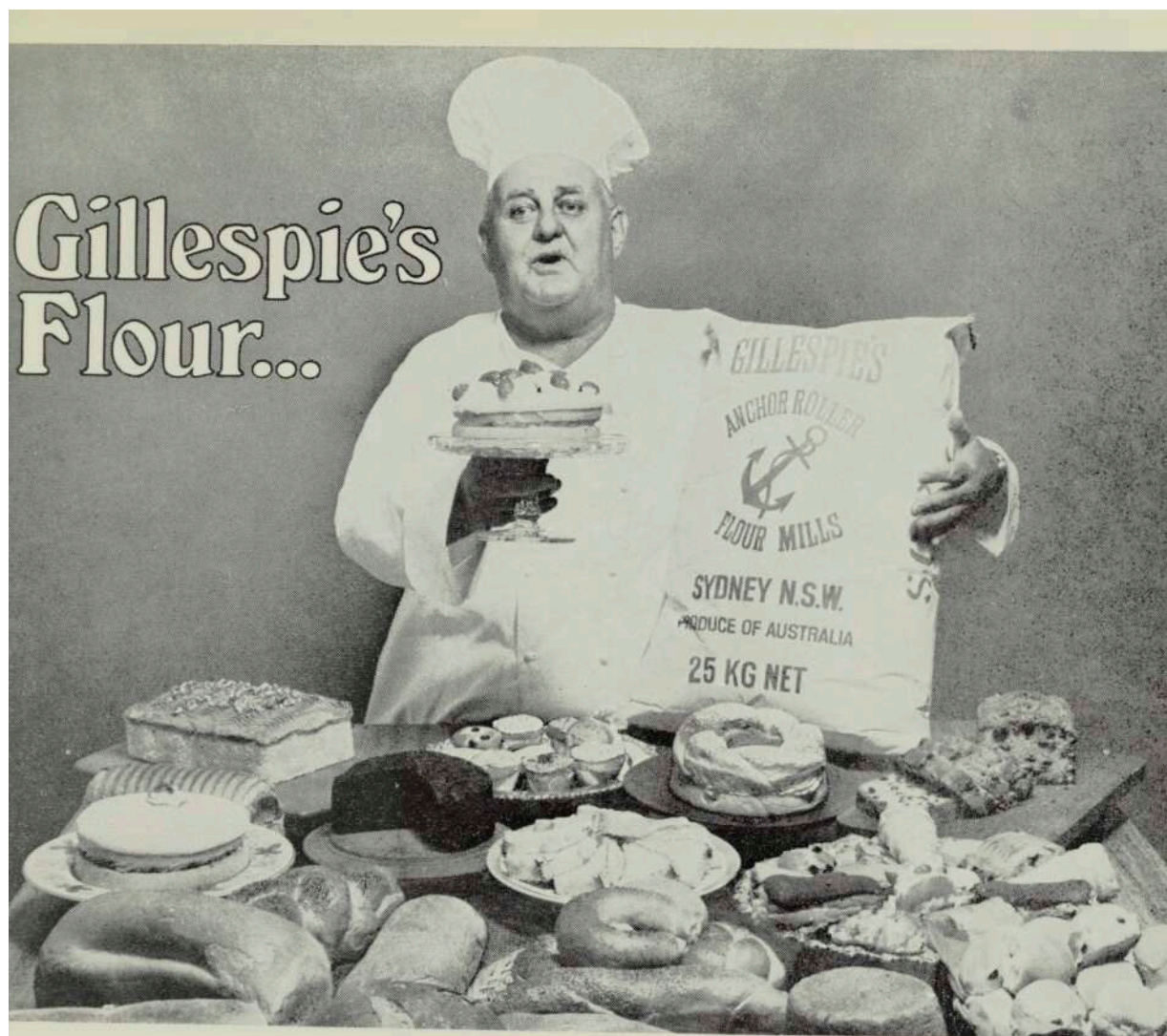
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BOAC **PACIFIC JET NEWS**

CHRISTMAS IN THE AIR

Millions of families sat spellbound in front of their radios on Christmas Day as an airline captain described how his passengers were at that moment enjoying their Christmas dinner almost three miles above the ocean.

That was in 1946 and the air travellers on the BOAC flying boat were among those that could be numbered in hundreds who were enjoying the traditional meal in the air.

Today the numbers total thousands. They fly higher and faster, but the Christmas menu is virtually unchanged.

As many as 5,000 Christmas meals will be served in BOAC jets around the world this Christmas. Traditionally it is a day to be shared with the family, but there are people who have to travel on Christmas Day.

BOAC cannot simulate the atmosphere of a family around a roaring

fire—the favourite European image of Christmas day. But the airline does reproduce the meal faithfully.

The Christmas meal is not as complex as most meals the BOAC chefs prepare each day. But as Kurt Hafner, BOAC's aircraft catering superintendent in London, pointed out: "The desserts—mince pies and plum pudding—do call for a special skill."

He added: "In many stations where the festival is not even celebrated the meals have to be sent from London. But other stations like New York, Kingston and Hong Kong can supply everything except perhaps the Christmas crackers and sweetmeats."

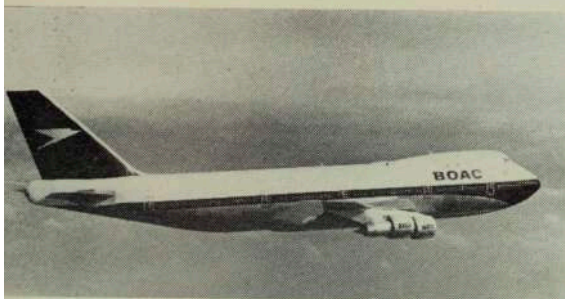
The decorations help the atmosphere. So do the Christmas crackers—specially manufactured to be non-explosive.

In the end it is the meal that makes the day. The typical menu passengers will be enjoying in BOAC aircraft this year will be:

Smoked Scotch Salmon
Clear Turtle Soup with Amontillado
Roast Norfolk Turkey
Braised York Ham
Chestnut Stuffing
Cranberry Sauce
Buttered Green Vegetables
Croquette Potatoes
Christmas Pudding with brandy butter
Mince pies—double cream
Cheese tray
Fruit basket
Assorted Nuts
Coffee Sweetmeats
Christmas Crackers

For flight crew and cabin staff on BOAC jets Christmas in the air is part of the job. They can enjoy the meal but are not able to, literally, enter into the "spirit" of the festival.

No alcohol on duty is one rule that is never relaxed for the flying staff—not even on Christmas Day.



Go to Europe via Asia

Did you know that BOAC offers you a new fast way from Australia through the historic and fascinating Orient and India to Europe and back to America (or, of course, the other way round)?

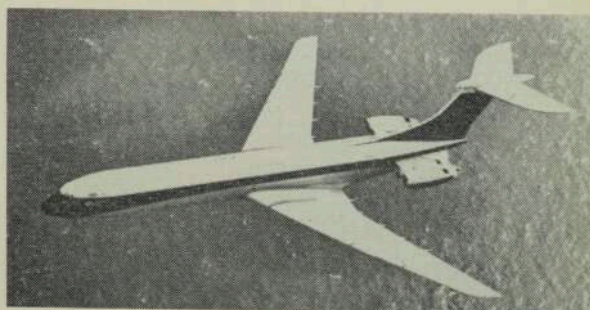
The number of stops has been cut, in the case of one flight, to only three between Sydney and London—Perth, Singapore and Bahrain—so there is no unnecessary hanging around.

That's the Wednesday flight out of Sydney.

Tuesday's has four stops and two of these are Hong Kong and Bangkok giving you the opportunity of stopovers at these places about which we have recently written in Pacific Jet News.

Four 747 flights a week from Sydney to London take the Hong Kong route to London—three of them flying non-stop between Sydney and Hong Kong.

BOAC is the only airline to offer you the choice of the 747 and the VC10—and, of course, you can do your round-the-world with a stopover on the excursion fare of \$718.10.



PACIFIC ISLANDS MONTHLY—NOVEMBER, 1972

(BOAC Supplement—Advertisement)

BOAC *PACIFIC JET* **NEWS**

Everybody should heed

THE CALL OF THE WILD

By SUE WENDT

There she was, a gigantic mother elephant, flapping her ears dramatically and threatening to mash us into tiny pieces if we didn't move out of her territory—fast! And what about that ten-ton rhino, charging out of the scrub at the rate of knots . . . and the family of lion cubs, gambolling in the afternoon sun and looking every bit as harmless as a basketful of kittens. . . .

They're just some of my memories after visiting Kenya, land of Uhuru, wild animals and high adventure. Wild game safaris, 1972-style, mightn't be as peril-fraught as in the days of the legendary white hunter, but they provide modern adventurers with a wealth of excitement.

Since BOAC's introduction in April of the world's first air service linking the South West Pacific with

East Africa, via Hong Kong or Singapore, Colombo and the Seychelles, travel to Europe has taken on a fascinating new dimension.

This particular BOAC routeing (one of five entirely separate BOAC routeings to Europe) gives South Pacific travellers a unique opportunity for shopping in the Orient, soaking up the sun in the gloriously restful Seychelles, then journeying on to Nairobi, modern skyscraper-studded gateway to East Africa.

Adventure begins just a few miles from the outskirts of the city. Spectacular scenery unfurls as your safari vehicle, driven by an English-speaking Kenyan guide, presses on into one of the world's few remaining wildernesses. You feel as though you're participating in some film producer's fantasy. It can't be real. There are even pink elephants! If

you're lucky, you might even spot a creature called a knob-bristled forest elephant shrew or a bird with the intriguing name of velvet-mantled drongo!

One of the most popular shorter safaris out of Nairobi is the three-day tour taking in Amboseli Game Reserve and Tsavo National Park, with overnight stops at excellent hotels like Amboseli Lodge, beneath the snow-capped dome of Mt Kilimanjaro, and the luxurious Ngulia Lodge, set high on the mountain ridges of Tsavo.

In dry weather, you drive through the dry lake bed of Lake Amboseli, where the heat haze causes a remarkable mirage, a vast shimmering body of water that isn't there at all. The landscape is dotted with bulbous-trunked baobab trees, hung all over with coconut-sized bundles of twigs, nests of the weaver bird. Ostrich flap their useless wings and stride off the plains, while hundreds of dainty impala flick impudent tails before disappearing into the long grass.

