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Pacific Islands Monthly

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JULY, 1974

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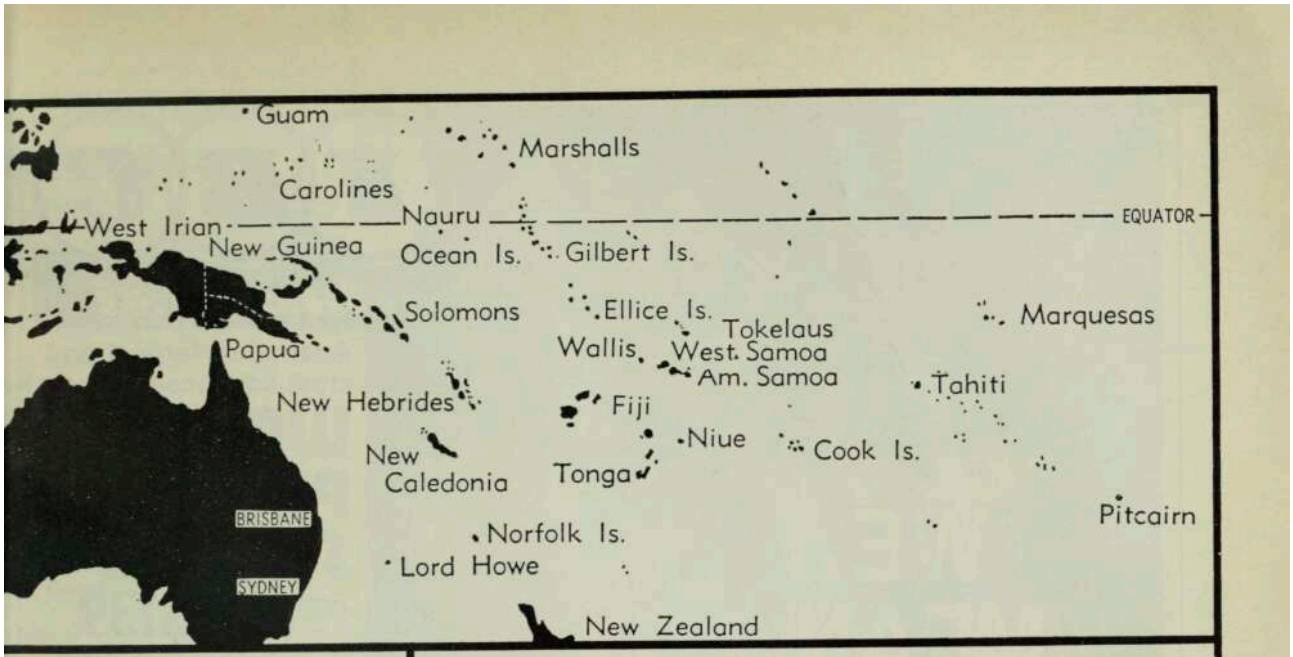

ol 45 No. 7 July, 1974

Pacific Islands Monthly

n This Issue

ENERAL
uam gets Games 24
ew church province .. 32
egional airline wrangle 77
ydney shipping delays 83
PEC headquarters (pic) 99

MERICAN SAMOA
nglish phased out, school TV .. 11, 33
ukewarm on referendum .. 12

OOK ISLANDS
nother ship for Cooks/Niue run 81
anganese on sea-bed 98
o tourist flood 99

IJI
nflation .. 7
M's visit to PNG 9
ungry tourist industry 10
pposition calls for unity .. 11
athedral completed .. 15
hortage of yaqona 32
egional airline wrangle 77
ossible dockworker redundancy 79
hip withdrawn 81
eplacement for Tui Lau 83
eath of Prime Minister's mother 110
etaliation on air rights 111

RENCH POLYNESIA
uclear tests resume 13

ILBERT AND ELLICE ISLANDS
ouse of Assembly meets .. 12

LORD HOWE ISLAND
Last regular flying-boat 81
Progress on strip (pic) 83
Middleton Reef rescue 111
Flying-boat salvageable 112

NAURU
Parliament meets .. 32

NEW CALEDONIA
Japanese nickel talks .. 101
Trimaran rescue 112

NEW HEBRIDES
Putting snails to work .. 15
Joint law and order rules .. 32

NIUE
Another ship for Cooks/Niue run 81

NORFOLK ISLAND
Factory burned down .. 32
End of Newsletter 33

PAPUA NEW GUINEA
Inflation .. 7
Fiji PM's visit 9
Mr Somare at the hustings .. 10
New district .. 14
PNG's women 21
Bank membership 32
NZ teachers for PNG .. 32
Manus to get pub 33
Water processing plant for Moresby .. 33
Citizenship proposals controversy 35
Plans for rice industry 100
Civil aviation changes .. 111
Knighthoods in honours list 111

SOLOMON ISLANDS
Antidote to inflation 14
Bleak future for tourism 16
Leaf house for EXPO .. 47
End of Australian currency? 101

TONGA
UK loan 10
Basketball riot 16
Colour TV set for King 32
Boxer's win .. 32
Plans for airline 77

UNITED STATES TRUST TERRITORY
Moves to independence 13
Micronesian "non-citizens" .. 14
Bikinians' return postponed 16
Public Defender's fight 16
Japanese tracking station 32
Another TT district 33
Compensation for bomb victims 47
Saipan's housing problem .. 49
Unusual disease rate 51

WESTERN SAMOA
Coping with tourism .. 45
Regional airline wrangle 77
Govt plans for economy boost .. 97
Duty free zone study .. 101

DEPARTMENTS: Up front with the Editor, 3; Tropicalities, 14; In a Nutshell, 32; Editor's Mailbag, 36; From the Islands Press, 52; Magazine Section, 61; MANA, 64; Yesterday, 71; Books, 73; Pacific Transport, 77; Cruising Yachts, 85; Business and Development, 97; Produce, 102; Shipping and Airways Information, 103; Deaths of Islands People, 110; Postscripts, 111; Advertisers' Index, 112.

OUR COVER

Everybody likes a pretty smile, including PIM and Dr Radomir Joura, of Parramatta, NSW, who took this shot of Mere who lives in Rakiraki village in Kadavu, Fiji.

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PACIFIC ISLANDS MONTHLY

FOUNDED BY R. W. ROBSON IN 1930
PUBLISHED MONTHLY BY
PACIFIC PUBLICATIONS (AUST.) PTY. LTD.,
29 ALBERTA ST., SYDNEY, N.S.W., 2000.
Postal Address: G.P.O. BOX 3408, SYDNEY, N.S.W., 2001.

Telegraphic Address: PACPUB, Sydney.
Telex 25168.
TELEPHONES: 61-9197, 61-7101, 61-4369.

Consulting Directors: R. W. Robson, Judy Tudor.
Chief Executives:
Manager: Selwyn Hughes.
Publisher: Stuart Inder.
Director of Advertising: W. A. Gasnier.

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

SUBSCRIPTION RATES:
Pacific Islands Monthly" is airfreighted to all ubscribers and agents in the Pacific Islands nd the U.S.A.; copies to Nauru and other eas go by surface mail.
ustralia (incl. Lord Howe and Thursday Is.), ew Zealand, Papua New Guinea, Fiji, New ebrides, Tonga, Western Samoa, Solomon lands, Gilbert & Ellice Islands, Cook Islands, orfolk Island, Niue and Nauru Islands: $6.80 ocal currency); American Samoa, Hawaii, icronesia and Guam; $12.00 US; New aledonia and French Polynesia 1,100 CFP; S Mainland: $14.00 US; United Kingdom: 5-10. Elsewhere $8.00 Aust.

REPRESENTATIVES
iji: Advertising—A. F. Woods, Imex (Pacific) imited, Suite 2A, Victoria Arcade, Suva, Fiji, .O. Box 3117, Lami, SUVA. Telephone: 22-502. elex. 2124. Distribution—Desai Book Depot Ltd., P.O. Box 160, SUVA. Tel.: 311-424.
apua New Guinea: PORT MORESBY, PNG Print- g Co. Pty. Ltd., P.O. Box 633; LAE, P.O. Box 27; RABAUL, Mr. David Simpson, P.O. Box 164 (c/- Rabaul Photographic. Tel.: 2677.)
rench Polynesia. Distribution—Hachette Paci- que, 10 Ave Bruat, Papeete.
ew Zealand: Pacific Publications, C.P.O. Box 229, Auckland. 379-494. Representative: John pedding, Civic House, 291 Queen St., Auckland, Tel.: 379-494.
nited Kingdom: Advertising—Overseas Publicity td., 214 Oxford Street, London, W1N OEA. hone: 01-636 8296/7. Subscriptions—T. B. raham, Park House, 22 Park Street, Croydon, CR9 3NP. Tel.: 01-6884177.
apan: Advertising—Universal Media Corpora- tion, C.P.O. Box 46, Tokyo. Tel.: 666-3036.
ictoria: Advertising — Pacific Publications Aust.) Pty. Ltd., 33 Lonsdale Street, elbourne, Vic. 3006. Telephone: 662-3263.
ueensland: Advertising—Beale Media Services, 32 St. Paul's Terrace, Fortitude Valley, Qld., 4006. Tel.: 52-5827.
awaii and U.S. Mainland only: N. Grogan, 354 Hayden Street, Honolulu, 96815.
Send change of address notices, Form 3579 nd new subscriptions to P.O. Box 2193, Honolulu, Hawaii, U.S.A. 96805).
econd class postage paid at Honolulu, Hawaii.

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AUDIT BUREAU OF CIRCULATIONS

July, 1974
Vol. 45, No. 7

Up Front with the Editor

Government schemes frequently enough fail to reach their target, but one that has exceeded its target to some embarrassment is the one calling for a reduction of expatriate staff in the Papua New Guinea public service.

A government plan announced in 1972, was for each department to cut employment of expatriates 15 per cent each year, and this has been done so successfully that the reduction rate has been running at about 30 per cent. Chief Minister Michael Somare now admits that they've overdone it, and that staff has been lost they would have liked to retain. The cuts have especially affected PNG's ability to carry out its social and economic programmes.

"We would rather employ people from overseas for as long as it is necessary, than have these programmes fail because of shortage of manpower," said Mr Somare. He's decided as a result that the arbitrary 15 per cent reduction will no longer be enforced.

He deserves applause for his public admission at a time of national fervour when the country can't be expected to go out of its way to offer concessions to expatriates. He got no thanks for it from the Leader of the Opposition in the House of Assembly, Mr Tei Abal, who said the decision to suspend the programme was necessary but hardly commendable because the government should have made it earlier.

The PNG Public Service Association viewed the decision to suspend the target with alarm, agreeing that it was necessary to retain the skills of expatriates so long as the genuine drive for localisation was still assured.

But the most useful reaction in my view comes, surprisingly, from Suva, in an editorial in The Fiji Times, which comments that Mr Somare's change in policy is both sympathetic and realistic, and it "has lessons for any country which is simultaneously trying to preserve the delicate balance between advancing its own citizens, and fulfilling its economic, social and educational aims".

"Delicate balance" is the key phrase.

It was inevitable that many expatriates would leave PNG as independence approached, work restrictions were tightened and anti-European sentiment grew. And not only public servants. Between September 1972 and April 1974 a total of 12,000 expatriates left PNG permanently, among them public servants who didn't leave as a result of the 15 per cent cut, but who were driven by the necessity of establishing themselves somewhere else.

One of these I talked to in Sydney the other day. I've known him for more than 25 years, and he's on his last leave before coming to Australia permanently. It was a "job-finding" leave. It's a job he is looking for because he's faced up to the fact that he is unlikely to find a career.

"It's rather devastating that I've been out of this sort of society for a quarter of a century, and I've only just realised it as I look around Sydney and see everybody busy," he said, gloomily. "Everybody has a job to do and they seem to know what they are doing, but there doesn't seem to be any room for me."

Yet Mr Somare, despite his sincerity, can't hold this man by saying that PNG would "rather employ people from overseas for as long as necessary" than have its programmes fail. People are not mere units of work who can be retained for as long as it suits the employer.

On the other hand, as the Public Service Association and Mr Somare himself stress, the drive towards localisation must not falter if it is to be achieved at all, and not drag on.

So the problem comes back to this matter of keeping a delicate balance. I wish both sides well, and not for the first time am I relieved that I have usurped the privilege of commenting on problems and not the responsibility of solving them.