You see great herds of zebra, giraffe and hump-backed wildbeest. Whole families of elephant amble within a few yards of your car, their wrinkled hides strangely pink. The



Long grass almost hides this seven-passenger micro-bus as it stalks one of the giant inhabitants of Tsavo National Park in Kenya. He's not being hunted for his tusks though—only his beautiful smile!

BOAC PACIFIC JET NEWS

guide explains it's because they delight in spraying themselves with liberal coatings of red Amboseli dust . . . and there's a baby one, doing just that.

Amboseli, covering an area of 1,000 square miles, is famous for the large number of rhino and free-roaming predators such as lion, leopard, cheetah, hunting dog and jackal. The animals are obviously accustomed to seeing safari vehicles and their camera-toting passengers and it's possible to get up really close for the photographs of a lifetime. But don't be fooled. Their unconcern is only skin deep. Underneath, those animals are mighty wild!

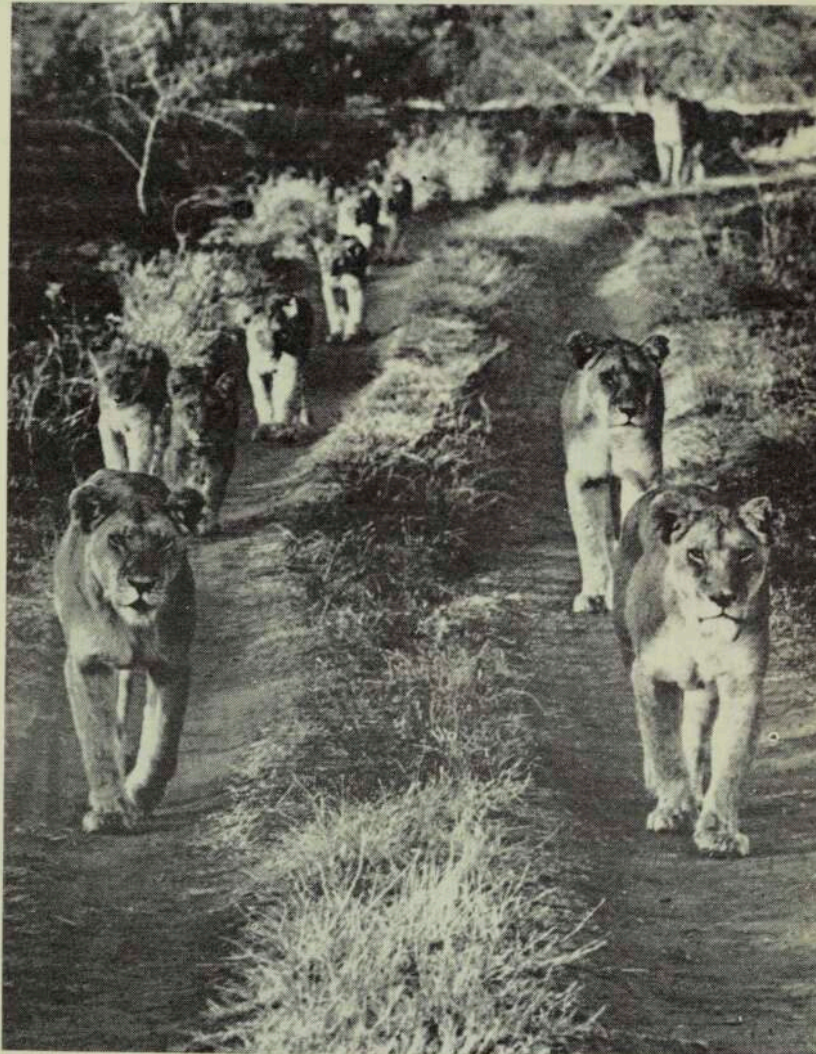
The elephant incident occurred on the arid plains of Tsavo National Park, Kenya's largest wild life stronghold and playground of the world's largest concentration of elephant (an estimated 20,000).

Having driven off the beaten track to a waterhole just before sundown, we came across mama elephant and her baby, plus an assortment of mammoth relatives, enjoying a mud-bath. Perhaps mama was camera-shy, or maybe she objected to being observed at her ablutions. Her ear-lapping, trunk-waving antics contained some sort of message and as she made some preliminary shuffles towards our parked car, we left pronto.

Game safaris are, of course, perfectly safe if you heed your tour guide's advice: "Don't leave the established roads, don't wander about after dark and don't leave our vehicle." And always take notice of signposts saying "Warning! Elephants have right of way."

Though the animals are sufficiently tolerant of tourists to allow photographs, some of the tribespeople you meet along the way are a little suspicious of cameras. So would I be, I believed that the person taking my photograph was capturing my soul in the camera! It's not only courteous but common sense to ask before "stealing" a shot of a colourfully-dressed tribesman.

East African tour operators such as the United Touring Company—which has a fleet of 300 vehicles in Kenya and Tanzania—operate safaris ranging from a couple of days to two weeks or more. UTC's distinctiveebra-striped micro-buses and private cars even venture as far as easternaire, the former Congo, around the



Mountains of the Moon and Lake Kivu. Here, visitors can see active volcanoes, gorillas and the pygmy tribes of the Ituri rainforest.

Most of East Africa's visitors originate from Europe and the United States, but following the introduction to BOAC's new routeing to London via Kenya, more and more travellers from the south-west Pacific are availing themselves of this exciting new holiday opportunity. Whether you're travelling economy or first class, BOAC's super-silent VC10s jet you there with the utmost efficiency and comfort.

One minute, or so it seems, you're

dining on fresh prawn hors d'oeuvre and grilled filet steak maitre d'hotel (one of BOAC's delicious and varied economy class meals), the next you're deposited at Nairobi Airport, at the start of an adventure you won't forget.

It's good sense to take only the minimum of clothing on safari and the animals are completely unimpressed by the latest fashions. Slacks and shirts are ideal. If you're determined to do things properly however, Nairobi shops offer a large array of very snappy safari outfits for both men and women. And don't forget to pack your camera.

BOAC PACIFIC JET NEWS

THE HOLIDAY OF "YOUR CHOICE"

People often say that a low air fare to Europe, though wonderful value, is not the end of the matter. You've still got to live when you get there! So here's how you do it—BOAC's "Your Choice" two week holiday for from as little as \$A90. The price depends on the hotel of your choice.

Here's what it includes:

- * 13 nights' accommodation in room with private bath, continental breakfast daily, hotel service charges (not at all the hotels listed).
- * Transfers by motor coach between London Airport and town terminal on arrival and departure.
- * A "Welcome to London" get-together party at which a leading personality will give an interesting talk on the London theatre scene and afternoon tea will be served.
- * Stalls or dress circle tickets to five of London's popular shows.

- * Two half-day sightseeing tours.
- * An evening at Mr Fogg's where the decor reflects scenes from "Around the World in 80 Days". You have the choice of two different restaurants for dinner.
- * Admission to Madame Tussaud's famous waxworks exhibition.
- * The use of an Avis self-drive for three days, free of rental, paying only for mileage driven at seven cents a mile.
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COMING EVENTS IN BRITAIN

Some highlights of 1973

January

- Bellini to Michelangelo: Italian Renaissance Drawings (until further notice). Queen's Gallery, Buckingham Palace, London.
- Camping, Outdoor Life and Travel Exhibition (to 7). Olympia, London.
- 1 "Sunday Times"/N.U.S. National Student Drama Festival (to 6). Durham.
- 1 Fanfare for Europe (programme of events to celebrate Britain's entry into the Common Market) (to 14). Countrywide.
- 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—4). 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.
- 16 English Folk Dance & Song Society Festival (and 17). Royal Albert Hall, London.
- 24 Rugby Football: Scotland v. Ireland. Murrayfield, Edinburgh.
- 24 Rugby Football: England v. France. Twickenham, Middlesex.
- 25 World Cycle-Cross Championships. Crystal Palace, London.

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.
- 31 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.
- 15 BOAC 1000 kms World Championship Sports Car Race. Brands Hatch, Kent.
- 27 Pitlochry Festival (to September 29, provisionally). Pitlochry, Perthshire.

May

- Monarchy 1000 Celebrations (to September). Bath, Somerset.
- 5 Football Association Cup Final. Wembley, London.
- 9 Brighton Festival (to 20). Brighton, Sussex.
- 12 Rugby League Challenge Cup Final. Wembley, London.
- 23 Chelsea Flower Show (to 25; private view 22). Royal Hospital, Chelsea, London.
- 25 Bath Festival (to June 3). Bath, Somerset.
- 27 Celebrations for the 1300th Anniversary of the Birth of the Venerable Bede (to June 29, 1974). Monkwearmouth, Sunderland, and Jarrow, County Durham.

June

- 2 The Queen's Official Birthday: Trooping the Colour. Horse Guards Parade, London.
- 5 Son et Lumiere (to end September, excluding Sundays and Mondays). St Paul's Cathedral, London.
- 6 Horse Racing: The Derby. Epsom, Surrey.
- 7 Cricket: 1st Test Match: England v. New Zealand (to 9, 11, 12, provisionally). Trent Bridge, Nottingham.
- 9 Horse Racing: The Oaks. Epsom, Surrey.
- 15 York Festival and Mystery Plays (to July 8, excluding Sundays).
- 16 Aldeburgh Festival of Music and the Arts (to July 3). Aldeburgh, Suffolk.
- 19 Horse Racing: Royal Ascot (to 22). Ascot, Berkshire.
- 21 Cricket: 2nd Test Match: England v. New Zealand (to 23, 25, 26, provisionally). Lord's, London.
- 23 Chester Miracle Plays (to July 8). Chester, Cheshire.
- 25 Lawn Tennis Championships (to July 7). Wimbledon, London.

Business and Development

European Common Market and the Pacific

Britain enters the European Common Market on January 1 next year, less than two months distant. The UK-Australia Trade Agreement (UKATA) ends on February 1 next year, less than three months distant.

Despite warnings over several years, only minimal study has been done to assess the likely impact of these events on the Islands.

Although Japan, other Asian countries (especially China) and the US are all playing a bigger role in Islands trade, the Islands maintain strong and strategic commerce links with the UK, Australia and New Zealand, all of which will be significantly affected.

Australia and New Zealand must concentrate on new markets outside Europe and the UK, particularly in Asia. But what lies before the Islands, whose business is largely in primary produce?

Nauru is the only member of the British Commonwealth with "associate membership status", rather than the "independent developing status". Fiji, Tonga and Western Samoa.

Their position is outlined in the terms of British accession to the ECM, and negotiations between the UK and the ECM earlier this year.

These countries are offered three options: association through participation in the Convention of Association which will supersede that in force at present with the Associated African States and Malagasy; separate conventions of association on Article 238 of the ECM; or new commercial agreements with the enlarged ECM.

Fiji, Samoa and Tonga have until January, 1975, to make up their mind on these points, although the ECM will pressure them to come to a decision by August 1, 1973. Britain will progressively apply ECM tariffs to these countries.

The New Hebrides, the Gilbert and Ellice Islands and the Solomon Islands are defined as "British dependent territories" under ECM rules

and will be offered association with the ECM, under ECM Treaty, section four. It is presumed they would accept this, but no definite statement has yet been made.

Papua New Guinea popped up under Article 125 of this year's London negotiations and the ECM has agreed to allow continuing agreements between the UK and PNG to last for five years after British ECM entry—January 1, 1973, to December 31, 1977. A review of PNG arrangements with the UK is provided for, and is certain should the territory gain independence before January, 1978, which is at present likely, to say the least.

PNG is very happy over these arrangements. It now has time to plan for alternate markets, and departmental officers are currently closely involved in these plans. PNG will look towards the Pacific Basin nations—big powers such as Japan, Canada and the US—and intensive promotion aimed at penetrating these markets can be expected soon. But the Australian and European markets will not be neglected. Briefly, PNG has to diversify.

The French territories of New

Caledonia (including Wallis and Futuna) and French Polynesia are already associate members of the ECM because of France's membership.

The US Trust Territory and American Samoa will be unaffected because of their close economic ties with the US and Japan.

The Cooks, as a dependent territory of New Zealand, could face some adverse winds which will undoubtedly hit the dominion.

Of interest to Fiji are the UK-ECM negotiations over sugar. The Commonwealth Sugar Agreement will stand until February 28, 1975, which gives Fiji some breathing space. Fiji's future sugar sales to the UK will depend on the status it takes up.

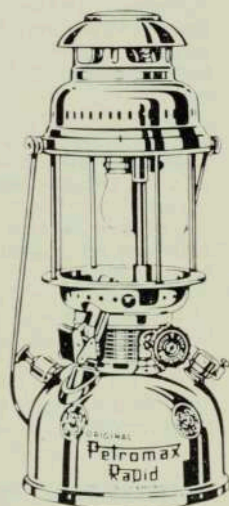
Minister coy on nationalising in PNG

"We are looking forward to nationalising companies."

The quote came from Mr John Poe, New Guinea's 39-year-old Minister for Trade and Industry, and was to the dozen or so newsmen gathered at a Sydney press conference in



Mr Peter Shearer shows PNG's Chief Minister Michael Somare and Minister for Trade and Industry John Poe the work done in his Longreach Clothing Co in Port Moresby.



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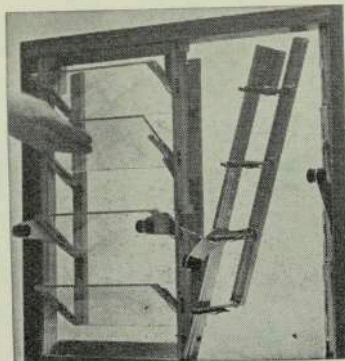
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October. It produced pens and notebooks out of thin air.

"The government won't take over firms by force," Mr Poe went on. "We will buy them out." Mr Poe would not disclose which industries the PNG Government was examining to "nationalise", but he did add that "much concern" was felt by Papua New Guineans because all industry was overseas-owned.

Asked to comment on recent statements from Papua New Guinea saying that some big contracts such as the Bougainville Copper project, would have to be "re-negotiated" with the PNG Government, he said: "This is not the true attitude of the government. I think when the Bougainville agreement was signed it was a fair deal. I still think it is a fair deal, but we may look into it later on."

Mr Poe was on a short visit to Canberra to open a new menswear store owned by a firm with a Port Moresby subsidiary.

He wouldn't enlarge on his comments but they were sufficient food for thought. Unfortunately, no probing would bring more details.

Mr Poe was being interviewed while in Sydney to see the principals of a new PNG clothing factory (see below).

Making and selling 18,000 trousers and shorts a month, turning over \$612,000 annually, is the achievement of 29-year-old Australian businessman Peter Shearer in Papua New Guinea. Peter went to New Guinea in 1969 to start a clothing factory, won a five-year's tax free holiday under the territory's Pioneer Industries Act, and built a \$350,000 plant at Gordon, Port Moresby.

Seventy-five per cent. of his sales are long trousers, selling from \$2.95 to \$6.50 a pair; his shorts sell from \$1.50 to \$6.50 a pair.

Peter told PIM he had no trouble finding labour in Port Moresby. His major problems were expensive training programmes and getting his products accepted by PNG retailers, who previously sold only fully imported wear. He now employs 200 people, of whom only four are Europeans, and of the 196 locals, 75 per cent. are women. His company, Longreach Clothing Company Pty Ltd intends to export to the Solomons in the near future, and has a long-range plan of exporting to Canada.

Shirt production is proposed for later this year and he hopes to boost staff to a total of 1,000 in five years.

Peter says he can undersell Australian trousers by about \$4, but Communist Chinese trousers in New Guinea are still more than a match for Longreach.

Big Samoan contract

The \$US1m contract to design and construct Tafuna Industrial Park, near Pago Pago International Airport, American Samoa, has gone to Honolulu-based engineering and planning firm, Belt Collins and Associates Ltd. Belt Collins signed the contract in late September.

The firm's first job is to prepare plans for a 63-acre site including utility facilities, streets and roads. Contract stipulations also call for the preparation of "an environmental impact statement" and standards for architectural and site development.

The plan must be submitted to

the US Economic Development Administration for approval before implementation. Target date for completion of the park is May 1, next year.

Two companies—Pacific Time Inc (a Bulova Watch subsidiary) and Gulli Construction Co—already occupy sites in the park area.

Qantas charter holidays in Fiji

The Fiji Government has given the green light for Qantas to go ahead with its plan to operate inclusive tour charter flights to Fiji, despite a very cool reception from local travel

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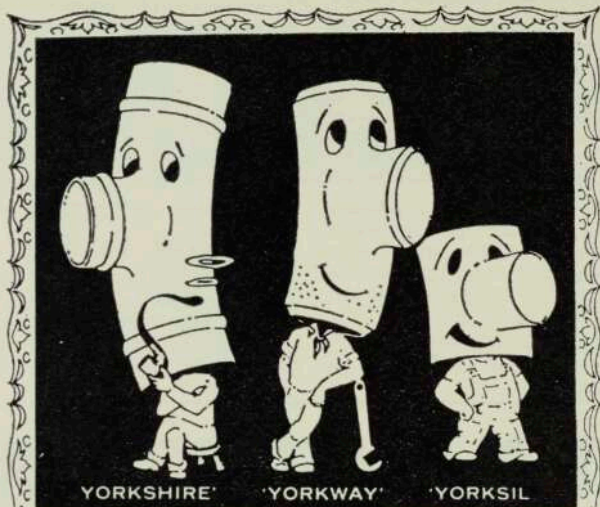
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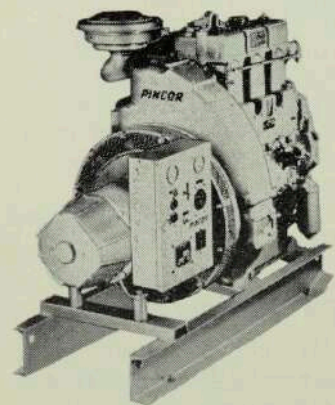
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agents and some hotels. The Qantas charters will probably begin in April next year and operate at off-peak periods, bringing in about 160 passengers a week.

The week-long holidays look like costing Australians in the vicinity of \$200, although no price had been officially announced by mid-October.

Fiji has also granted entry rights to one of the world's largest charter companies, Trans-International Airlines. The company has been given permission to operate nine ITC flights between August, 1973 and February, 1974.

Local travel agents are far from enthusiastic about the Qantas charters, because the airline will be marketing all-inclusive seven-day holidays at a price far lower than the agents can offer. Hotels are concerned that the airline should limit its charter programme to the off-peak periods. The rest of the time, many Fiji hotels don't really need the business.

New look at Carpenters (SthP)

Sweeping changes are taking place in one of the South Pacific's oldest companies, W. R. Carpenter (South Pacific) Ltd, a subsidiary of Sydney-based W. R. Carpenter Holdings Ltd.

Eight companies are embraced by the South Pacific subsidiary which operates in Fiji, Western Samoa and Tonga—Morris Hedstrom Ltd, Millers Ltd, Carpenters Fiji Ltd, Island Industries Ltd, Island Transport Ltd, Suva Motors Ltd, Mainline Millers Ltd and Carlton Brewery (Fiji) Ltd. Carpenters own half the shares in the last-named company.

For years, the companies have operated separately, but management is to be streamlined for greater efficiency and as part of the process of localisation.

A shuffle of positions among the top executives announced in June foreshadowed the reorganisation which places Mr David Crowe as the first chief executive the group has had. He became managing director and chief executive with overall responsibility for the group's development. (Mr J. M. Hedstrom remains resident chairman of the Fiji-based group).

Mr Lyle Cupit, formerly general manager of Suva Motors Ltd and Carpenters (Fiji) Ltd, is now chief general manager with the key responsibility for day-to-day operations of the whole group and also executive director of the motor group.

Ex-resident director of Morris Hedstrom Ltd at Lautoka, Mr Laurie Glover is next in line as executive director of the merchandising group. Other executives are Mr Tom

Copley (administration), Mr Alwyn O'Reilly (finance) and Mr Ken Clemens (industrial).