—Stuart Inder

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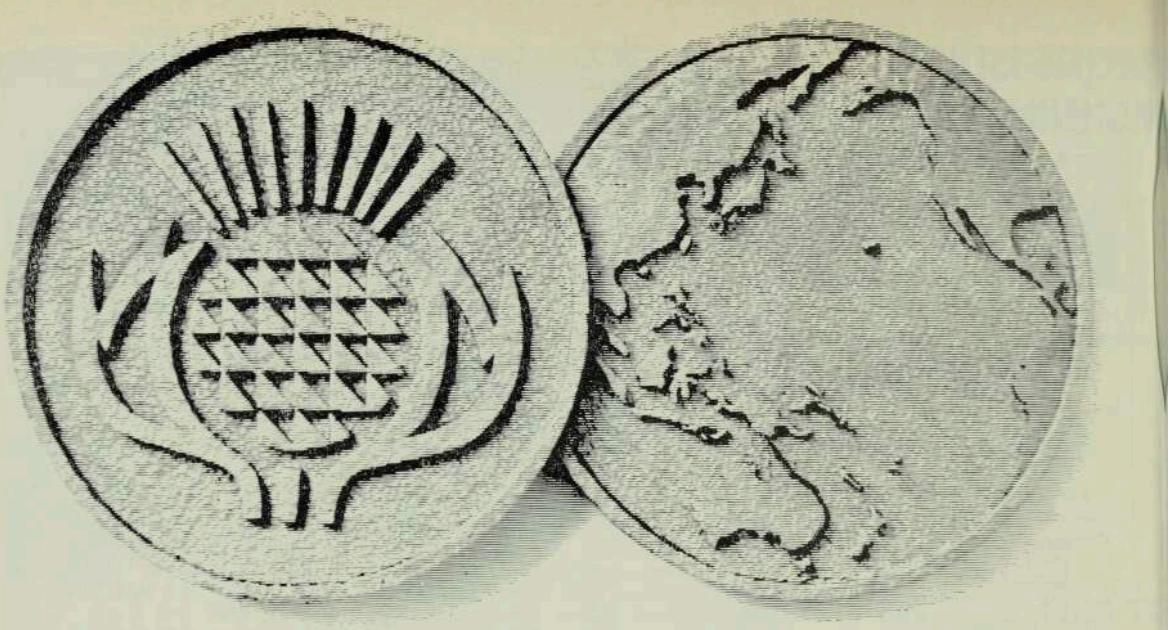

1973: GROWTH IN ASIA AND THE PACIFIC

Extracts from the Statement to Stockholders by Mr Henry Keswick, Chairman, Jardine, Matheson & Co. Ltd.

	1973 F$	1972 F$
Earnings after tax	21.2 m.	14.4 m.
Earnings per stock unit	0.18	0.13
Dividends per stock unit	0.08	0.06
Stockholders' funds	226 m.	90 m.

Note *Currencies converted at rates ruling at mid-April 1974 (F$1 = HK$6.45) and 1973 (F$1 = HK$6.40)*

Dividends and earnings per stock unit up 40%.

1973 was one of the most challenging years in Jardines recent history, in which our profit reached a record level and our net worth was more than doubled. Net operating profit after tax for the year ended 31st December, 1973 was HK$136.7 million compared with HK$92.3 million in 1972, an increase of 48%. In addition a capital profit of HK$96 million arising from real estate and investment transactions, has been credited direct to reserves. Earnings per stock unit, based on net operating profit, increased to HK$1.13 from the 1972 adjusted figure of HK$0.81, a rise of 40%. The compound growth rate in adjusted earnings per stock unit over the past ten years is 27% per annum.

Total dividends were HK$0.50 per stock unit, up 40% on the 1972 adjusted figure of HK$0.36. By the end of 1973 stockholders' funds had risen by 154% from HK$573 million in 1972 to HK$1,458 million, mainly as a result of incorporating the net assets of two acquisitions, Theo. H. Davies & Co. Ltd and Reunion Properties Co. Ltd, and transfers to reserves. The net asset value per stock unit was HK$11.21 at 31st December, 1973, an increase of 120% over the 1972 adjusted figure of HK$5.09.

The 1973 profit of HK$16.7 million from Theo. H. Davies & Co. Ltd, has not been consolidated in the 1973 accounts; Reunion Properties Co. Ltd's nine month's figures have been included.

Following free scrip issues of two for five in May and one for one in November, the issue of 15.7 million new stock units in the two acquisitions (including free scrip issued), and the issue of 1.8 million stock units to converting Warrant holders, issued capital at year-end reached HK$781 million.

The group has ready access to international sources of finance and during the year raised medium and long term funds of HK$165 million in Europe through guaranteed notes.

Hong Kong. Jardines activities in Hong Kong continued to grow and show profit improvement during 1973. We have reorganised and re-grouped various activities and several changes in names

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of subsidiary and associated companies occurred during the year, to reflect our interests more accurately.

In April 1973 we injected HK$95 million of our assets in certain smaller trading, industrial and real estate companies into Jardine Industries Ltd, now a listed subsidiary. In October Jardines principal ship-owning subsidiary, The Indo-China Steam Navigation Co. Ltd was reorganised as a Hong Kong company (having been registered in the United Kingdom since 1881).

Jardine Fleming & Co. Ltd, our merchant banking joint venture, have played a leading part in the local and regional financial scenes. Other financial services offered through associates include hire purchase finance and consumer credit, share registration, money broking, computer bureau services, factoring and stockbroking. Jardine Securities Ltd, the investment holding company in which our interest is over 40%, increased their dividend distribution in 1973 by 18%.

Our traditional businesses have done well. Imports of leading internationally known consumer goods and raw materials continue to maintain a healthy share of the Hong Kong market. Our engineering subsidiary, The Jardine Engineering Corporation Ltd continued to secure major contracts and will be closely connected with the forthcoming Mass Transit Scheme in Hong Kong. We were well represented at the British Trade Fair in Peking in March 1973 and at the bi-annual fairs in Kwangchow; our business with China continues to prosper.

The Airways Division had an excellent year. Our insurance interests, including Lombard Insurance Co. Ltd and Chinese International Underwriters Ltd, have shown good growth. Hong Kong Security Ltd, our subsidiary in the security field, have a major share of the Hong Kong market.

Real estate developments and investments progressed satisfactorily during the year.

Japan. Our Japanese subsidiary, Jardine, Matheson & Co. (Japan) Ltd, had a record year. Our joint venture company, MacMillan Jardine (Japan) Ltd, had a successful year with improved demand for wood products, and our joint venture with Alfred Dunhill continued to do well.

Singapore, Malaysia, Thailand. Jardines interests in these three countries have been operated for many years through our subsidiary, Jardine Waugh Ltd. In May 1973 this company was re-structured and changed its name to Jardine Matheson & Co. (South East Asia) Ltd which is quoted on the Singapore and Kuala Lumpur Stock Exchanges. At the same time a rights issue raised HK$128 million for the company's expansion programme. This company has strengthened its management and substantially increased its investments in Singapore and Malaysia.

In Thailand our traditional importing business was sold and our activities consolidated in the manufacture and supply of air conditioning and in developing specific new ventures.

Indonesia. Our representative office in Jakarta has helped to find investments in Indonesia, and with associates we have commitments in two projects – a first-class hotel and a 20-storey office development.

Australia and the South Pacific. Jardine Matheson & Co. (Australia) Pty Ltd were affected by the weakness in the property market, but our property assets are well situated to benefit from future improvements in the real estate market. Our associated company Fleetways (Holdings) Ltd showed improved earnings in the second half of 1973. Flinders Shipping Co. Ltd had a satisfactory year and a second container vessel has been ordered.

We are continuing to expand our interests in the South Pacific, centred on Fiji.

U.S.A. and the Philippines. In the last quarter of 1973 we acquired the Hawaiian-based Theo. H. Davies & Co. Ltd, a leading publicly quoted trading company which also has a varied portfolio of interests in the Philippines. Davies are well placed to make a significant contribution to the earnings of the group and this acquisition is our first major investment in the Philippines.

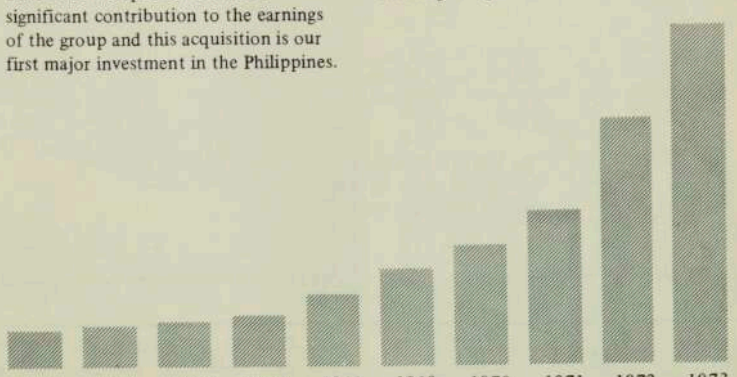
United Kingdom. In the Spring of 1973 Matheson & Co. Ltd acquired Reunion Properties Co. Ltd. The net assets of the company have been brought into the accounts on the basis of an independent valuation by Jones, Lang, Wootton. Reunion, which was a listed company on the London Stock Exchange, have a portfolio of first-class commercial buildings and sites mainly in the City and central areas of London. Matheson's other activities produced satisfactory profits and their diversification programme has continued.

Future Prospects. Despite the unsettled worldwide situation, Jardines are in a healthy position to trade profitably, and we are now well involved in natural resources – particularly in the production of wood products, rubber, palm oil and sugar. We also intend to participate in the rapidly expanding oil industry in South East Asia, through exploration and the supply of related services.

With our wide spread of investments around the Pacific, and a diversified yet balanced business, Jardines have the management and financial resources to continue expanding and to take advantage of the many opportunities which will present themselves in this fast growing area. The recent oil crisis and worldwide inflation make forecasting difficult, but nevertheless we anticipate further earnings growth in 1974.

Henry Keswick *Chairman*
Jardine, Matheson & Co. Ltd
Connaught Centre, Hong Kong

10 year Earnings per stock unit in Hong Kong Dollars



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Pacific Islands Monthly

ON THE RAMPAGE AGAINST GALLOPING ISLANDS INFLATION

From correspondents in Port Moresby and Suva

Workers, university students and housewives in the South Pacific's two biggest territories — Papua New Guinea and Fiji — took it in turns in late May and June to protest at the high cost of living.

Most publicised protest came from Port Moresby, where for two days in succession hundreds of angry women hurled insults and sometimes sticks and stones at Chief Minister Michael Somare.

On the first occasion they besieged his city office, led by PNG's only woman member of parliament, Papuan Miss Josephine Abaijah. Some of the group forced their way into the office complex, overturning furniture and writing "We want more money please" on a blackboard. Miss Abaijah presented the Chief Minister with a petition demanding increased wages for their men, a freeze on prices, a 50 per cent cut in parliamentary salaries and fewer overseas trips by ministers. The crowd shouted Mr Somare down.

The next day Mr Somare and Minister for Defence, Foreign Relations and Trade, Mr Albert Maori Kiki, agreed to talk to the women in a sports arena, but this turned out to be a debacle, with stones being hurled.

Police protected Mr Somare, who was later driven to the airport to catch an aircraft to Melbourne to address a meeting. But the women followed, storming the airport building, smashing glass doors in an attempt to force their way on to the tarmac. They were kept back by police until the Chief Minister's aircraft departed.

Mr Somare said later he didn't blame the women, who were genuinely concerned about high prices and didn't realise that inflation was a world wide problem. But he was critical of the part played by Miss Abaijah, and suggested that the violent scenes had been encouraged by her leadership so that she could "have a martyr for her cause".

He praised the restraint of the police "in face of very real provocation and total irresponsibility".

The university students—at the University of Papua New Guinea in Port Moresby and the University of Technology in Lae—had the same problem as the women—not enough money.

The trouble began at the University of PNG when students staged a one-day strike in protest at the food and service at the university mess. But they later included other economic demands as a kind of bid on behalf of the community at large.

ADVISER ON WOMEN'S AFFAIRS. That's the new position to which Mrs Dibura Maro has been appointed by the Papua New Guinea Government. She comes from Rigo, in Papua, and is an experienced social welfare officer, whose job it will be to act as a link between government and women on women's needs. See also, "PNG's other great wealth appreciates in value," p 21.

Within a day or two the government announced that they would get an increase of $3 in their $5 a fortnight allowance. They had asked for a $5 increase.

Education Minister Dr Reuben Taureka made it clear that if the offer was not accepted, students holding government scholarships would have them cancelled. He said the offer of an increase was made in view of rising food costs, and it was expected that students would use the additional money to pay higher mess fees to enable the mess to feed them at a better standard.

The students were in no mood for threats of cancelled scholarships, and the strike spread to Lae, with private students or those on overseas and company scholarships offering support. Many students said they were willing to abandon studies and return home.

The universities shut down for some days. The other demands of the students were that:

The salaries of ministers and departmental heads be cut by 10 per cent (which was an improvement on Miss Abaijahs proposal) or frozen indefinitely; that the minimum wages for labourers be increased; that government reduce the number of ministerial and other officials' trips abroad; the government sell its four-acres ministerial retreat outside Port Moresby that it recently bought for $11,000; and that the agreement with Bougainville Copper Ltd be renegotiated giving the PNG Government 60 per cent of equity and eventually the lot.