Changes in the new set-up will include:

- The taking over of Millers retailing activities by Morris Hedstrom;

- Improvements in M.H.'s Suva stores;

- New Ford sales and service centre in Argo Street, Suva;

- Redevelopment of Millers industrial area at Walu Bay which includes the rapidly-developing ship-building yard;

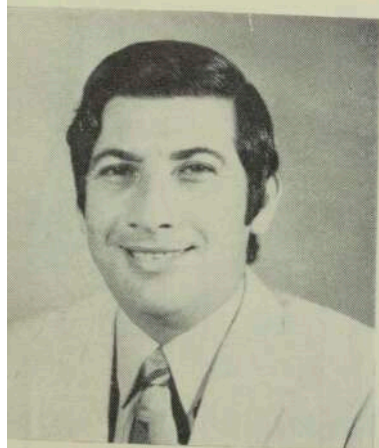
- A tractor sales and service centre at Walu Bay, and,

- The building, in partnership with Barclays Bank, of the nine-storey shop and office block in Suva which will be called Dominion House.

Mr Cupit told PIM that the three well-known names, which have figured so prominently in Fiji's economic development, Millers, Carpenters and Morris Hedstrom will be retained.

Reorganisation will make its influence felt among the local employees who will have greater opportunities for promotion and will be helped by a training scheme, part of which centred in new workshops has already cost \$50,000. In the end, Mr Cupit said, the scheme will make a profit.

The reorganisation plan, which will take care of operations for the next five years, also envisages a greater shareholding for Fiji's citizens. Already locals can buy into Carlton Brewery (Fiji) Ltd and the Dominion House project. Later, local participation in the major holding company will be considered but so far this is only a possibility.



Lyle Cupit, Carpenters (South Pacific) executive director and chief general manager. An Australian, he has been in Fiji for 18 years and has applied for Fiji citizenship.

Operating in wholesaling and retailing merchandise and building supplies, motor and machinery sales and service, shipbuilding, engineering, refrigeration, copra processing, shipping, coconut plantations, car rentals and property development, the group had a sales turnover in 1971-72 of \$48 million. Profit after tax the previous year was \$2 million and the tax and duties bill came to \$5.4 million. The group also paid out \$3.8 million in wages.

At June this year the group employed 3,740 people in Fiji, Western Samoa and Tonga and only 43 of these were expatriates on work permits. Next year there will be less

than 30 expatriate employees, well below one per cent. of the total strength.

Polynesian Airlines are doing better

Polynesian Airlines Ltd held its annual general meeting recently and it was a momentous occasion. For many years since the start of the airline in 1960, the company had been operating at a loss. In fact it was these losses that had made government participation in the company easier.

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board chairman Ted Annandale was able to announce to the shareholders that the company had made a profit of \$WS35,531 for the financial year ending March 31, 1972, as compared with \$WS11,357 for the previous year. Revenue and expenditure for the year under review amounted to \$839,970 and \$804,439 respectively and, Mr Annandale said, revenues for 1973 were expected to exceed the million mark.

Of greater national importance was the foreign exchange earning achievement of Polynesian. In 1971/72 the company earned net foreign exchange in excess of \$WS200,000, said Mr Annandale.

All this information must have pleased the shareholders immensely, of course. The airline is at last beginning to make money, but apparently is not yet quite ready to face competition, from PanAm, that is. PanAm has repeatedly been trying to obtain landing rights in Western Samoa but has repeatedly been refused by the government, or more specifically, by the Minister of Civil Aviation, Tupuola Efi.

It appears that there are many people, some of them influential, who would like to see the establishment of PanAm service to Western Samoa. They are of the opinion that this would help create more efficient air services and this in turn would be in the interests of the public.

BUSINESS BRIEFS

● Leighton Holdings Ltd, a major Australian construction group (turnover \$75 million), has registered a new Hebrides subsidiary to finance operations in Asia. Leighton (New Hebrides) Ltd has been set up with issued capital of \$2. The company managed work on an oil rig near the River in Papua in 1970 and bid successfully for construction of the Va-Nadi Road.

● Australia Angol American Ltd entered into an agreement with Anglo NL and Exoil over prospecting areas on Manus Island, Papua New Guinea. Anglo can earn up to 50 per cent in the area by expenditure on exploration. Each \$1 million spent by Anglo will earn 10 per cent interest.

● Three Papuan rubber growing companies reported dismal figures in October, reflecting lower prices for natural rubber and increased costs. Riboi Rubber reported a loss of \$126 for the year ended June 30 compared with a \$13,630 loss the

previous year. Rubberlands reported a net loss of \$5,490 for the six months to June 30, and Kerema Rubber turned a \$6,319 profit into a \$12,269 loss for its interim period.

● Papua New Guinea's tourist authority director Mr Bryan Hill predicted in October that Japanese visitors to PNG would outnumber those visiting Australia as a holiday destination by 1975.

● Highlands trader and planter Collins and Leahy Holdings Ltd, which floated on Australian stock exchanges last year, has omitted a final six per cent dividend after

a drop in annual profit from \$325,000 for the year ended June 30, 1971, to \$75,081 for the year ended June 30 this year. Directors attribute the profit fall to "seasonal factors and the depressed Papua New Guinea economy".

● The Papua New Guinea Government "might be offered" an interest in Pioneer Concrete's tea plantation in the PNG Highlands, "at some time in the future", Mr T. V. Antico, chairman of Pioneer, said in October. Mr Antico said the plantation was "flourishing and profitable". He added that he was "not frightened" by the prospect of PNG's independence.

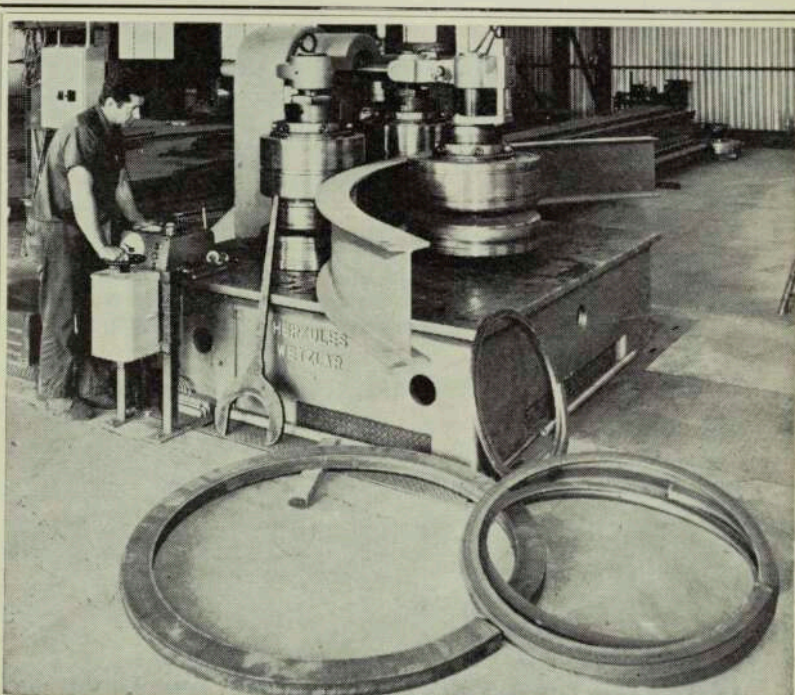


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A Beauty Facial

AN occasional facial steaming will do wonders for your complexion. Commence by cleansing the face and neck thoroughly with a mild lemon cleanser, then lubricate the skin with a little oil of Ulan. Pay particular attention to the sensitive areas surrounding the eyes (crow's feet lines) where a little extra oil should be gently tapped in. With a towel over your head, steam over a basin of hot water for a few minutes to soften the skin and clear the pores. When the warmth has stimulated the circulation dry off with a soft towel and then massage in a further film of this oil blend to give the surface skin silky softness and youthful loveliness.

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

SOUTH PACIFIC COMMISSION

(Continued from p. 26)

ensuring adequate supplies and teaching techniques to the various territories.

Mr Isaac Qoloni (BSIP), Mr Tom Koraea (PNG), Mr George Kalkoa (New Hebrides) and Mr Isakala Paeniu (GEIC) all thought there could be joint actions by agency and commercial concerns, but Mr Singh wanted SPIFDA to die and let territories deal directly with UNDP.

Dealing direct with UNDP and other agencies, thus bypassing the SPC, would condemn the commission to death, Mr Nettle warned. He sounded the same warning several times whenever anyone suggested cutting out the SPC middleman.

Mr David Kausimae of the BSIP and Mr Singh used the debates on fisheries as a vehicle to snipe at France over the nuclear tests, a subject banned in the conference because politics "aren't allowed".

Mr Kausimae made only an oblique reference to the tests, complaining that a certain country had spread fish poisoning throughout the region. Mr Singh, however, pointed at France, declaring, after charging the developed countries with polluting the ocean with industrial waste, "it seems a great pity that one of the nations deeply interested in the welfare of the South Pacific is currently accused by Island territories of destroying fish in the Pacific by nuclear bombs."

Urbane Mr Nettle wasn't rising to the bait that contributed to last year's walk-outs. He even remained silent, though his face flushed, when on another occasion, when he assured the conference France would help to promote knowledge of her language, Mr Singh exclaimed, "We know French tricks without learning the language."

SPIFDA was spared when the conference decided to spend \$21,200 on the agency up to next July. If UNDP funds are not forthcoming then, the commission will prepare a report on the feasibility of continuing the project with its own resources and with assistance from "such other sources as might be found".

What seemed to be a bright idea—a development bank for the South Pacific, got a mixed reception when the conference discussed a UNDP mission's study report on the subject.

The mission calculated that the current net external capital gap for the whole region, excepting of PNO which had no estimate available, was between \$US30 million and \$US40

million. In other words the region needed that much more capital for development and a development bank was the best thing for bridging the gap.

Cook Islands Premier Mr Albert Henry, who knows all about financial gaps, urged further studies when it looked as if representatives were lukewarm. Several pointed out that the report was too sketchy.

The metropolitan powers, with the exception of France, said little, believing, as it was explained by Mr Henry on one occasion, that the Island territories should do the talking and deciding. Mr Nettle said a regional bank would prove highly expensive and would duplicate existing facilities in some countries — including the French territories. Ways should be found of gaining access to loans from the Asian Development Bank and the World Bank.