Mr Somare replied that the government had no intention of increasing ministerial salaries although the Constitutional Planning Committee would recommend ways of reviewing them from time to time; the Public Service Association couldn't be restrained from pressing for increases in pay although it was government policy to keep higher salaries to a

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Islands inflation

Continued from p 7.

minimum; the government would sell its retreat if it could do so at a profit and the buyer was a Papua New Guinean; the negotiations with Bougainville Copper Ltd over a bigger share for PNG were already in progress; and overseas trips were strictly vetted by a cabinet committee.

On that basis the students accepted the $3 increase and went back to their studies, with nobody certain about who had won.

The increased students' allowance will be paid to students at the two universities, the Goroka Teachers College and at the nine teachers' colleges in the national education system.

The PNG Government reacted to rising pressures and unrest by announcing, on June 19, new measures to combat inflation. This was only two days after it was announced that freight rates between Australia and PNG would rise by 18 per cent, plus another $10 a tonne for refrigerated goods.

The government has exempted rice, sugar, flour, tinned fish and meat from the 2½ per cent import levy, and has reduced wholesale and retail margins by substituting money mark-ups for percentage mark-ups. The date has yet to be fixed for the introduction of these measures, estimated to save consumers $3 million a year, but to cost the government $600,000 a year in revenue.

The Finance Minister, Mr Julius Chan, said the government could do little to control inflation, currently estimated at 23 per cent a year. Mr J. Aoae, president of the Public Service Association, said PNG was on the point of explosion because of spiralling costs. Further government delay would bring a crisis.

Fiji in May narrowly avoided an indefinite general strike. It was called by the Fiji Trades Union Congress as a protest against "suppression" of wages by the Fiji Prices and Incomes Board—and it was avoided only because the PIB had some of its teeth removed by the government. The operation on the PIB may turn out to have been the wrong thing.

The PIB has been Fiji's bogey man since last year, when it was set up to police a government plan to deal with inflation by controlling prices and incomes. For 90 days from April 1 last year, the Fiji Government froze all prices, wages, charges and house rents, and since then it has been systematically easing them, using the PIB as its instrument.

The first relaxation, from July last year, allowed wage increases of up to eight per cent provided that the last increase was granted not less than 12 months before. There has been a further relaxation since, but the unions have argued that the levels at which wages were frozen last year were too low, and that there is no way that wage-earners can catch up with rising prices under present restrictions.

They felt that the government was prepared to listen to their arguments for "wage justice", but that the PIB was acting in an arbitrary way and exercising its power indiscriminately.

The Trade Union Congress decided on a national strike to commence on May 20 as a protest against the PIB and also to demand restoration of collective bargaining because of galloping inflation.

The strike was postponed for 24 hours when the government agreed to talk, and at the end of the talks the strike was called off. The unions won a victory at the expense of the PIB, and the PIB now feels it has been let down by the government.

In essence, the government agreed that if unions and employers can reach agreement on wage increases that "restore relativity", then the PIB cannot reject them. The "relativity" clause is open to wide interpretation. The government also agreed on some other important changes which, in the words of FTUC general secretary James Raman, "achieved a great deal in being able to tame the Prices and Income Board".

The board, headed by Dr Norman Ross, has since warned the government that as a result of the changes about 6,000 Fiji workers could lose their jobs, and that the government might soon have to take severe action to counteract its new agreement, such as increasing taxation, restricting imports, credit and government spending. People able to negotiate for higher pay would spend their money on imports, the board said. Relaxation of the anti-inflationary guidelines would result in wage inflation at the same sort of highly dangerous rate Fiji experienced in 1972 and early 1973.

Some pretty wild looking gear appears on university campuses these days but nothing could have been more unusual than that worn by the two temporary students at the University of Papua New Guinea, shown above. They are Kama Gupi and Ul El both from the Ulga clan and both members of their local government council near Mount Hagen. They are in full Highlands dress of woven string girdles, bustles of green leaves, pearlshell nose ornaments and feather head-dresses. They are carrying Hagen greenstone axes. Shown with them is Tomas Nakinch, a Highlands student at the university who invited the two chiefs to attend the university for a few weeks so that the parent generation could see what the youngsters were up to. The visitors ate, slept and attended lectures with the students and professed themselves impressed with what goes on, especially with the fact that students are interested in traditional arts and crafts. Before they left the university for home the two chiefs built a spirit cult house on the campus as a demonstration of traditional building methods. All this happened before the students went on strike (see adjoining story).

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A warm handshake across the Pacific

Visits by politicians in the southern winter are no new thing for Papua New Guinea but few have had such an enthusiastic offcial welcome as Ratu Sir Kamisese Mara, Prime Minister of Fiji, who spent eight days there in late May. There were big smiles all the way.

From a Port Moresby correspondent

As the man who did it himself and ook Fiji from colonial rule to full tatehood in a matter of months in 970, Ratu Mara's presence gave a oost to Chief Minister Somare's ampaign for full independence for NG by December 1, this year.

Ratu Mara warned against any elay as quotable quotes he made long the way showed. He questioned ie validity of the "grey area" of elf-government as a prerequisite for utonomy. There should be no reliminaries, to his way of thinking.

As well he might be, the PM was nthusiastic over the potential of NG. It had gone further ahead, had ore resources developed and transfer f power was much more advanced an in Fiji on the eve of indepen- ence. PNG had an obligation, not nly to its people but to the world, develop—and there was only one ace for development—full steam ead.

But perhaps it was at the end of s final news conference that Ratu lara put his finger on what PNG ally had going for it as it ap- oached statehood:

"Certainly," he said, "we didn't ave $500 million promised *us*."

During his crowded eight days, companied everywhere by a beam- g Mr Somare, the Fiji PM visited ort Moresby, Mendi, Minj, Mount agen, Bulolo, Lae, Rabaul, the pper mines at Panguna and the obriand Islands. A hill underneath e Mount Hagen High School cul- ral-centre now rejoices in the name Ratu Sir Kamisese Mara Hill; in e Trobriands he was presented with ie of their famous carved walking- cks. Earlier he had received a pik mask.

In Port Moresby he was entertained two official dinners and he gave a cktail party; in Lae he played a me of golf, and there and in oresby he was entertained by the jian communities.

Out in the bush he towered head d shoulders over the small hill besmen and if, as he declared, he as impressed by the pride they had themselves and their resources, they re equally impressed by the Fiji ime Minister.

Ratu Sir Kamisese was born a High nief of Fiji and has all the presence d assurance that entails. Of all sitors PNG has ever had, none has been quite like Fiji's Prime Minister. No doubt Chief Minister Somare had just such a reaction in mind when he issued the invitation to visit.

During the tour both Mara and Somare took time out to beat their own particular drums.

Ratu Mara warned that regional aviation could become a "notable failure" unless the Pacific countries involved were prepared to subordinate national interests to the regional concept. He said that Fiji would welcome participation in Air Pacific by all South Pacific Forum members. New Guinea could also help in a regional shipping line.

Mr Michael Somare in passing blamed the Australian Country Party for the fact that PNG has no sugar industry and indicated that something was going to be done about that.

Both had things to say about paternalistic, dictatorial colonial governments of the past and came out strongly for regional co-operation—a sort of Common Market for South Pacific territories. The Prime Minister could see PNG acting as a middle-man in trade between SE Asia and the Pacific as an alternative to trading through Australia, but no details were announced. Indeed, they have to be worked out.

Chief Minister Somare announced that PNG planned to establish a consulate in Suva; Prime Minister Mara announced that Mrs Akanisi Taureka, a Fijian who is married to New Guinean Dr Reuben Taureka, PNG Minister for Education, had been appointed Fiji's honorary consul in PNG.

Prime Minister Mara said that Fiji would buy coffee and cocoa from PNG. There was even a suggestion that PNG could import sugar from Fiji instead of from Australia. Somebody pointed out that Australian white sugar, allegedly "with no food value", cost 30 cents a lb in PNG while Fiji brown sugar, which is "full of molasses and has high food value" cost only 5 cents a lb in Fiji. "In Fiji" are probably the key words in this case, and anyway brown sugar in Fiji is 6 cents per lb.

Before he flew home, Fiji's Prime Minister invited Chief Minister Somare to make a state visit to Fiji at a time yet to be fixed.

Footnote: Ratu Mara made his announcement about Fiji's honorary consul at a small dinner party given by Mrs Taureka at her home. She said the announcement caught her by surprise.

The PNG Post Courier said: "Mrs Taureka has been accused of being a women's liberation fan but she is

PNG's Chief Minister Michael Somare greets a youthful-looking Fiji Prime Minister, Ratu Sir Kamisese Mara, in Port Moresby.

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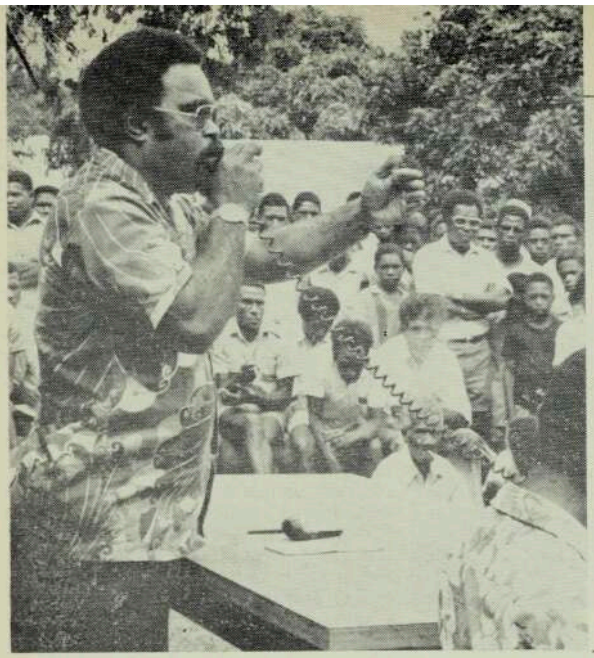

He faces the moment of truth

Chief Minister Michael Somare faces the PNG House of Assembly in late June-early July to ask for independence for PNG on December 1. He has been touring the country in recent weeks explaining independence to the masses (he's seen here addressing a crowd in the Morobe district), but it's the members of the Assembly who will decide. Mr Somare seems confident the House will support the December 1 target, but there has been growing opposition against it. The opposition is probably best summed up by Mr Somare himself when he said at the end of one of his tours that people were unsure about independence because they did not understand it, and his task of winning acceptance for it this year would have been easy if his campaign of explanation had begun six months earlier. Assembly members will probably insist on thrashing out the details of another date, and it's on these details that the December 1 target date may founder.

proof that no such thing is needed. She runs a rubber thong factory in Port Moresby that employs four men. 'Women don't have to be liberated—you men have to liberate yourselves,' she said."

Fiji Times and PIM reporter Adishwar Padarath, who accompanied the PM on tour, reports from Port Moresby that people early began noticing the warm personal relationship between the two leaders. Ratu Mara set the spirit within hours of his arrival when, received with traditional Fijian ceremonies by the Fiji community in Port Moresby, he acknowledged his gratitude to Mr Somare for having arranged "on the first day of my first visit to be welcomed by my own people". Towards the end of his tour, in Kieta, he affectionately referred to Mr Somare as "Michael who is rowing the boat", and later at a special Island-style floor show at the Davara Motel, Kieta, revellers enthusiastically broke into the song, "Michael, Row the Boat Ashore". Undoubtedly, the Fiji Prime Minister's first visit to Papua New Guinea was an unqualified success.

● The United Kingdom will provide a £1 million (approx $1.4 million) loan for Tonga. Drawings will be over three years and repayment over 25 with a 2½ year period of grace. At the same time, the Local Development Loan which opened on March 1 with a target of $300,000 seemed likely to be fully subscribed. The loan bears interest at 5½ per cent which the Tonga Chronicle has described as "appealing" for the investor.

TAXING THE TOURISTS

From a Suva correspondent

Fiji derived an estimated $46.3 million in foreign exchange from tourism in 1973 but is nevertheless seeking further rewards from the so-called "visitor satisfaction industry".

Latest measure for capturing the tourist dollar is the imposition of a three per cent service, or turnover, tax on hotels and guest houses. The tax came into force on June 1, without any real notice or detailed information. There was confusion as to how the tax would be levied, and hotelkeepers say there are still numbers of anomalies.

The tax is three per cent of the hotels' monthly turnover, and is added to the customer's bill. Anything he puts on his bill is taxed, including the drinks he signs for. If, however, he pays cash for drinks in the bar, he avoids tax, although he won't be able to avoid it by paying cash for his drinks in the restaurant.

The tax is expected to yield somewhere in the vicinity of $500,000 in the first year—not all of it from visitors. Locals have to pay if they eat in hotel restaurants or stay in any hotel or guest house which has not been exempted.

Exemptions are hotels or guests houses with under 10 rooms; those charging $5 or less per person per day; and those whose business does not exceed $25,000 per year. A room containing more than three beds is counted as being two rooms.