Mr Singh, who knew about the troubles associated with the Fiji Development Bank which spent 20 per cent of its paid up capital in annual operating costs, also suggested a further study, although he seemed to regard it as a waste of time. "But it's not the Pacific way," he said, "to foot a thing down. We would rather let it wither away."

And wither away it probably will if the territories dwell on the words of

Mr Akira Tsusaka of the Asian Development Bank, who did a fine job of "selling" his bank.

He pointed out that there were already four members of the ADB in the region, Fiji, PNG, Tonga and Western Samoa, and they'd never had a loan request turned down. There were other potential members in the region who, if they qualified, could join and take advantage of the bank's services.

ADB's assistance to the region included loans of \$US4.7 million to Fiji for power development besides technical assistance to the Fiji Development Bank, a \$US4.5 million loan to the PNG Development Bank and two loans to Western Samoa of a little over \$US2.7 million for airport and road development and beef cattle projects. Much more was in the offing and moves were being made to help Tonga, the newest member.

"The mere creation of a bank does not create any money, and finding adequate resources for a new regional or sub-regional bank is quite a serious problem," said Mr Tsusaka.

After that, it was a wonder the conference pursued the idea. But it recommended that UNDP seek potential donor countries to see where the capital is coming from and also provide more details on the cost of establishing the bank.

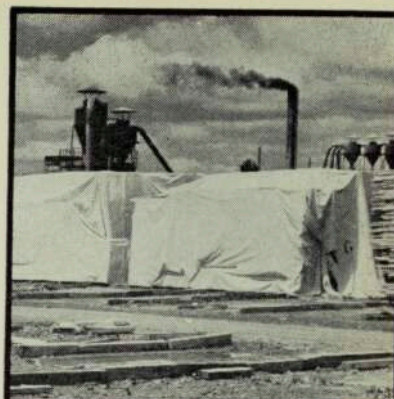
Mr Tsusaka is likely to recommend the ADB to find ways of extending membership to all the territories, so that the idea of a South Pacific Regional Development Bank is pretty sure to wither away, the Pacific way.

And the Pacific way of doing things added hours to debates as chairman Mr Tamasese Lealofi, Western Samoa's Prime Minister, and his deputy, Mr George Kalkoa, gave representatives loads of leeway in making speeches. As, for instance, when they discussed the venue for next year.

The conference turned down Guam's invitation on the grounds of cost as it would put \$60,000 on the bill against only \$18,000 if it was at home in Noumea. It decided to stay home. The following day Guam's man, Mr Jose S. Perez, pleaded for another chance, offering not only \$25,000 towards expenses but asking for 90 days in which to find ways of cutting expenses to the Noumea level. All the Island representatives voted for that.

Guam will make a nice change, especially as Mr Perez was sure that the three floors of living space in the now-building, 12-floor World Trade Centre there would be available free, and there would be no charge for secretarial work.

It was a struggle to complete the



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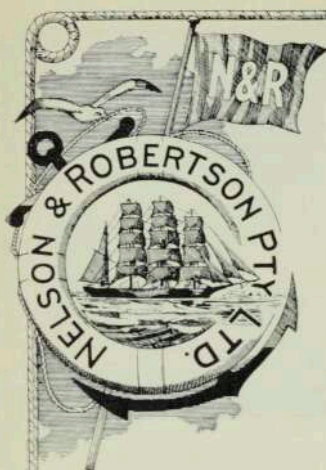
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agenda in the apportioned 10 days, mainly because of penury. Time and again, important projects on the works programme were put aside for a later decision, which meant until France's *Oui* was heard.

There was one good result. Projects were scrutinised more carefully and only the really practical ones got through. Unproductive jaunts and seminars for experts and ephemeral theory-producing get-togethers, got the chopper. Projects such as school syllabuses suitable for the Islands instead of those exported from metropolitan countries, the rhinoceros beetle project, language teaching projects, experts for animal production and new moves for solving nutrition problems, all survived.

Considerable time was devoted to the Arts Festival revolving fund supposed to have been created out of the Fiji Arts Festival profits, but Mr Singh soon disillusioned the conference. There was no fund because there had been no profits, only a loss of \$50,000 which Fiji had paid, making the dominion's contribution to the festival \$150,000.

Dr Fanaafi Larkin, of Western Samoa, was a severe critic of the Fiji festival — she said it was more a theatrical spectacle for commercial interests than a display of the Islands' ancient cultures for the Islanders' delight—but the festival is destined to live again, maybe in PNG next time. The conference decided to ask UNESCO for a larger grant than it gave for the Fiji festival—a niggardly \$6,000 — and the secretariat will sound out the territories on the idea of another festival in five years.

So now the SPC moves into the second 25 years. What of the future? There will be some radical changes. All the members want them, but what form they will take is uncertain. What is certain is that the commission will have to have much more money if it is to survive. US Trust Territories representative Mr Ambilos Iehsi gave the secretariat a backhander on the final day when he blamed it for the commission's poverty, saying it didn't know how to beg, and that there was plenty of money around if it knew where to look. He suggested approaches to the European countries, Switzerland, Holland, Denmark and others and suggested Japan was only waiting to pour out her gold to whoever asked for it.

A resolution was passed directing the secretariat to study ways of raising the wind for more projects.

As in past years, Canada was represented at the conference and seemed eager to contribute, her representative Mr C. V. Svoboda, telling the com

ference that "the South Pacific qualifies as a region of eligibility for Canadian assistance". He sounded as if his country would willingly become partner in the SPC if some way could be found.

It was suggested outside the *fono* that maybe the Cooks would and one of their small islands, Tawarua for instance, to Canada so that she could qualify as a participating country having a dependency in the region. If the money was right, the Cooks might do a deal!

But whatever way is used, the SPC must be more effective if it is to last. The Islands have now a mini-United Nations of their own, the Forum, and, being way past weaning age, they want something more than a milk feed from the commission.

Arts festival Director replies

Mr Victor Carell, who directed the South Pacific Festival of Arts, makes the following comments:

I strongly dispute Dr Larkin's attack on the festival. She alleges "commercialism". All this spate of criticism from her is merely a smokescreen to hide the facts.

Nothing could have been less commercial than this remarkable festival in which all of the countries of the South Pacific so warmly showed their very best traditional arts to one another and to the world. In all this they stated their respect for one another and for human dignity.

The fact that five or six performances were given free for every-

one for which admission was charged, should be strong enough proof that this was a non-commercial event. Even at the paid performances 50 per cent. of the seats were at the very low price of 50 cents.

All of the countries entered into the spirit of giving with joy and a remarkable sense of co-operation, of togetherness—all except Western Samoa. Dr Larkin kept her group from giving a free scheduled performance on the stage over Nubukalau Creek and thereby disappointed thousands of eager spectators. She also was the lone person to stop her dancers from being especially filmed for the official film even though she knew that the film was to be given free to all the participating countries and that the profits from the film were to benefit future festivals and thus the culture of the South Pacific.

As a contrast to this negative and critical attitude all of the participants enjoyed their festival and they generated a great deal of enthusiasm from this coming together in warm and friendly brotherhood. And the future advantages are great. Beside the film record, there are over 30 disc recordings which were made "live" at the festival—a truly significant gift to posterity. All of the other countries agreed to the contractual payment for the recordings excepting Dr Larkin who demanded more. As a result, only one name will be missing from the recording list—Western Samoa!

One wonders *who* is being commercial.



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Produce Prices

(Unless otherwise stated, quotations are in Australian currency. Australian dollar (October) equals New Zealand, \$1.0020 (buying), .9980 (selling); Fiji, \$1.0470, \$1.0285; Western Samoa, \$0.8132, \$0.8019, US, \$1.1934, 1886, UK, 49.6154 np, 49.3218 np; French Pacific, 109.52 FP francs; Tonga \$1.05.

COPRA

Copra industries are controlled through copra boards in PNG, the Solomons, the GEIC, both Niueas, Fiji, Tonga and the US Trust Territory. New Hebrides, the Cooks, French Polynesia and Western Samoa 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 mills on New Britain.

Latest prices, delivered main ports, were: sun-dried, \$108 per ton; FMS, \$105 per ton; smoke-dried, \$103 per ton.

FIJI:—The board fixes prices on Philippines rates, taking into account freight, taxes, selling costs, shrinkage etc. Prices recently were: 1st grade, \$74.75, 2nd grade, \$64.75, CAS, \$25.

WESTERN SAMOA:—The board makes payments to producers through its agents—local banks—and sells the copra on the open market to a portion to Abels Ltd., NZ. Recent prices: 1st quality, \$84.10; 2nd quality, \$40.

TONGA:—All copra is sold to the board which sends it to Europe and the open market. Recent prices to growers were T\$60 1st grade, and T\$48 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 Lae).

NEW HEBRIDES:—Copra sold direct by planters to France and Japan. Official market price on October 3 was \$30. Marseilles prices in French francs (per 100 kilos) October 3.

EXCHANGE RATES

FIJI:—Through Bank of NSW, ANZ Bank, Bank of NZ, Bank of Baroda, First National Bank. Sterling £ on Fiji \$, buying £1 = \$85; 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.

PORT FOLK IS., PAPUA NEW GUINEA:—Australian currency used; no exchange payable in actions with Australia.

FRENCH PACIFIC COLONIES:—Pacific francs are used in New Caledonia, New Hebrides (with Australian dollars), Wallis and Futuna, and Fr. Polynesia. French Bank, Paris, on October 23, quoted: Selling, 100 francs to the \$Aust., 106.32 (financial); 11.8275 francs to the £ (commercial); 12.0025 francs to the £ (financial). Also £ equals 218.2272 (buying) 214.6363 (selling) Pac. francs; 5.50 CFP francs metropolitan franc.

Prices 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 October 17 (October/November shipment) was spot \$5307 ton, c.i.f.; UK, Continent.

October 17, Quote No. 1: In store Rabaul, export quality, \$510 per ton, delivered ex wharf Sydney \$580 Quote No. 2: Best quality in store NG ports, \$542 (October/November shipment).

Solomons:—4 cents a lb delivered to a fermentary, 3 cents a lb at buying points.