Under this new tax a charge o $22—$23.69 will attract 70 cents ta and a charge of from $32—$53.6 will attract $1.60.

Hotels aren't happy at having t become collecting agents for th government, especially as if they fa to collect it from the visitor they wi still have to pay it. Managemen point out that no allowances hav been made for package tours, whe payment has already been made ove seas for an all-inclusive tour. If th tour operators refuse to pay the extr on tours already finalised then there nothing the hotels can do about it.

The hotels will expend extra tim and money on the new mathemati and the paperwork required.

Even charities aren't exempt. recent bingo night at a Suva hot for the Crippled Children's Socie had tax added.

The industry is concerned that th tax will be regarded overseas further evidence that Fiji is no long an inexpensive destination. Selling F is already becoming an increasing tougher proposition, and visitor fee back says that service is not cor mensurate with higher charges.

Western Samoa is also planning introduce a tourist tax—a 10 per ce surcharge on hotel accounts, beginni next January. It has yet to be a proved by parliament.

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TV AND ENGLISH "DE-EMPHASISED" IN AM SAMOA

From a Pago Pago correspondent

After ten years of operating one of the world's largest educational television facilities, geared to teaching in English, American Samoa's Department of Education has decided that English is not the best way.

A recent policy change by the Department of Education will result in the closing of the territory's only English language public school, Fia Iloa, and will gear the system towards teaching in Samoan with far less use of educational television which has been almost eliminated anyhow through the territorys current power difficulties.

For a number of years Fia Iloa has been the only public school in the territory where English was the language of instruction. It has traditionally been attended by those students who spoke English as a first language. This group is about 60 per cent Samoan, most of them being students who have returned to Samoa from the United States, New Zealand, and other English speaking areas.

The reason given by the Department of Education for the sudden change in policy was that federal funding would be cut off if the policy of having an English language system and a Samoan language system was not ended by consolidating the two groups. All such discrimination, even though it is based on language ability rather than race, now must be ended.

However the problem isn't as simple as that and what is likely to result is the same sort of chaos as they had in the United States when schools were integrated willy-nilly, even to the extent of sending bus loads of children commuting across cities in order that individual schools might have the right mixture of black and white.

American Samoa's large public education system, which covers almost 12,000 students from pre-school to community college level, is finding itself caught in a tough situation. As more Samoans return to the islands after years of life in the United States or New Zealand, they are demanding that the quality of education be equal to that which they left. Many of their children do not speak Samoan or do not speak Samoan well enough to be taught only in Samoan. This growing portion of the local community is becoming much more outspoken in its demands that the Government of American Samoa provide quality education.

At the same time, a large number of students still speak Samoan and have been, to a large degree, bypassed by the decade of educational television. These students need to be taught in Samoan as their English language ability is not developed to a point where they can receive adequate instruction in English.

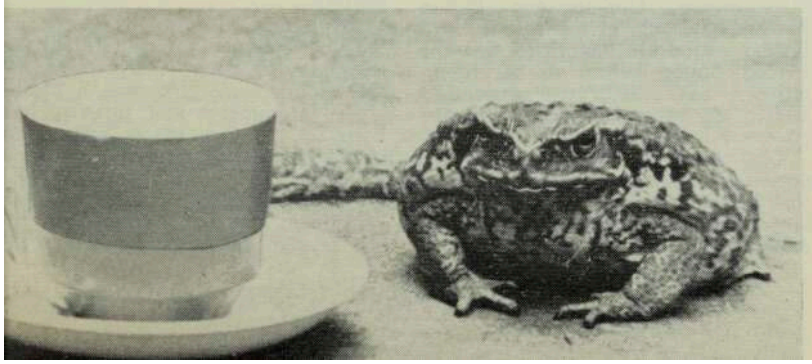
Another group of students—those who seem to have above average ability to learn languages—have become bi-lingual and can operate within either system.

The policy of the Department of Education, for the last ten years, has seemed to be aimed only at English language instruction. Now English is being de-emphasised and Samoan language instruction being emphasised.

It is going to become increasingly difficult for the Department of Education to meet all of the community needs and demands in the coming years. In fact, some think that a government controlled educational system, which is virtually autonomous, since most of its funding is from federal monies, rather than local revenues, may not be able to meet the needs at all.

There is a growing feeling among parents that the department should be made more responsible to community needs. One solution would be for the department to be run by an elected school board, which would hire and fire directors.

THE WONDROUS MR TOAD. Even the famous Mr Toad of Toad Hall would acknowledge that this relative, recently found in the grounds of the Defence Club, Suva, is a pretty big fellow at 6 inches across—which is saucer size.



'Awake and unite,' says Fiji Opposition

From VIJENDRA KUMAR, in Lautoka

Fiji's Opposition party, the National Federation Party, has hoisted up its tattered banner to rally the faithful—and those with wavering hearts—with a new slogan "Awake and Unite".

The party, long plagued by internal squabbles, at best provided a weak opposition to the ruling Alliance Party. Added to this was its leaders' frustration when their amendments to government bills, however well motivated, were defeated by the hefty Alliance majority in the House of Representatives. The party's more radical members like Mr Karam Ramrakha, the party Whip, and Mrs Irene Jai Narayan, the shadow minister of education, have long been exerting pressure on the leader of the Opposition, Mr Siddiq Koya, to adopt a more militant stance.

It seems the leftists have won their argument.

Ever since Mr Koya became the party leader after the death of the founder-leader, Mr A. D. Patel, five years ago, he has advocated a moderate stand and has been able to keep the leftists in check. Mr Koya enjoyed an unusually cordial relationship with the Prime Minister, Ratu Sir Kamisese Mara. He believed that with dialogue and co-operation, he could help achieve his party's goals.

Two things have forced Mr Koya to revise his thinking.

One of his trusted lieutenants, Mr Vijay Parmanandam, defected to the Alliance, thus reducing NFP's numbers to 18 seats in the 52-member House. Although this hurt Mr Koya in a much more personal way than one can imagine, he has desisted from criticising the defector in public. Not so his colleagues. They launched a bitter tirade against Mr Parmanandam and used his defection as a lever to force Mr Koya to reassess his leadership.

The other major factor has been the government's wishy-washy policy on land utilisation. The Opposition, which draws the bulk of its support from Indian farmers, had been hoping that the government would use its strength to influence the Native Lands Trust Board, which administers Fijian-owned land, to give long

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GAMES REPRIEVE

Guam has had an eleventh hour reprieve in its efforts to hold the Fifth South Pacific Games in 1975. But there is still a chance that it may lose the Games, following a meeting in Suva on May 31, attended by delegates from participating territories. They included Guam representatives J. L. Cepeda (far left) and Vincent P. Castro, who is chairman of the Games organising committee. See p 24.

term agricultural leases to its tenant farmers.

The Opposition was stunned when the government itself adopted a hard line policy on Crown land. When it took over land formerly owned by the Colonial Sugar Refining Company, the government at first agreed to consider an Opposition suggestion to sell the freeholds to tenant farmers. But it changed its mind and decided to give 10-year leases instead.

That ended the honeymoon between the Alliance Government and the National Federation Party Opposition. Mr Koya and his colleagues went back to the farmers with the grim message of changed battle plans.

The Opposition leader recently summed up the policy shift in a single sentence: "The era of co-operation and dialogue is over. Now it's going to be confrontation".

Mr Koya repeated this at a recent meeting of party supporters in a different language. He said if the Alliance failed to solve the land problem and curb inflation (now running at 14 per cent), he would create such an upheaval in the country "that none can imagine its scope".

"We'll close down Fiji altogether", he told the enthusiastic crowd.

Fresh after its resounding victory in a recent by-election, the NFP thinks it is ready to take the bull by the horns.

The NFP leaders have been dropping hints that unless the government seriously grapples with its problems, they will order the Indian cane farmers not to plant any cane next year. With sugar being Fiji's biggest export commodity (1973 sales totalled more than $34 million), this could cripple the national economy, especially at a time when the sugar market is booming.

Samoans luke-warm on referendum

The special referendum which was planned in American Samoa for June 18, on the issue whether or not to have a popularly elected governor and lieutenant-governor, failed to create much interest. It marked the third time in recent years that the people of American Samoa have been asked to vote on the issue. The previous elections were both clouded by side issues.

Salanoa Aumoeualogo, President of the Senate of the Legislature of American Samoa said in a local interview that the decision to support a proposal for a "popularly elected" governor was brought about by the recent remarks made by members of the House of Representatives' Committee on Insular Affairs.

A resolution calling for the popular election of a governor and lieutenant-governor was passed by both houses of the legislature.

Members of that committee stated that they would not support an appointed or selected governor, but would favour a popularly elected governor. The local legislature had previously seemed to be in favour of a governor selected by either the Samoan chiefs or selected by the members of the legislature.

Meanwhile, Congressman Phillip Burton, chairman of the Interior and Insular Affairs Committee in the United States House of Representatives, has reaffirmed continued United States support if a Samoan governor is elected.

One of the fears concerning a popularly elected governor has been that he would not be able to get the large amounts of federal monies that American Samoa now receives.

THE POLITICS ARE NEW, NOT THE ECONOMY

The Gilbert and Ellice Islands House of Assembly started on the road to self-government when it began its first session under its new constitution. For the first time ministers fielded the awkward questions tossed onto the floor of the house; and an opposition emerged, with its unofficial leader claiming he had the support of the majority of voters. Mr Naboua Ratieta took his place as Chief Minister.

The Governor, Mr John Smith, did away with the pomp and ceremony associated with the official opening of previous legislative councils. There was no police guard, no formal opening. Immediately after prayers, the 28 elected members were sworn in. Then the Governor addressed the assembly on the legislative programme, and other matters that, hopefully, will get the economically poor GEIC into better shape for going it alone.

Mr Smith promised an early examination of the copra industry to ensure that the producer was paid the best possible price at all times. There would also be an examination of the development of copra-based industries, such as soap-making, to give more work opportunities to local people, to give a cheaper product to the home market, and to earn foreign exchange if exports could be built up.

The government would also look for cheaper sources of supply—Singapore, Malaysia, Taiwan and Japan—to satisfy local production without inflationary price increases.

As the GEIC was now a member of the Asian Development Bank, the government proposed to ask for "soft" loans to finance expensive projects such as major land reclamation on outer islands, the Betio-Bairiki causeway and shipping replacements. Advantage would be taken of overseas aid from all sources.

Mr Smith said that as there had long been a need for definite policies to guide the country in commercial and industrial development, a Ministry of Commerce and Industry had been set up. One of its first duties would be to prepare commercial and industrial policies for the approval of the Council of Ministers. Foreign investment would be encouraged, but foreign investors would be ex-

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ISLAND MEETING

World-famous ballerina Dame Margot Fonteyn renews acquaintance in Suva with Barry Walsh, a former ballet dancer with whom Dame Margot once worked in Australia and who is now manager of the Suva Travelodge. Dame Margot and her husband were on holiday in Fiji.

pected to accept local participation in ownership.

Other matters which will receive attention are the marine training scheme, to provide more opportunities for employment; possible migration so that people with skills could be resettled in friendly and co-operative metropolitan countries; labour and union legislation, to include measures for the smooth settlement of industrial disputes; a re-examination of the Gilbert and Ellice Islands Development Authority, so that its development function can be exercised; and ways of rehabilitating more than 500 British Phosphate Commission employees and their families when the Ocean Island phosphate runs out.

In picking his executive council of ministers, the Chief Minister had obviously relied as far as possible on the old team from the defunct Legislative Council. But perhaps with the idea of placating the Ellice Islanders, who will vote in August on whether to opt out of the GEIC or not and go it alone as an adjunct of the UK, Mr Ratieta appointed two Ellice men to the council. This is one-third of his six-man team although the Ellice Islands population is only one-sixth of the total of the whole GEIC.

The two ministers are Isakala Paeniu who retains his portfolio of Natural Resources and Sione Tui Kleis who becomes Minister of Commerce and Industry. Mr Paeniu is lukewarm about secession although he'll go along with what the majority of Ellice people want; but ex-priest Kleis is one of the leaders of the secessionists and although he has personally more to lose now that he is a GEIC minister, it is not thought that this would influence such an idealist.

The Chief Minister had invited members of the opposition to serve as ministers but had been turned down. Mr Toalipi Lauti who claims to have more followers than the government—59 per cent of Gilbertese and 71 per cent of Ellice Islanders—has promised to give the government a hot time.

Party politics are still pretty new in the GEIC where for hundreds of years it was against tradition for individuals to put themselves forward and raise their heads above their fellows; where the social unit was the classificatory family, ruled by the old men. There are, therefore, still likely to be shifts in power and influence although like true politicians everywhere the members of the House of Assembly were in accord over one thing.

One of the first measures to go before the new House was the possibility of pay rises for members. The Chief Minister moved that a commission be appointed to inquire into the matter. It was passed unanimously.

FRANCE DOES IT AGAIN!