COFFEE:—PNG: October 17, good quality, A grade, 48c per lb; B grade, 42½c, C grade, 41c, Y grade, 43½c (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 NZ25c per lb for good fruit.

PAPAW:—Cook Islands, Islands Foods Ltd. pays growers NZ22c 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, 25 kilo bags, \$113.50 per metric tonne. Vitamin enriched white, 25 kilo bags, \$125.50 per metric tonne, 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 \$Estg.98 (September/October).

STOCK MARKET

SYDNEY SELLERS

	Sept. 18	Oct. 18
ANG Hold. 1.00	1.00	.90
Bali Plantations .50	.30	.30
Burns Philp 1.00	4.75	4.65
Burns Philp (SS) 2.05	3.90	3.60
Carpenter .50	2.83	2.60
Choiseul Plntn. 1.00	b3.15	3.00
C.S.R. 1.00	4.80	5.36
Dylup Plntn. .50	.54	.50
Fiji Industries 1.02	2.35	2.30
Kerema Rubber .50	.10	.09
Koitaki Rubber .50	.38	.32
Lolorua Rubber .50	.30	.25
Makurapu Plntn. .50	.55	.48
Mariboi Rubber .50	.20	.15
PNG Motors .50	.45	.43
Plantation Hldgs. .50	.80	.70
Queensland Ins. 1.00	4.60	4.40
Rubberlands .50	.18	.12
Sogeri Rubber .50	b.40	.42
Sth. Pac. Ins. .50	2.00	1.95
Steamships Tdg. .50	.66	.60
Territory Brewery .50	.28	.20

OIL AND MINING SHARES

Bougainville .50	b3.30	2.30
Buka Min. .10	.04	.04
C.R.A. .50	6.60	6.50
Cultus Pacific .25	.23	.26
Emperor .10	.90	1.00
Highland Gold .20	.14	.12
NG Gold Ltd. .35	.60	.45
Oil Search .50	.16	.13
Pacific Min. .25	.03	.31
Placer Dev. .50	35.00	35.50
Southland .25	.49	.50

* No par value

Sydney Stock Exchange share price index for ordinaries on Sept. 18 was 570.93. On Oct. 18 it was 579.18.

JAPANESE AID FOR PNG

A PNG delegation led by Chief Minister Michael Somare attended a meeting between Japanese Cabinet ministers and Australian ministers and officials in Canberra in October to discuss Australian and PNG trade relations.

Mr Somare said before the meeting that PNG had been invited to attend by Australia because Australia realised the territory had to establish its own relations with Japan after self-government next year.

Japanese investment was becoming "increasingly important" for PNG, although this didn't mean that the PNGs relationship with Australia would change.

During the conference the Japanese ministers expressed willingness to offer PNG aid if Australia approved, but details were not discussed. Australia approved in principle and the PNG delegation considered that Australia's approval was, for them, the most important decision taken at the conference, as it clears the way for more detailed talks with the Japanese next year.

Mr Somare said on his return to Port Moresby that the Japanese had offered aid "equal to that provided by Australia", but this was not confirmed by the Japanese.



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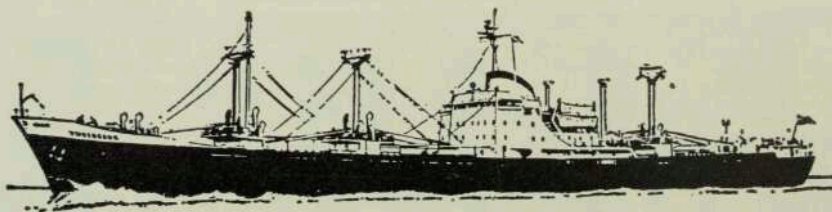
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SHIPPING

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), a NZ, Tahiti (Britanis and Ellinis). Patris operates a regular service, Singapore-Australia-Ingapore combined with "Ship-Jet" service to London, Athens, Amsterdam and Brussels via Ingapore.

Details from Chandris Lines, 135 King Street, Sydney (28-2451).

UK - EUROPE

Chandris Lines, with RHMS Patris, have commenced a shiplet 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).

Chargeurs 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. Ltd., 333 George Street, Sydney (29-2101).

SYDNEY - NEW CALEDONIA -

NEW HEBRIDES

Polynesie maintains three-weekly passenger sailings—Sydney, Noumea, Vila and Santo. Details from France Australia, 261 George Street, Sydney (27-2654).

SYDNEY - NZ - FIJI HAWAII -

CANADA - US

P & 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. Ltd., 55 Hunter Street, Sydney (2-0317).

SYDNEY - NZ - FIJI - TONGA - VILA -

NOUMEA - SAMOAS - TAHITI

Shaw Savill's Ocean Monarch and Northern Ocean cruise in the Pacific sailing from Australia and New Zealand calling at Suva,

Lautoka, Tonga, Vila, Noumea, Pago Pago, Tahiti, Apia, Vavau.

Details: Shaw Savill Line, 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

Conpac 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

(67-8291), 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 Jakarta (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. Luhesand (cargo only) calls at Papeete, Apia, Nukualofa, Auckland every four weeks. Waimea and Waikare leave Auckland/Tauranga 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-Unilines, 42 Customs Street, Auckland (73-279), 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, Honolulu, 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 a monthly cargo service 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.

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Conpac doesn't dawdle with your freight. Because we call at fewer ports and work to a regular schedule your freight arrives earlier. For example: from Melbourne/Sydney Conpac has a direct service to Port Moresby and Lae. From Lae our modern container ships go direct to Melbourne or Sydney. And there's also a direct Sydney/Brisbane Lae service. Next time you freight choose the service that serves you best.

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CONPAC AGENTS:

Sydney, 7 Bridge Street, Phone 2 0547
Brisbane, 133 Mary Street, Phone 31 0391
Melbourne, 340 Collins Street, Phone 67 8941
Port Moresby, Musgrave Street, Phone 2369
Lae, Terminal, Phone 4 2269

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PACIFIC ISLANDS MONTHLY—NOVEMBER, 1972

AIRWAYS

TRANS-PACIFIC SERVICES

SYDNEY - FIJI - TAHITI - MEXICO
Qantas, with 707s, operates twice weekly from Sydney on Tues. and Fri. and return to Mexico City on Tues. and Sat. Stops at Honolulu.

SYDNEY - FIJI - HAWAII - CANADA
CP Air, with DC8, operates weekly services from 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 Thurs.

SYDNEY - NZ - TAHITI - US
Air-NZ, with DC8s, operates from Sydney to Los Angeles, via Auckland and Papeete on Mon. and returns Fri.

SYDNEY - FIJI - HAWAII - US
Qantas operates daily between Sydney and Los Angeles via Fiji and Honolulu on Mon., Tues., Fri. and Sat. with 747Bs and on Tues., Thurs. and Sun. with 707s. Additional services from Australia on Sat. and Sun.

BOAC, with VC10s, operates from Melbourne to 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 flight flights from Sydney to Nadi and Honolulu (Thurs., Sat., Mon.), returning from Honolulu to Nadi and Sydney Tue., Thurs. and Fri.

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., 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. Thurs. and leaves on return flight the same day.

PanAm, with 707s, operates four days a week return trans-Pacific service out of Sydney to Los Angeles; Mon., Wed. and Fri. flights to Australia go to Melbourne and return to Sydney the same day. Mon. Sydney-LA flight via Noumea and Honolulu. Jets connect with flights to London, Europe and Far East. Jets Sydney-Hawaii non-stop, Wed., Fri. and Sat. Hawaii-Sydney non-stop Tue., Thurs. and Fri.

BRISBANE - FIJI
Qantas operates a 707 direct from Brisbane to Fiji on Sat. and Fiji to Brisbane on Sun.

MELBOURNE - FIJI - US
Qantas operates Melbourne/San Francisco via Los Angeles and Honolulu on Fri. with a 747B and on Tues. and Thurs. with 707s.

MELBOURNE - FIJI - HAWAII
American Airlines, with 707s, operates daily flights from Melbourne Tuesdays, leaving Melbourne on return Sundays.

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., Wed. and Fri. and via American Samoa on Thurs. and Sat. Out of American Samoa, PanAm operates to the States on Thurs., Sat. and Sun. and out of Tahiti to the States on Mon., Tue., Thurs., Fri., Sat., Sun.

AUCKLAND - FIJI - HAWAII

American Airlines, with 707s, operates out of Auckland to Honolulu, via Nadi on Wed., Fri. and Sun. and from Honolulu to Auckland, via Nadi on Mon., Wed. and Fri.

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 Sun. 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 islands see also trans-Pacific services.)

MELBOURNE - NOUMEA - HONIARA - NAURU - TARAWA AND MAJURO

Air Nauru operates a twice-weekly service, Melbourne-Brisbane-Noumea-Honiara-Nauru and return, using a Fokker F28 jet. Extra services are operated twice weekly to Majuro and fortnightly to Tarawa and return.

Details: Air Nauru, Nauru 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 14 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 on Tue. Port Moresby to Cairns, Townsville, Mackay, Brisbane, Sydney. Tue., TAA DC9 8.30 am Port Moresby to Honiara direct and returning 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.

TAA has Fokker, DC3 and Twin Otter aircraft available for charter.

NEW ZEALAND-PACIFIC IS.

(See also trans-Pacific services.)

NZ - AM. SAMOA

PanAm, with 707s, operates from Auckland to Pago Pago on Thurs. and Sat., and returns on Wed. and Fri.

NZ - FIJI

Air-NZ, with DC8s, operates daily return services from Auckland to Nadi.

NZ - FIJI - AM. SAMOA

Air-NZ, with DC8s, operates services out of Auckland on Tues. and Sat. and from Pago Pago on Tues. and Fri.

NZ - TAHITI

UTA, with DC8s, operates weekly from Auckland on Wed. and Fri. and returns Mon. and Thurs. Air-NZ, with DC8s, operates weekly from Auckland on Sun., returning Sat.

NZ - NEW CALEDONIA

UTA with DC8s operates weekly from Noumea on Wed. and return Fri.

NZ - NORFOLK IS.

Air-NZ, with chartered Qantas DC4s, operates once weekly, leaving Norfolk Is. on Sat. and Auckland on Sun.

AUCKLAND - SYDNEY - SINGAPORE

Air-NZ, with DC8s leaves Auckland via Sydney for Singapore on Mondays and Thursdays and returns same days.

AUCKLAND - SYDNEY - HONG KONG

Air-NZ, with DC8s leaves Auckland via Sydney for 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.

NADI - RAROTONGA

Air-NZ, with chartered HS748, operates from Nadi on Thurs. to Rarotonga and returns to Nadi Thurs.



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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.

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 Mon. only.

PACIFIC ISLANDS TRANSPORT LINE

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TAHITI — SAMOA — TONGA — FIJI — NEW CALEDONIA
NEW HEBRIDES

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APIA—Burns Philp (South Sea) Company, Ltd.

PAPEETE — Agence Maritime Internationale Tahiti.

PAGO PAGO—G. H. C. Reid & Co.

NOUMEA—Etablissements Ballande.

SYDNEY—Trans-Austral Shipping Pty. Ltd.

SUVA—Burns Philp (South Sea) Company, Ltd.

LAE/RABAU—Burns Philp (New Guinea) Ltd.

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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 transhipment 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.

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 - TAHITI

PanAm, with 707s, operates from Honolulu to Pago Pago on Wed., Fri. and Sat., to Tahiti direct on Mon. and Fri. and to Pago Pago on Wed. and Fri. On Wed. and Sat., PanAm operates 707s from Honolulu, Pago Pago and Papeete. PanAm, with 707s, operates to San Francisco via Los Angeles on Mon., Tues., Fri. and Sat., to San Francisco via Honolulu on Tue., Thurs., Sat. and Sun., and to San Francisco via Pago Pago and Honolulu on Sun. and Thurs. Flights operate from San Francisco via Honolulu and Pago Pago to Tahiti on Mon., Wed., Fri. and Sat. and from San Francisco via Los Angeles to Papeete on Mon., Wed. 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 Djajapura and return alt. Tues.
Merpati DC3 Djajapura-Lae alternate Fridays, returning Lae-Djajapura 10 am 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, Kieta, Munda and Yandina returning Wednesday and Sunday.

TAA Fokker Friendship leaves Port Moresby 1.10 pm direct for Kieta Mon., Wed., Fri. and Sat. returning Wed., Fri. and Sat. direct and via Buka, Rabaul and Lae on Tue. and Thurs. Kieta, 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. and Fri.; to San Francisco, via Honolulu on Tues. and Sat.; and to San Francisco, via Pago Pago and Honolulu, on Sun. and Thurs.; from San Francisco via Honolulu and Pago Pago, to Tahiti on Sat., and from San Francisco, via Los Angeles, to Tahiti on Mon., Wed. and Sat.

W. SAMOA - AM. SAMOA

Polynesian Airlines, with HS748 and DC3, operates between Apia and Pago Pago (six services, Fri.; three Mon., Tues., Wed., Thurs., Sat., Sun.).

TONGA - NIUE - W. SAMOA

Polynesian Airlines, with 748s, operates weekly service from Tonga to Niue, leaving Tues., arriving Niue Mon., leave Niue Mon. arrive Apia same day.

TAHITI - COOK IS.

Air Tahiti with Piper Aztec, operates charter service from Papeete to Rarotonga.

Details from Air Polynesie, P.O. Box 314, Quai Bir Hakeim, Papeete, and UTA offices.

INTERNAL SERVICES

FIJI

Air Pacific, with HS748s, BAC 1-11s and Herons operates regular services to Labasa, Nadi, Nausori and Savusavu. Fiji Air Services, with Beech Baron and Cessna 441 aircraft, operates 12 services per week (twice daily Mon. to Sat.) to Ovalau, Korolevu, Natadola, Deuba and Castaway Island resort. There is also a new service once weekly every Fri. dep. Nausori 12.30 pm, arr. Lakeba 13.55, dep. Lakeba 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, C-45, Twin Otters and Islanders, operates to Papeete, Bora, Huahine, Moorea, Rungiroa, Raiatea, Manihi, Marquesas, Maupiti and Tubuai, Austral Islands.

Details from Air Polynesie, P.O. Box 314, Papeete, Tahiti, and UTA offices.

Air Tahiti, with light aircraft operates shuttle service from Papeete to Moorea and inter service to Raiatea, Bora Bora, Huahine, Rungiroa 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 C-45s operates regular service connecting Honolulu, Okinawa and Guam with Saipan, Rota, Palau, Truk, Ponape, Kwajalein and Majuro.

Details from Air Micronesia, Saipan. Air Pacific Inc. (not connected with the Fiji-based Air Pacific) with Piper Navajo and a Havilland Heron, operates regular services between 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. Lagoon Aviation Inc. with Grumman Widgons, operates charter services for the Marshall Islands, based on Majuro.

PAPUA NEW GUINEA

TAA and Ansett operate throughout the Territory.

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Territory Airlines operates from Goroka, Madang, Mt. Hagen, Wewak, Vanimo and Mendi to Highland or coastal centres.

Details from Territory Airlines Pty. Limited, P.O. Box 108, Goroka, Papua New Guinea or Ico Territory Travel Service of Papua New Guinea.

Macair throughout the territory.

Bougainville Air Services operates daily throughout Bougainville. Details: Arawa, Phone 5-159; 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, Noumea, Mare, Noumea, Ouvea, Touho, Mueo, Ep, Tiga.

Details from Air Caledonie, Noumea.

NEW HEBRIDES

Air Melanesiae with Britten-Norman Islanders operates to Santo, Malekula (Norsup and Lamap), Erromanga, Tonga, Aneityum, Tanna and Vanuatu. Direct connections are available to and from Santo for all international flights arriving Vila.

Details from Air Melanesiae, P.O. Box 72, Vila.

SOLOMON ISLANDS

Air Solair, with Beech Barons and Islanders operates to Auki, Avu Avu, Barakoma, Bellona, Fera Is., Gizo, Honiara, Kira Kira, Marau, Maletapa, Parasi, Sege, Yandina, Santa Cruz, Rennell Is., Choiseul Bay and Ballalae. Details from Solomon Islands Airways Ltd., P.O. Box 23, Honiara, BSIP.



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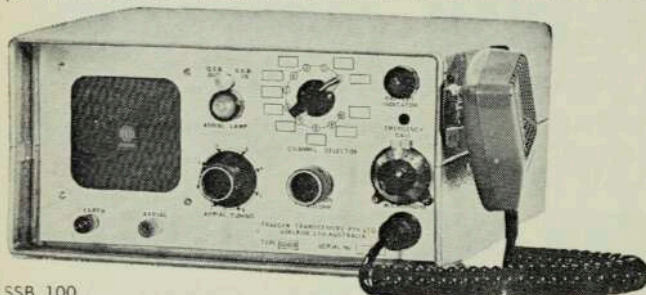
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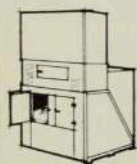
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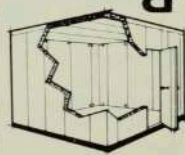
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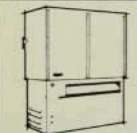
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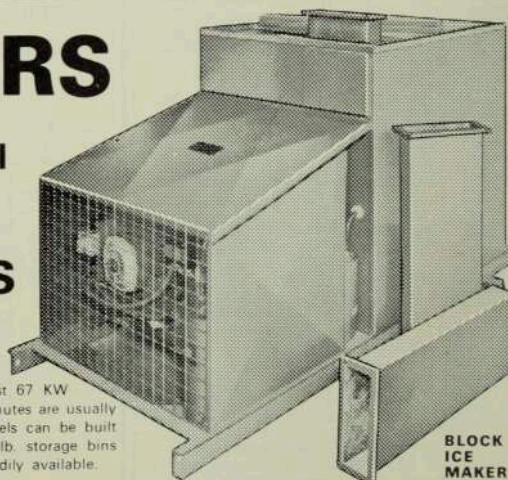
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even the Star Mountains have short of rain, the great Fly is not navigable, and the shore of Lake Murray receded for

body knows just what affect the frosts had on the Highlands nation, because there were not extensive government contacts exist today. But in October it is obvious that the higher parts of the Western and Southern Highlands were suffering a food shortage would continue until Christmas, the government declared a state of emergency, and is taking in hundreds of thousands of dollars worth of food and vitamins to be shared between from 30,000 to 130,000 Islanders from now to Christmas. Such as \$2 million will be spent on food, transport and new plants.

CAN IS. MISHAP.— Six men on the Tin Can Island (Tin Can Island) Tonga's northern group must have heard recently that they were still waiting for the mail out to ships in the cans which gave the island its name. Canoeing out to the Mariposa in rough seas with mail, they swamped and the canoe capsized. The Mariposa picked them up and took them to Pago Pago to wait for their ship home.

MERSTON SHIPWRECK.— The Regay, a 75 ft motor launch of 15 gross tons, was wrecked at Merston Island, in the Cooks, on October 2. The crew escaped unhurt. The vessel was completely wrecked. On board were S. H. Duffield, master, wife Ann, and Gay Rogers, all of Birmingham, England. They were travelling from Tahiti to Fiji.

FESTIVAL FILM.— The colour film of the South Pacific Festival of Arts, which ended last month in PIM as a colossal TV extravaganza may be just short of being exactly that, it is nevertheless a round-up of festival performances sufficient to satisfy those who missed the festival and wish they hadn't. Copies have gone to the participating countries so that those at home can see what it was like. It has been shown for TV screening in New Zealand, and it is expected to make an impact in Europe.

NEW HEBRIDES AIR CRASH.— A man was killed and six people injured, two seriously, when an Air Vanuatu Islander aircraft crashed shortly after takeoff from Tanna, en route to Vila, on October 19. From the same airstrip in October 1966 11 people, including pilot Paul Gordon, one of the principals of Air Vanuatu, were killed when an Air Vanuatu Drover crashed shortly after takeoff.

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Deaths of Islands People

High Chief Ibedul

High Chief Ibedul, one of the two senior chiefs of Palau, Caroline Islands, died recently while on a trip to Japan. He was 55. A police officer under the Japanese before World War II, he served as Commissioner of Police, magistrate, judge, councilman and local congressman under the American administration of Micronesia. His body was returned to Palau for an official burial.