France, which has already exploded a total of 52 nuclear devices in tests in the Sahara and the Pacific exploded its 53rd at Mururoa in June—the beginning of a new series. The French president announced France's intention of exploding them underground from next year (probably on Eiao, in the Marquesas, which it has been preparing for some time), but the concession did nothing to contain the public outcry against the latest series, including demonstrations in France itself. Fiji's Prime Minister, Ratu Sir Kamisese Mara, said it was "an affront to a civilisation that the tests should be renewed even for one year," and added that the decision showed "complete disregard for the well-being and wishes of the peace-loving peoples of the South Pacific."

Slowly to independence, or something

Thousands of Micronesians voted on June 4 to select the 42 delegates to the constitutional convention to be held in early 1975, despite the fact that an independent, united Micronesian state seems further away than ever.

Of the three districts—the Marianas, Carolines and Marshalls—the Marianas are now well along in their discussions with the United States for separate Commonwealth status and the threatened Marshallese boycott of the election was partially successful.

Only ten delegates stood for the nine available Marshallese seats at the convention, turn out of voters was very low, and in two of the districts no one stood at all. Nonetheless, an election of sorts was held and the Marshalls will be represented at the 1975 convention along with delegates from the Marianas, Yap, Palau, Truk and Ponape. The Marshallese boycott was due to the fact that the Marshalls legislature wants to keep its political options open.

Although the convention is, under the circumstances, unlikely to be like others that have preceded self-government in most Pacific territories, United States Ambassador Barbara White, appearing before the UN Trusteeship Council on June 5, professed herself well pleased with what was going on in the TT. It was, she said, an impressive example of democracy in action, which she had seen at first hand on a recent visit to the territory.

She told the Trusteeship Council that the United States policy was to strive for a unified Micronesian state consisting of the Marshalls and the Carolines in free association with the US.

Meantime, the Marianas (excluding, of course, Guam) had just ended the fourth round of talks with the United States over its future status. The US delegation was led by special US Ambassador F. Haydn Williams and the Marianas delegation by Senator Edward Pangelinan.

During discussions the delegations reaffirmed the basic decisions reached in earlier sessions that the future political relationship between the Marianas and the US would include the establishment of a commonwealth of the islands under US sovereignty, but with maximum in-

(Continued on p 112)

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Tropicalities

It's to be Port Moresby DC

Papua New Guinea is to have a new district—the 20th—to cover the capital city of Port Moresby which is to be excised from old Central District. In the tradition of Washington DC and Australian Capital Territory, it's to be the National Capital District.

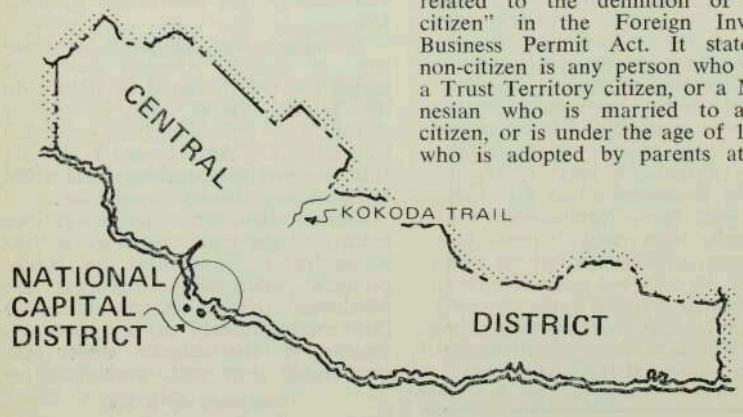
The decision was made by the cabinet, which "considered the matter carefully", according to Chief Minister Somare. He thought that it would please the people who believed that money allocated to Central District was spent on Port Moresby city. Now they would see that Central District expenditure went to that district.

The decision didn't please everyone, including PNG's opposition and the member for Tari-Komo, Mr Matiabe Yuwi. It was another example of cabinet disregarding the House of Assembly, he said. A decision of this sort should involve the people of PNG as a whole, through their representatives.

He asked what had happened to the recommendations of a select committee set up during the second House of Assembly to investigate possible sites for a future capital city of PNG. That committee had recommended Arona, near Kainantu, as being climatically and geographically suited but nothing more had been heard of it.

He said that it seemed that the government, having ignored the Papua Besena movement of Miss Abaijah initially, now saw it as a major threat and had proclaimed the new district as an attempt to appease the lady.

Despite the valid points, the member for Tari-Komo is crying in the wilderness. Our Port Moresby man says that with all those large, expensive buildings rising among the scrub out at suburban Waigani it is impossible to believe that anyone ever expected that PNG's capital would be anywhere but where it is. And it's $10 to a coconut that the new National Capital District will continue to get most of the cash and that Central District will continue to be overshadowed by the big voracious city in its midst.



Making non-citizens in Micronesia

When is a Micronesian born in Micronesia and living in Micronesia a "non-citizen" of Micronesia? The answer is set out in what is now known as Public Law 5-85 recently approved, rather against his judgment, by the Trust Territory High Commissioner, Mr Edward E. Johnston. He had previously disapproved the measure, but Congress passed it again and sent it back to him for reconsideration.

The measure Mr Johnston signed related to the definition of "non-citizen" in the Foreign Investors Business Permit Act. It stated "a non-citizen is any person who is not a Trust Territory citizen, or a Micronesian who is married to a non-citizen, or is under the age of 18 and who is adopted by parents at least one of whom is not a TT citizen; or any company, corporation or association in which a person who owns any interest is not a Trust Territory citizen as defined previously".

The object of the measure is to prevent people using a Micronesian husband, wife or adopted child to get into business in the Trust Territory.

Mr Johnston, when he first rejected the measure, said it could well be set aside by the courts as illegal.

In a letter to the Congress leadership after signing the measure he set out his doubts again: "We still feel that this act is discriminatory against Micronesians who have married or been adopted by non-Trust Territory citizens and are now being subjected to rules and regulations not in effect at the time of their marriage and/or adoption".

The new law would be tested by some Micronesians now classified as non-citizens. However, in spite of his continuing objections he could not justify forwarding the legislation to the Secretary of the Interior, as would have been required had he disapproved the measure a second time.

BSIP's antidote to inflation!

Under a recent order from the High Commissioner of the Solomons, local councils have regained power to organise village people to do communal work . . . without pay.

It's really a step back in time. Years ago local people worked for nothing on special "council days", cleaning villages and maintaining roads and footpaths. Then labour laws were introduced, pronouncing that work of this kind had to be paid for.

Under the new order, councils can pass by-laws requiring village people to do minor communal work, on anything but commercial ventures. Any villager can be asked to work up to 26 days in any one year and if he doesn't do his bit, he can be fined by a native court.

This arrangement doesn't conform strictly to international agreements on communal work, but the government has been able to satisfy the Inter-

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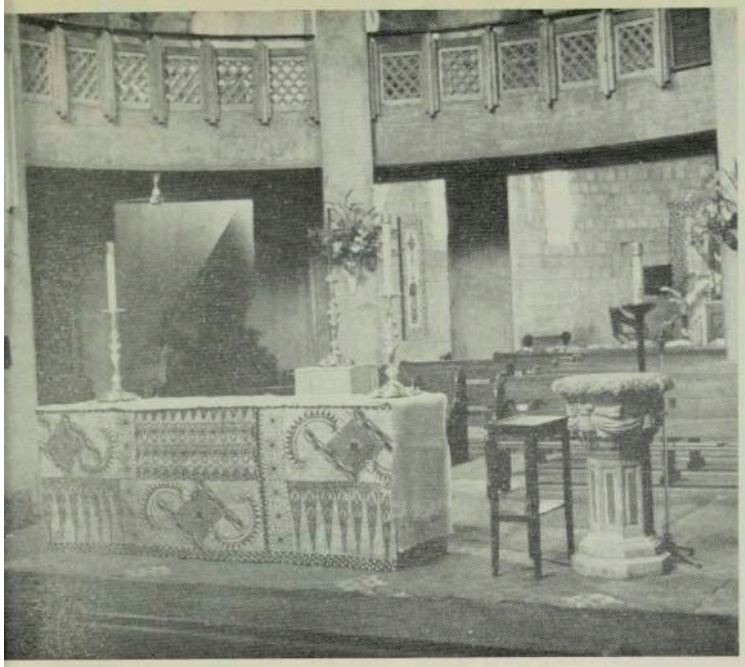

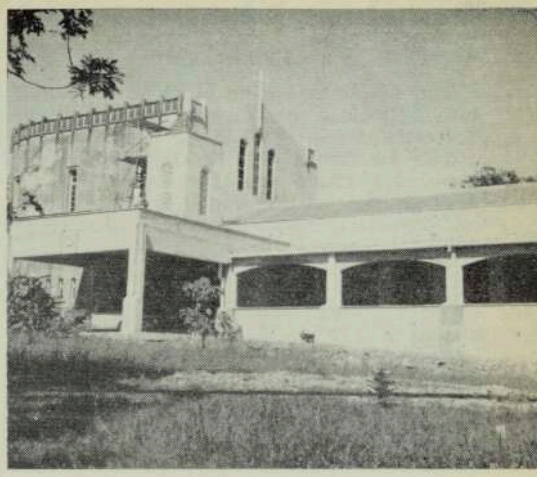

Outside, not exactly the most beautiful cathedral in the world—or the Islands—but inside it's a different story.

national Labour Organisation of the United Nations that the council by-laws would not lead to exploitation of villagers.

This custom operates in several Island territories. In Fiji, for instance, under the Fijian administration—as distinct from the Fiji Government—villagers had work to do without pay, and villagers living away from their villages had to pay a tax in lieu of work. Norfolk islanders, too, have so many days a year compulsory unpaid work or pay a tax.

Big fleas have little fleas...

Achatina Fulica, the fancy name the bug men have given to the Giant African Snail, is running (or crawling) riot in Vila. But not to worry. The Agriculture Department has found an antidote, two much smaller snails which hail from Hawaii.

These smaller snails, Euqlandina and Gonaxis, eat the giant snails although you'd expect it would be the other way round. But, it's not surprising; some of PIM's staff, a little on the small side, believe a good little 'un is worth at least two mediocre big 'uns.

Well, 50 Euqlandinas and 50 Gonaxis (should the plural be Gonaxises?) have arrived in Vila and have been put to work in areas where old Achatina is thick on the ground, which is around the Number 2 and Star Wharf areas.

There's just one snag. The Gonaxis is a real little cannibal. He eats both the old Achatina and the Euqlandina, so they've had to separate the two little 'uns and put them to work in different areas. The Euqlandina is about two inches long (50.7998 mm in the French sector) while its hungry mate Gonaxis is much smaller and shaped like a normal snail

At the time of writing, the Euqlandina and Gonaxis were busy working their way through the Achatina population with Euqlandina looking over his shoulder in case the Gonaxis decided to try some Euqlandina as a change from Achatina.

Which brings us round to the old ditty—Big fleas have lesser fleas on their backs to bite 'em; little fleas have lesser fleas, and so ad infinitum.

Inside, a heart of gold

It may still not be the most beautiful cathedral in the world but after over 20 years in the making, Holy Trinity Cathedral in Suva is at last complete. It was dedicated on May 22 by the Bishop in Polynesia, the Rt Rev John T. Holland.

First stage of the cathedral was completed between 1948 and 1954 having survived loss of the partly completed roof, torn off by the hurricane of 1952. This section ended abruptly like funds for building it, and the million three-penny pieces needed for completion, and called for by the then bishop, the Rt Rev L. S. Kempthorne, took until 1971 to collect.

The first Anglican church in Suva was little more than a wooden hut in what is now Ellery St. This served from 1880 until the pro-cathedral at the corner of Butt and MacArthur Sts was built. The pro-cathedral was demolished after Holy Trinity came into use in 1954, part of the old timber being used to build the temporary west wall of the cathedral. The land where the pro-cathedral had been was vacant until Suva's building boom began in recent years.

The present cathedral is built on a site orginally occupied by old government offices, the last of which was demolished in 1948.

The original plan for the Cathedral was grandiose and called for the western portion at the same height as stage one, broken by a tall tower and belfry on the southern side. However, 1970 type economics obviously triumphed over aesthetics, in the end. The western end of the cathedral is now of low, modern construction, with verandahs on each side; and the tall tower has been truncated to first floor level but still houses the chimes bought by public subscription for the old pro-cathedral in 1899. The flat wall at the west end of stage one has been replaced with a similar but permanent concrete wall broken by three windows.

Although plain without, the cathedral has always been pleasant within and contains some valuable furnishings including a pre-Reformation font dating back to 1399, which was brought to Fiji by the then Governor, J. B. Thurston, in the 1890's.

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No place like home —and $3 million

The Bikinians are prepared to return to their own atoll—at a price. Several times in the last 12 months a date for their return has appeared imminent. There was even a pilot project arranged for some of them to go to the atoll to inspect the houses being built for them.