Mr Thomas Michael Crotty

Mr Tom Crotty, Papua New Guinea's Director of Public Works and a senior public servant for 11 years, collapsed and died suddenly while playing squash in Port Moresby recently. He died the day before his birthday.

Mr Crotty worked with the Commonwealth Department of Works in Port Moresby from 1951 to 1953 before returning to Australia.

He returned to PNG in 1963 to join Comworks. In 1965 he was appointed construction manager of networks, PNG, and in 1967 he was seconded to the Department of Public Works.

Mr Crotty is survived by his wife, three sons.

Mrs E. Miller

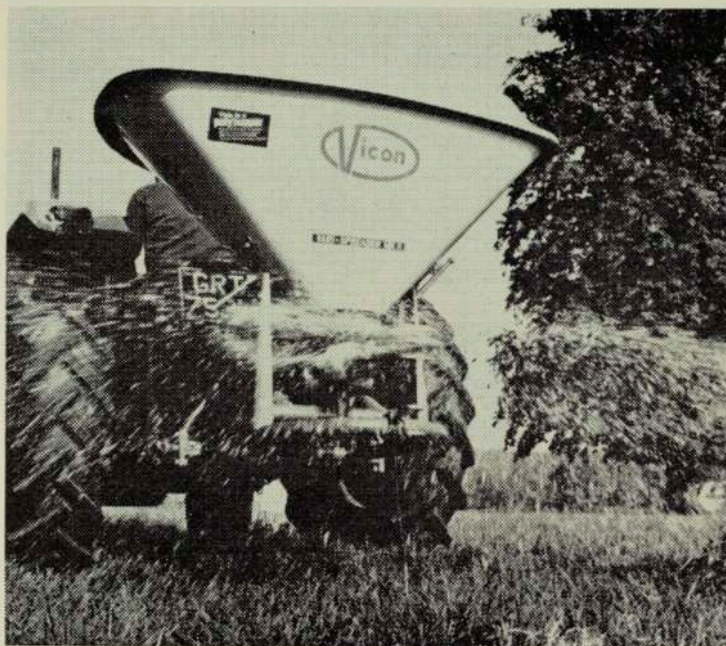
Mrs Elizabeth Miller, a member of the well-known Hennings family, died in Fiji on September 4. Her parents, Mr and Mrs Gus Hennings, died on Naitaba Island, northern Fiji, for many years.

Mrs Miller, in the 30s, designed and made costumes for films made by the J. Arthur Rank organisation in the UK. She returned to her island home after World War II, and about 10 years ago moved to Suva, where she opened the Chez Liz boutique.

Mr Harry Terry

Mr Ernest Henry (Harry) Terry, a fishing authority, died recently at Suva, aged 71. For many years he was associated with marine activities, a boatbuilder, shipowner and seaman. Harry was a keen fisherman and a Fiji correspondent for the International Gamefishing Association. He joined the staff of The Fiji Times in 1957, in charge of distribution, and was still with the Times when he died.

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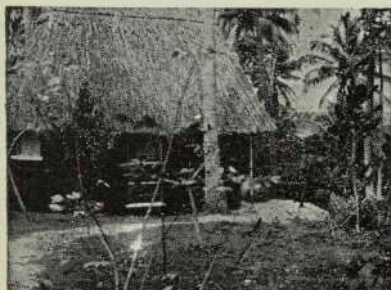
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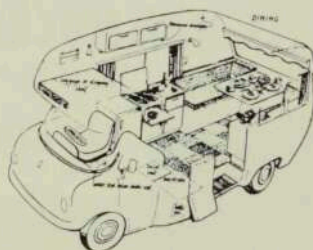
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Index to Advertisers

Adams Ind.	3, 108	C.S.R.	41	Kikkoman Shoyu	96	Ring Rolling	107
Air India	74	Daiwa Line	119	Kopsen, W.	92	Roberts, Bruce	89
Air Pacific	56	Davey Dunlite	38	Lake Aircraft	60	tothmans	33
Aitchison	92	Demka	49	Lindsay, Reg.	125	Sandy, James	102
Allied Ironfounders	122	De Havilland	16	Macquarie Ind.	8	Sansui Electric	50
Ansett Airlines	63	Ego Laboratories	109	Massey-Ferguson	84-85	Southern Pacific	
Ardrox	42	Fiat	28, 29	Millers Ltd.	127	Insurance	4
Arnott's Biscuits	4	Fisher & Co.	56, 103	Motor Caravans	126	Stapleton, J. T.	126
Bank of Hawaii	58	Fisher, Peter	109, 111	Namale	127	Sullivan, C.	112
Bank Line	114	Fletcher	90	Nedlloyd	126	Sunbeam	76
Berghouse	127	Furuno Electric	42	Nelson & Robertson	114	Swire & Gilchrist	66
B.O.A.C.	97-100	George & Ashton	95	Nicholas	26	Tabata	39
Braybon	7	Gillespie Bros.	94	Nissan	64, 65	Tait, W. S.	48
Breckwoldt, Wm.	102	Gillette	123	Oak Tree Press	81	Tatham, S. E.	6
Brockhoff's	78	Grove, W. H.	90	Oblmov	128	T.D.K. Electronics	34
Brunton	62	Halvorsen, Lars	106	Pacific Islands	120	T.E.A.C.	cov. ii
Bureau Pentecost	2	Handi Works	106	Transport Line	118	Telecom	120
Burns Philp	27, 44, cov. iii	Harris, Keith	124	Parker Pen	72	Toyoko Kogyo	36
Carpenter, W.R.	17, cov. iv	Harvey Trinder	80	Pauls Foods	17	Toyota	93
Castlemaine Perkins	106	Hellaby, R. & W.	124	Pillar Naco	14	Trio Electronics	67
Clae Engine	83	Honda	68	Pioneer Chemicals	123	Turners Supply	111
Commonwealth N.G.	112	Innes Tartan	20	Pioneer	104	Union S.S. Co.	118
Timbers	116	Interocean-N.Z.	117	Gen-E-Motor	128	Walker, John	46
Conpac	105	Jacksons Corio	32	PNG Printing	18	Warburton Franki	46
Crown Agents	105	Karlender Line	82	Qld. Insurance	35	Wills, W. D. & H. O.	61
		Kennedy, Capt. W. L.	87	Qantas	120	Wise Bros.	40
		Kerr Bros.	88	Resco		Yorkshire Imperial	104
						Yorkshire Insurance	110

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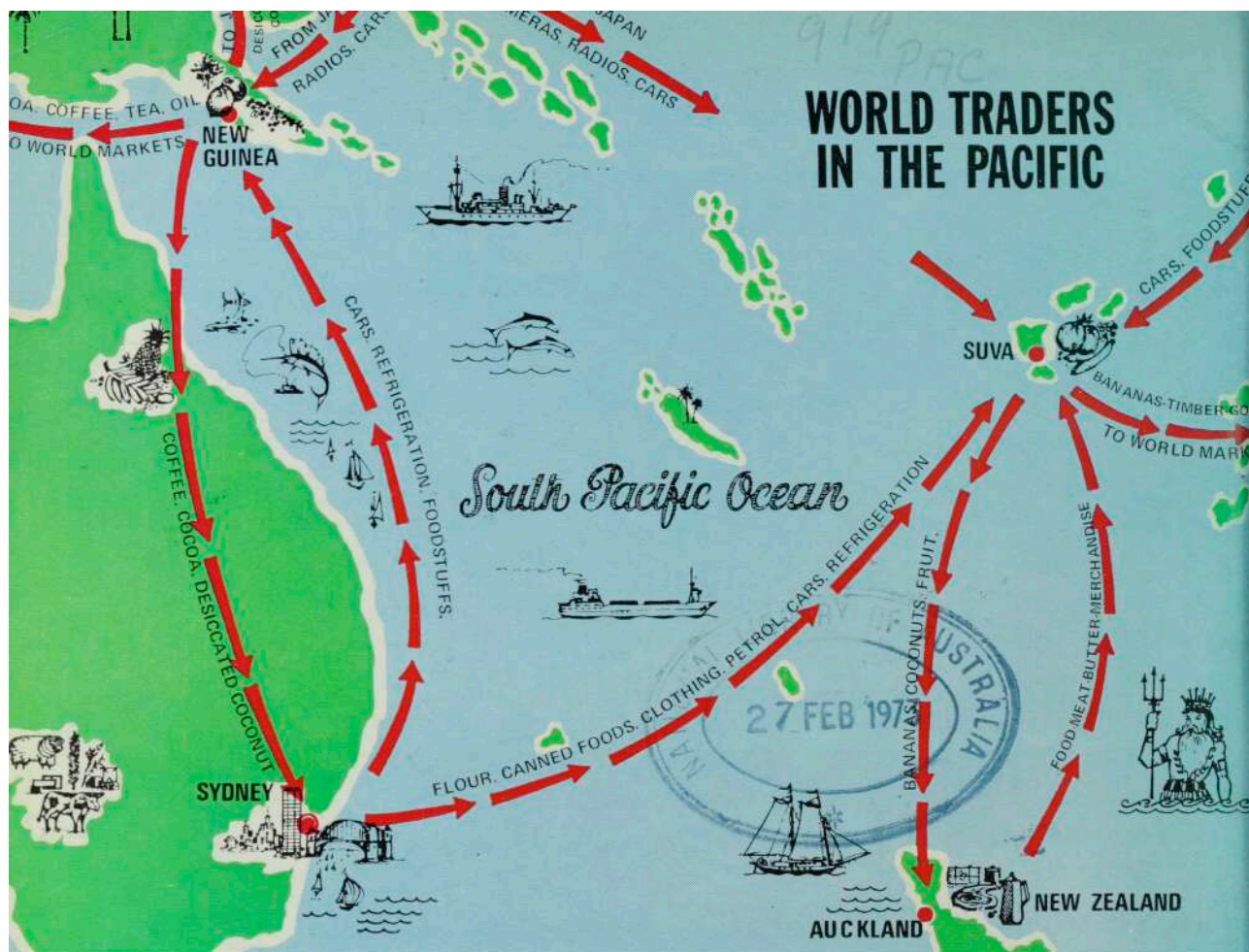


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