Late in 1973, there was every indication they would be home by Christmas. Now with 1974 almost half over the date of their return has been postponed indefinitely. They now say they will not return till the United States agrees to make them an ex gratia payment of $3 million. A delegation representing them went to Washington to ask for the money.

They went away with assurances ringing in their ears that the Defence and Interior departments would promptly and sympathetically consider their request.

The islanders were evacuated to Kili Island in the Marshalls to make way for the US nuclear tests in the late 40s and early 50s. A programme to rehabilitate the island started several years ago.

BSI tourism and a dead duck

Two reports by independent bodies in the Solomons, each highly critical of government policy, have appeared in Honiara in the same month.

The annual report of the BSIP Tourist Authority pointed out that while more people than ever are visiting the Solomons (about 2,500 a year by air and another 7,000 from cruise ships), the government appeared to have done little to encourage tourism. The report concluded on a despondent note that there appeared to be little official interest in the future of the tourist industry.

The authority complained that despite representations on its part, the government had taken no action about restricting roadside advertising signs, preserving war relics, improving airport conditions, or smartening up the Botanical Gardens.

Official reaction to tourism in the Solomons has always been lukewarm, dating back to a radio programme several years ago when a secretariat spokesman declared that the authorities were not really interested in the tourist industry, a remark which still rankles with a section of the commercial population.

The second controversial report was that of the Public Service Advisory Board, which criticised the action of a number of elected members who wanted to take a larger part in the BSIP localisation programme. The PSAB, however, has long been regarded as a dead duck by most civil servants and Governing Council members alike, and a considerable restructuring in the near future is anticipated.

Basketball the friendly way

The Australian Amateur Basketball Association was recently given a lesson in basketball—Island style—by a group of Tongan players. The team, which was formed only a short time ago, was playing against an Australian team at the association's headquarters in Sydney when punches, instead of the ball, were thrown within minutes of the start. One Tongan was sent off and a few moments later an all-in brawl was in full swing, resulting in the game's suspension.

Police were called to the scene but the nimble-footed Tongans had already left. Among the debris were the two women referees nursing Tongan-inflicted bruises, and the dentures of one Australian player which required $200 worth of repairs.

At a subsequent inquiry the Tongan team was banned for life and players received suspensions ranging up to 15 years. No tears were shed in Sydney as it is believed that most of the players were only on holiday visas anyway.

St Pierre versus the HiCom

The St Pierre affair, that has kept charges and counter charges flying around the US Trust Territory for 14 months, dragged on into June.

Mr Roger St Pierre, who has been T.T. Chief Public Defender since 1962 was charged over a year ago with accepting a legal fee or a gift for services provided to a Marshallese woman in a probate case. The official position was that this was a breach of regulations under which Federal civil service employees work and Mr St Pierre was first notified in April 1973 of the T.T.'s intention to remove him.

However, St Pierre fought successfully to retain his job. The matter was heard before a judge in Saipan who delivered his judgment in April 1974, upholding the government's main charge against the public defender but suggesting that a 90 days suspension from duties rather than final dismissal would best suit the case.

High Commissioner Edward E. Johnston chose, however, to ignore the recommendation and advised St Pierre that his duties would be terminated on May 31, 1974. Subsequently the T.T. Chief Justice issued a restraining order preventing the T.T. government from carrying out the dismissal and set a date in June for an appeal to be heard. St Pierre's contention is that he is an employee of the Trust Territory and not of the US Dept of the Interior and therefore is not subject to Federal public service regulations.

The public defender has received wide-spread public support in Saipan while the H.C. has been accused by some of conducting a personal vendetta against St Pierre.

ISLAND SMITHY. Proud of his skills is Joseph McComber who has been a blacksmith in Fiji for 40 years, beginning as a youth at Labasa with the CSR, but who for many years now has been with Whippy's boatyard, Suva. He has helped build many well-known local vessels, including the Macuata, Taveuni and Koro. When this photograph was taken in Suva recently he had just completed two 200 lb steel anchors for a 20 ton cargo vessel under construction.

Happy returns

Britain's Prince of Wales, Prince Charles, so enjoyed his recent visit to Fiji aboard a Royal Navy ship that he has accepted the invitation to return in October for the big centenary celebrations of the signing of the deed of cession which gave Fiji to Britain.

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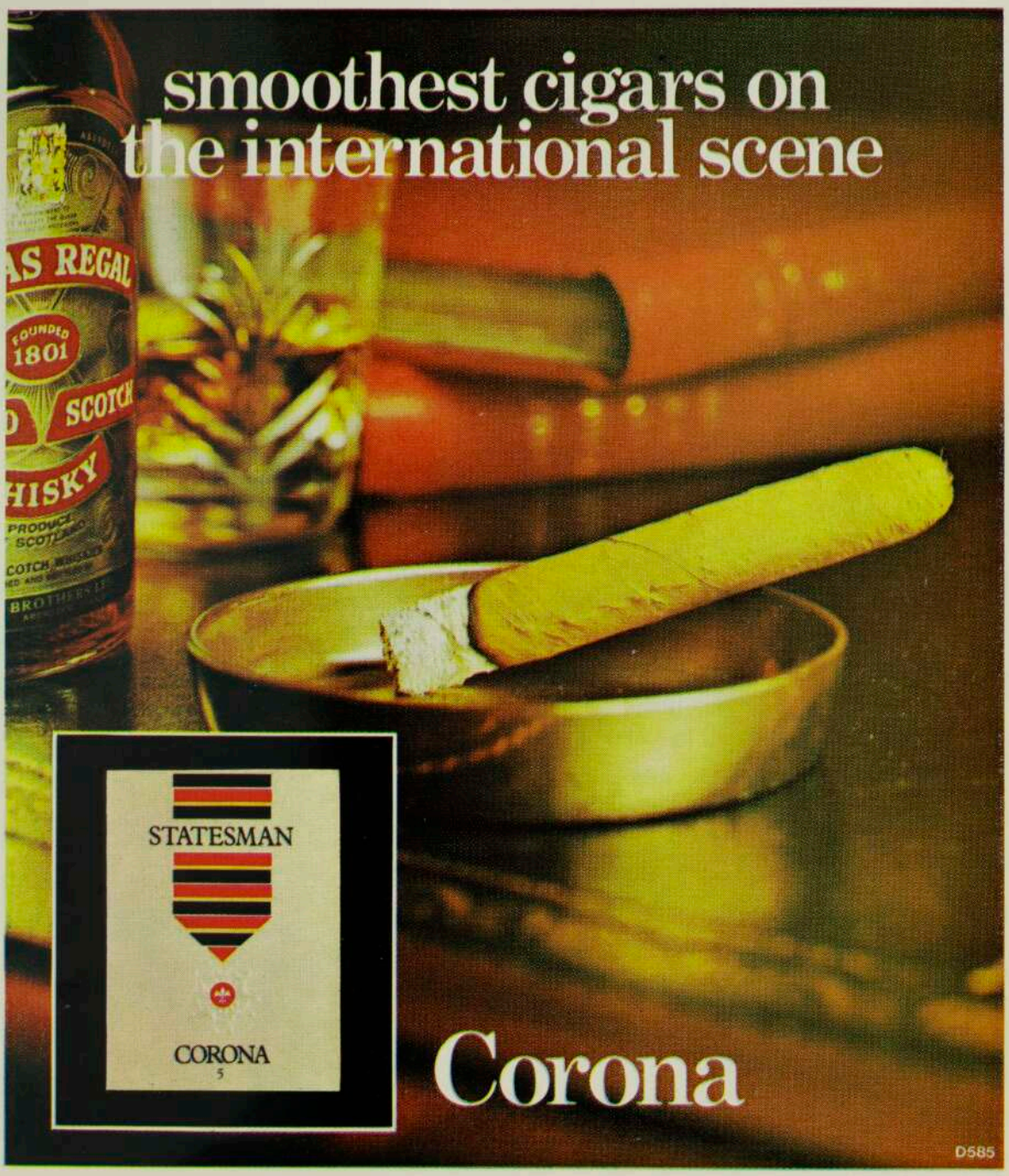
STATESMAN



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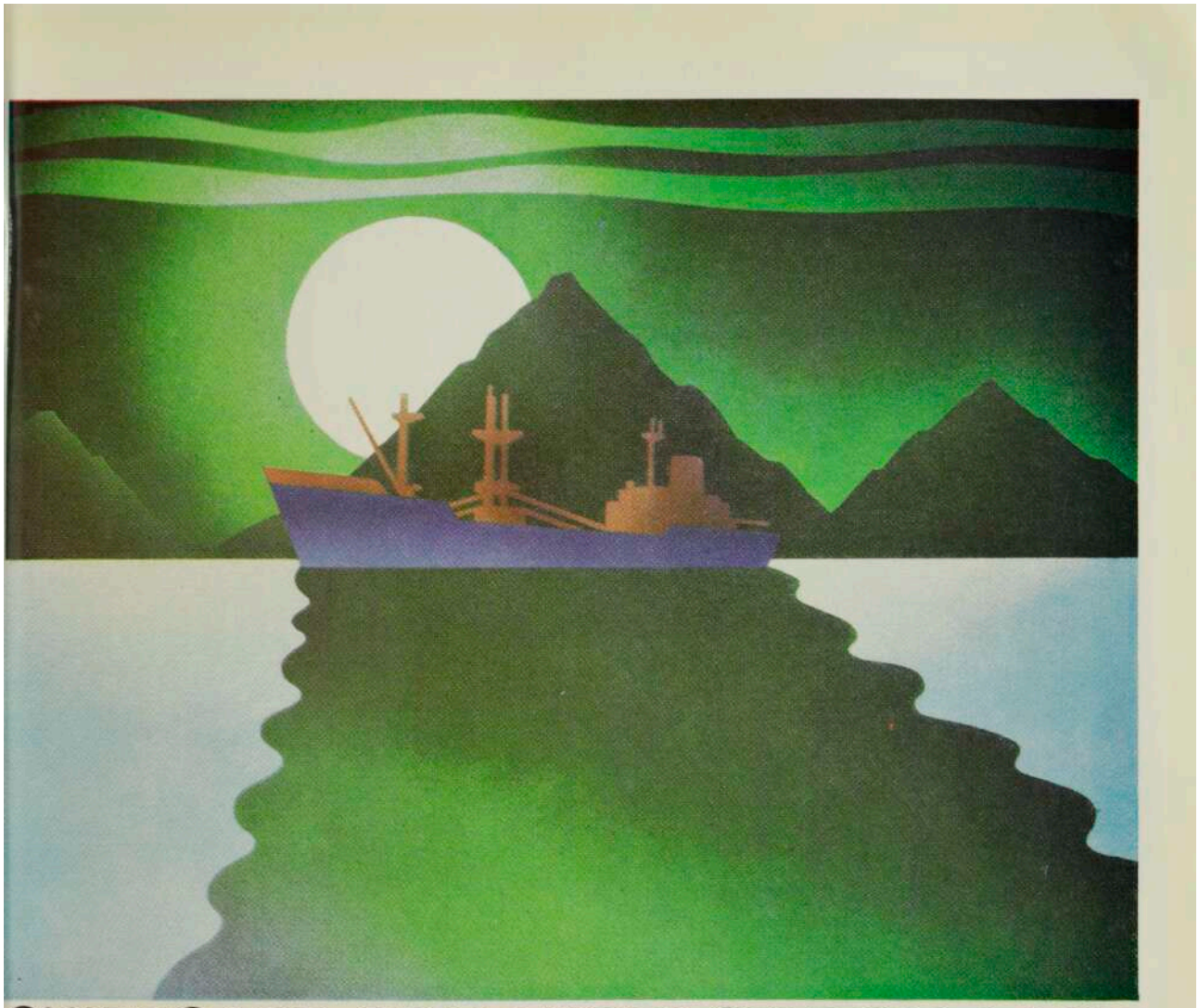

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PNG'S OTHER GREAT WEALTH APPRECIATES IN VALUE

From KIRSTY POWELL in Port Moresby

Margaret Loko, UPNG graduate . . . speaking in anger.
— Photo: UPNG Photography Dept. (Laeko Bala).

A popular stereotype of the New Guinean woman depicts her walking with a *bilum* or string bag on her head in which is a monstrous load of garden produce or firewood with a child or two on top, while her husband walks unburdened, with a spear in his hand.

It is a picture from life, but it can easily be misused to suggest that relations between men and women in traditional New Guinean societies illustrate a uniform pattern of male dominance and female suppression. Nothing in Papua New Guinea is as simple as that.

Such a stereotype does not take account of societies in which women are seen as dangerous rather than inferior; or in which women take the initiative in proposing marriage; or in which women become chiefs; or in which there was an expectation (destined to disillusionment) that some of the first white *kiaps* (government officers) might have been women. That all white kiaps were, in fact, men helped to strengthen male dominance.

At the beginning of the 20th century, there was a woman constable in the Northern District. Her like has not been seen since the barbarism of traditional ways has been enlightened by colonial government and education.

In the early days, the vernacular village primary schools of the missions served both boys and girls, in many cases almost equally, but as the standard of education offered improved, and it became necessary to set up more advanced schools to serve children from many villages, the proportion of girls in school decreased. Education for girls lagged behind, and although recently, the Education Department has expressed a desire to increase the number of girls in school, in fact education has become more and more a male preserve: not so much because of the educators' intentions as because of the villagers' unwillingness to allow their girls to leave the village.

Pictured at a recent rally of United Church women's fellowships from the Port Moresby area is Mrs Boio Aiga, from Vabukori village, playing the part of David in an enactment of the story of David and Goliath . . . "done with humour, imagination and insight".
— Photo: PNG Post Courier (Phillip Minamama Arau).

The boys were, among other things, more easily dispensable than their more hard-working sisters. Moreover, as the aim of universal primary education came to be abandoned for that of the education of an elite, and as provision was made for tertiary and secondary education, the proportion of girls in the whole range of educational institutions has still further decreased.

It was not until 1961 that the first government girls' secondary school was established. Figures for both primary and secondary schools show that although the total number of girls in school has increased in the last 10 years the proportion of girls to boys has decreased (although there has perhaps been a slight increase in the proportion of girls in secondary schools).

Education, like government, looks like becoming a weapon for the entrenchment and extension of male dominance. In 1973, men outnumbered women at the University of Papua New Guinea in the pro-

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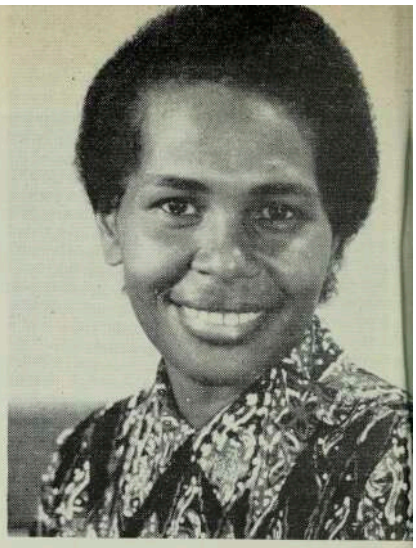

Sole woman member of the House of Assembly, Josephine Abaijah . . . personification of female courage and strength.

portion of nine to one (in 1974, in the proportion of 11 to one); at the University of Technology in the proportion of 25 to one.

It is not surprising in such a context that university women have often been timid in expressing themselves, and in assuming their rightful roles of leadership in campus life. Nor is it surprising that they find themselves—when cast into such an abnormal society—the victims of male aggression, and frustration, and possessiveness.

A favourite attitude of the male poets is that of righteous indignation at those black women who show so little sensitivity to the plight of their black brothers and to the needs of the nations as to cast their eyes at white men. The Constitutional Planning Committee has proposed that the children of black women who marry white men should not have the same rights to citizenship as the children of black men who marry white women. I am not unaware of the legal and socio-economic arguments behind this proposal, but I wonder if such a proposal could have gone forward if there had been even a single woman on the Constitutional Planning Committee.

It is well known that there is one woman in the House of Assembly, Josephine Abaijah. She has thrown herself into other causes than that of improving the status of women. but her courage and strength in fighting for her own convictions have shown what women can do, and what power they can wield. A new assertiveness is emerging among women. They are no longer content to let the male dominance of post-colonial society go unchallenged.

At a recent forum at the Univers-

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ity of Papua New Guinea, Josepha Namsu, a law student, accused New Guinean men of having an attitude towards women very much akin to racism. Men, she suggested, don't want women to be equals: they are scared. Hiap Salaiau, a graduate of UPNG, elaborated a similar theme. She pointed out that just as New Guinean men have long been under the domination of their European rulers, but are now standing up for their own rights, using the weapons of Western education in their fight, so New Guinean women are making use of their Western education, and are expressing their views to men.

Margaret Loko, another UPNG graduate, speaking in anger, but with strength and dignity, charged the men with irresponsibility: with leaving their wives at home to shoulder all the burdens of family life, while they went "on the town".

There were some men in the audience who supported the women's case, but the rumblings and the interjections suggested that Rose Kekedo, Principal of Port Moresby Teachers' College, was right when she said that the seventh point of the government's Eight Point Plan—Equal Participation for Women—could never become a reality until there was a ninth point—The Education of Men. One male student protested that he detected "foreign influence" among the women—although only one out of 10 women who spoke was a European. Another man chided the women with their impatience and tried to calm them in a fatherly way. "Take your time", he said. "Wait a while". To which Rose Kekedo responded indignantly: "How much longer are we going to wait?"

The women speakers of the forum were impressive, not only because of what they had to say, but because of the infectiously determined spirit in which they said it. As a first-year student said with admiration of Margaret Loko, who withstood a good deal of male hectoring: "She held the attention of that whole crowd!"

Educated women are merely an influential fraction of the women of Papua New Guinea. What of the uneducated women of the villages and towns? Will those men students and graduates who are now sponsoring community education programmes in the villages think to direct their programmes not only to Big Men, but also to "big women"? I think not—at least not without some pressure from women.

And yet there is a resource of great ability and vitality among so-called "uneducated" women. The day after the forum I attended a rally of 400 women from United Church women's fellowships from villages, and suburbs, and settlements in the Port Moresby area. We sat around the village square at Vabukori while one group after another presented plays on biblical and social themes with humour, imagination and insight. They are qualities which Papua New Guinea could use if it acted on its Eight Point Plan, and if women assumed the role of equal participants.

Rose Kekedo

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AN ELEVENTH HOUR REPRIEVE FOR GUAM GAMES

There is still a question mark over the venue of the fifth South Pacific Games, scheduled for Guam in 1975. A mission from French Polynesia was scheduled to visit Guam in June to inspect facilities. If the mission's report is unfavourable, a full session of the South Pacific Games Council will be held on or before August 20, 1974, to consider the future of the Games.

Representatives of eleven participating territories met in Suva on May 31 to consider the organisation of the fifth Games. Mr Les Martin, chairman of the First South Pacific Games Council, explained that three of the main participating territories—Fiji, New Caledonia and French Polynesia—were concerned about reports throwing doubt on whether Guam could stage the Games. They were concerned also because letters to Guam remained unanswered.

Mr Martin handed over chairmanship of the Suva meeting, constituted as an advisory committee under the Games charter, to Mr R. Delaveuve, of New Caledonia. Mr Delaveuve was one of the original party which drew up the charter.

The delegate from Guam admitted that the apprehensions of other territories about 1975 games were well founded. But from now on, he said, there would be no involvement of political ambition prejudicial to the success of the Games. The Guam Governor, Mr Carlos Camacho, the legislature, sporting bodies, church organisations and the whole population enthusiastically supported the idea of Guam remaining as the host territory for the Fifth South Pacific Games, he said.

The delegate read a resolution of the Guam Legislature of May 22, 1974, giving full support to the Games. A copy of the resolution was given to each delegate.

The delegate also showed films about Guam. These included shots of sporting facilities as they are at present, and showing how they can be improved.

The advisory committee debated the matter for nine hours. Taking note of the reassurances and promises made by the Guam delegates it then voted unanimously for the Games to be staged between September 1 and 10, 1975, at Agana, Guam. There was, however, a proviso that there be a favourable report from the French Polynesia mission which visited Guam in June.

The territories represented at the Suva meeting were Fiji, Guam, Papua New Guinea, French Polynesia, New Caledonia, Wallis Island, the New Hebrides, the Cooks, Niue and the Samoas.

The date of September 1 is later than the original plan for the Games, which were scheduled for August.

In June PIM, Joe Murphy gave the background to the squabbling which has endangered Guam's chances of staging the Fifth South Pacific Games. Here he tells about life on Guam, and the changes that have brought about an unprecedented economic boom.

Isle of milk and honey-moons

From JOE MURPHY, editor of the Pacific Daily News

How will other Islands athletes find Guam and its people?

They should find them interesting. The difference between Guam and most of the islands of the South Pacific is startling. Guam is more a small piece of America than an island in the North Pacific. It's 204 square miles in size and its people, after 400 years of Spanish domination and 75 years of American administration, have lost any semblance of being Islanders in the traditional South Pacific sense. They have no native dances, no native songs, and little native culture other than what has been carried over from Spanish times. They have no native dress, no native fishing boats.

But they do have modern concrete apartments, colour TV sets, washers and dryers, air-conditioners, two cars in every garage, and the largest McDonald hamburger stand in America.

Guam is in the midst of what noted Catholic theologian and psychologist Cornelius van der Poel said is a change unequalled anywhere in the world. Rapid economic and technological changes in Guam, especially in the past 10 years, have transformed the island from a quiet, rural, unpretentious spot to a hustling, bustling cosmopolitan community.

Guam was practically blasted out of existence during World War II, its people were imprisoned and scattered, its agriculture ruined, its buildings levelled. Then, just as the island began to emerge from the war scars, Typhoon Karen, one of the strongest winds ever recorded in world history, slammed into Guam, levelling 90 per cent of its buildings. This 1962 disaster resulted in a heavy input of US Government rehabilitation funds, with as much as $100 million being spent on schools, public and private buildings, sewer systems, etc. Also in that year the Navy abandoned its hated "security clearance" restriction which had kept outsiders away from Guam and thus isolated the islanders from the rest of the world.

Seven years ago Pan American airlines hit Guam with a different kind of blow. It began flying direct Guam flights from Tokyo, only three hours away. With dramatic suddenness, the move began an unprecedented economic boom. Guam's tourism picture shot up from a bare 3,000 visitors in 1966 to an estimated 300,000 visitors this year, 95 per cent of them from Japan. Income from the tourists should approach $100 million in 1974.

Thus again life styles are rapidly changing. In 1966 Guam had but 12 hotel rooms. This year the 18-storey Reef Hotel opens on lush Tumon Bay, making it the ninth major hotel to open in a five-year period. Seven of the hotels, the Reef, the Tokyu, Fujita, Cliff, Kakuei, Dai-ichi, and the Okura are Japanese-owned or operated. Two American hotels, the Guam Hilton, and the Continental, complete the picture. All except the Cliff are located in a sweeping arc along Tumon Bay—the palmy, breezy spot which, ironically, the Japanese

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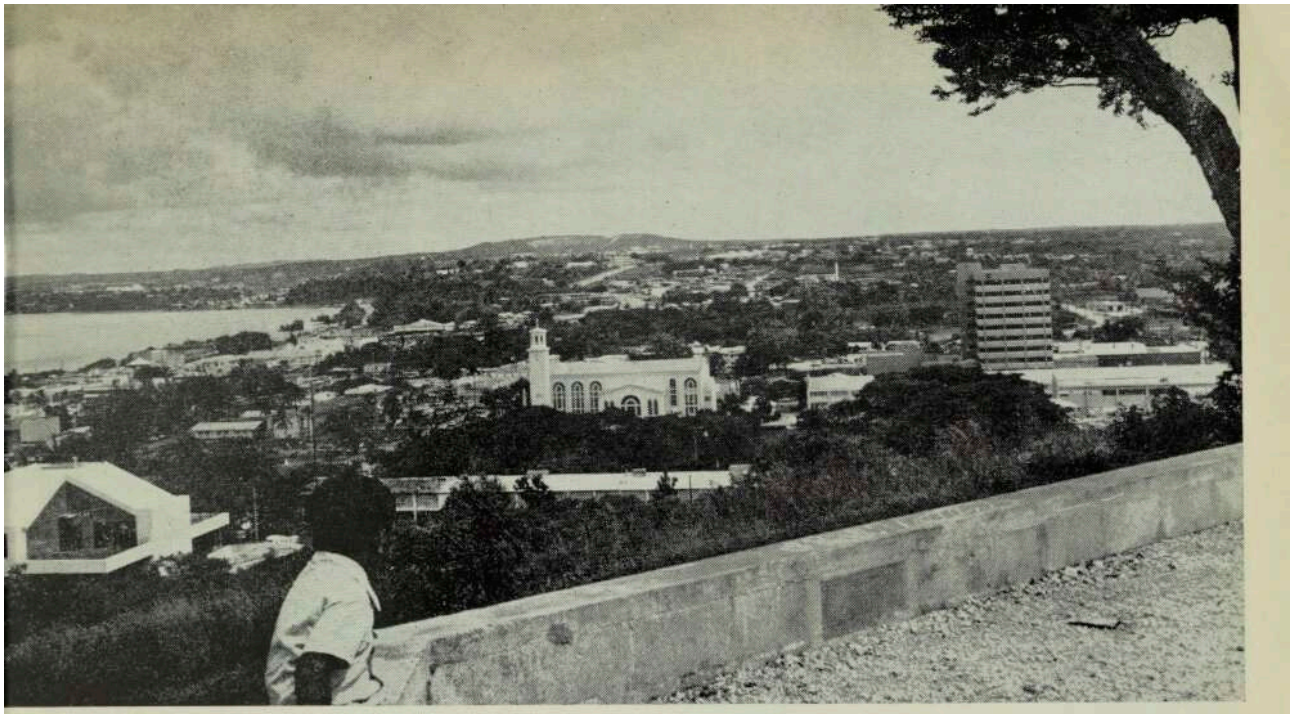

invasion forces hit shortly after Pearl Harbour.

The new Japanese invasion consists mainly of honeymooners, armed with dollars instead of rifles. It has brought about the most dramatic growth rate of any place in the world. In the last six years, fuelled by the Japanese, the shrewd Taiwanese, and the Koreans, Guam's gross national product has soared by 30 per cent a year for each of those years. Construction alone jumped from $8 million in 1963 to more than $80 million last year, and there is no sign of this letting up. Guam now has a dozen or more high-rises, from eight to 18 storeys. One huge apartment complex under construction has 400 units.

Only eight years ago, only 10,000 private vehicles plied the island's highways. Currently, there are more than 50,000 private vehicles for 100,000 people, a rate higher than any place in the United States. The population of Guam has jumped from a bare 25,000 immediately after the war to a bustling 100,000 plus today.

An automobile has always been a necessity here because of a lack of a bus system. Just recently, the Guam Government has ordered buses to establish such a system, but whether anybody will use them is another thing.

Bank deposits, gross business sales, government tax receipts, any and all indices concerning economic growth, have soared to new heights. Per capita income on Guam is over the $3,000 mark, certainly the highest in the Pacific, excepting perhaps, Japan and Nauru. Thousands of new concrete—typhoon resistant—homes have been built. Guam's minimum wage is at $2.05 an hour, but plans are to move it up to $2.25 soon, again one of the highest in the US.

There is such a shortage of labour, particularly in the construction and hotel trades, that there are an estimated 18,000 alien workers on the island, mostly from the Philippines or Korea, but including some Micronesians and Taiwanese. Many Japanese also work for, or manage, the hotels and related tourist plant.

The Japanese, from their own cold, crowded islands, delight in taking one of the several Jumbo jets daily to Guam, to partake of the sunshine, the fishing and snorkelling, to loll about on the warm beaches, to explore the jungles, and in fact to visit a "foreign country"—a piece of America.

All these changes, predictably, have brought new problems to Guam, including a crime rate that has doubled, tripled and quadrupled in recent years. It has also brought power shortages, although a $33,000,000 power plant under construction should resolve that; telephone problems, with 6,000 residents awaiting phones; the labour shortages; destruction of close family ties; and horrendous traffic jams.

Father van der Poel's study suggests that the values of the Guamanian people on religion and culture, and their self-image, are undergoing a serious crisis. He's afraid that the island may be in the "grip of a nightmare", because of personal insecurity

At right is Guam's first skyscraper, 10 storeys high. It has since been overtaken by a 12-storey building and an 18-storey hotel, and there are at least a dozen buildings with seven floors or more. Above is a panoramic view of Agana, Guam's capital, dominated by its cathedral in the centre. The Daily News building is at the right. Most of the high-rise buildings are on Tumon Bay, several kilometres to the north.

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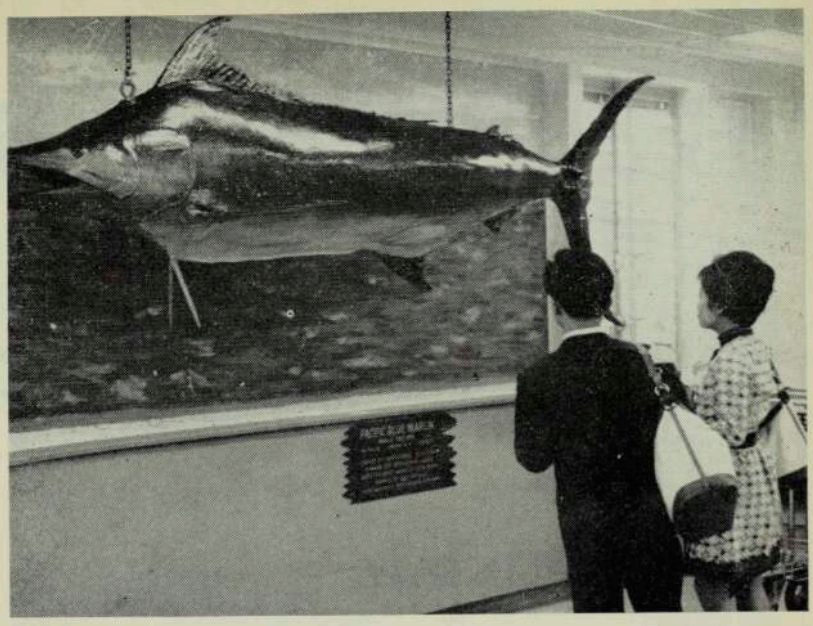

Japanese honeymooners are invading Guam in their thousands. The couple pictured here are inspecting the world-record marlin (1156 lb) displayed at Guam International Airport.

brought about by the rapid changes. (One delegate to last year's South Pacific Conference, looked around at the high-rises, the plush hotels, the bustling economy, the traffic, and remarked that he wouldn't mind having the problems that Guam had.)

Island life here is of course sophisticated, with a mixture of Guamanian, "stateside" American, Japanese, Chinese, Korean, Filipino and Islander all living together in harmony. Nearly 100 different restaurants allow the visitor virtually to eat anything, from German food to Mongolian barbecue.

Islanders visiting Guam for the Games will find prices high although not much higher than in Tahiti. Some delegates to the South Pacific Conference stayed in their hotel because they found it too expensive to travel about by taxi. But the Games committee will provide buses and other easy transportation for the athletes and their entourage, and some prices on Guam, which is a duty-free port, are probably lower than you'll find elsewhere — as, for example, liquor, cameras, stereo equipment and jewellery.

Because very little produce or meat is raised on Guam, almost all foodstuffs are imported, mostly from the US, which pushes up the cost of living. The tourist trade has brought better entertainment, and on any night as many as 10 different shows can be seen, including Tahitian and Hawaiian dancing and rock 'n' roll.

Visiting athletes might be fascinated to see the extent of the American military community on Guam. The Navy, for instance, operates at least 10 different commands around the island, including an atomic submarine base, an atomic-laden naval magazine, a naval air station, naval hospital, ship repair facility, communications station and a supply depot.

The Air Force has all its eggs in one basket, at the sprawling Andersen Air Force base that occupies much of the north end of the island. It's a strategic air command base, and as many as 120 gigantic B52s were regularly flying out of Guam to bomb Vietnam at the height of that war. Some of the vicious looking B52s are still stationed here.

Guam long had the reputation of being "only a military bastion", but that of course is far from true anymore. Civilian and military communities go their own way, although there is usually good co-operation. The Department of Defence spent an estimated $240 million on Guam last year, and employs several thousand local residents.

Politically, the Guamanian people have so far managed to keep control of their island. They have elected their own governor since 1970. The present governor, a dentist and a graduate from the University of Marquette in the States, is a Guamanian, as are 19 members of the 21-member legislature. Virtually all of the department heads, from Public Works, to Education, to Agriculture, including the president of the University of Guam are Guamanian-born and raised, although many were educated on the mainland.

The legislature passes its own laws, and has virtual autonomy from US decisions, except in such areas as defence and foreign affairs. Some Guamanians want more self-rule in the areas of immigration and air landing rights, but others are perfectly happy with the American system, and would opt for statehood, or a closer

US plans further military build-up

From a Saipan correspondent

Within the next two years, Guam, which is already the largest foreign "homeport" for the United States Navy, will become the United States major defence base in the Western Pacific. A guided missile frigate and five destroyers are being transferred there along with 3,375 military personnel and dependants for whom more than $US20 million is being spent on new housing units.

A foreign homeport is an overseas base with family residences.

At present Guam has six Polaris submarines, a squadron of seven fast patrol boats and a squadron of minesweepers. A number of B52 bombers, at present based in Thailand, are also being transferred to Guam which already has 30,000 military personnel in its total population of around 105,000. Of the island's work force of 42,000, 18,000 work for the military forces. The US military presence in 1973 was worth $US171 million to the economy.

At the peak of the bombing raids in Vietnam, there were between 150 and 200 B52s on Guam but most of these were switched to US bases during the Middle East alert last year.

The question now being posed is—Is the military build-up on Guam a sign of further US involvement in Cambodia, or even Vietnam, or is Guam being prepared as the main base in the event of America failing to realise her military aims in Micronesia?

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Autonomy from US

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Guam is watching the political status talks between the US and the nearby northern Marianas (headquarters of the US Trust Territory of Micronesia) with interest, as the Marianas presumably are going after a Commonwealth arrangement with the US. This arrangement would allow the northern Marianas to choose their own constitution, an opportunity Guam never had—a fact that makes the Guamanians a bit envious of their northern neighbours.

All taxes paid into the federal income system, an estimated $50 million, stay on Guam, including that of the substantial military population, an estimated $11 million. This gives the Guam Government a huge $100 million annual budget, and local taxes, including property taxes, are thus kept at a minimum. Guam also participates in many federally founded programmes including low-cost housing, highway improvements, school lunches, and weather predictions.

All this has created the typical bureaucracy, with over 6,000 people working directly for the Government of Guam, fully one quarter of the work force. Roughly another quarter works for the federal government, or military with another quarter working in construction.

Island schools are generally modern, and staffed largely by contract teachers from the mainland, although more and more islanders are going through training at the excellent University of Guam. The local people speak fluent English, although most of them prefer their Chamorro tongue at home.

The major problem facing Guamanians today isn't the high cost of living or the traffic situation, but the fact that they may be losing control of the economy of their own island. They have seen what has happened in Hawaii, and aren't eager to let this happen on Guam. But the Guamanian, as a US citizen abides by US law, which can't restrict the free movement of citizens. Thousands of Guamanians have moved to the US mainland looking for more opportunity, but additional thousands of mainland citizens have come to Guam looking for travel, sunshine and a slow-paced island life. In recent years thousands of Filipinos have come in on work visas, stayed on, and have applied for permanent residence status. Many eventually become US citizens here. In 1945 the

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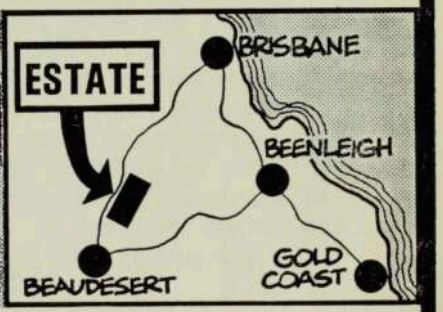

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Migration control wanted

Guamanians made up 95 per cent of the population. By 1970 they only made up 55 per cent of the population, a fact that makes many Guam politicians extremely nervous; although another fact is that 80 per cent of voters in the current elections will be of Guamanian ancestry. Naturally, the Guamanian is becoming increasingly more vocal in his demands for control over immigration.

But the islanders still enjoy their "fiestas", a sort of village-wide feast; their hot local food; their "ranches" out on the fringes of the jungle; and most of them are strong Catholics.

Despite the high-rises, and the highways, and jumble of cars, and the military bases, Guam has maintained much of its natural beauty, its picturesque villages, and historical settings. Huge sections remain in jungle growth, with one area having concealed a Japanese war-time straggler for over 27 years. There may still be other stragglers on the island, because sightings have been reported.

Guam is "Where America's Day Begins", and the people of Guam, some of the most patriotic of all Americans, are looking forward to hosting the South Pacific Games, politics aside. They're proud of their island, and the way it has grown.

Free Beer and Bikes

Truk islanders must have been doing some Biblical casting of bread upon the water lately but even they were surprised when it returned them beer, motor-scooters, groceries and timber. First to benefit were islanders on Fananu islet when the sea cast up a container with 9,000 cases of Schlitz beer inside it. A local missionary, afraid that his small flock would drink the lot, persuaded them to sell it, which they did to a storekeeper in Moen for $US5.50 a case.

Shortly after, the people on Piserach islet on Namonuito atoll, found a container loaded with motor-scooters, cases of Spam, canned corned beef and 300 sheets of plywood.

The two containers were obviously part of the 76 which were lost in April when a barge under tow broke loose and sank in heavy seas off Truk lagoon. (PIM, June p 79.) The loss was estimated at over $US3 million.

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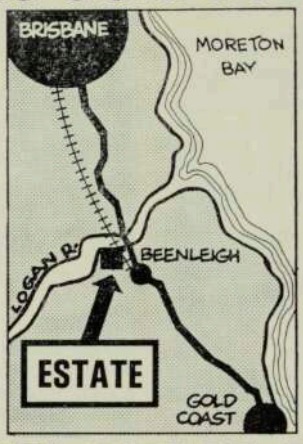

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In a Nutshell

Maintaining public order has been codified in one law in the New Hebrides. In the past laws about public order applied separately to New Hebrideans, British and French citizens. The Resident Commissioners recently made a joint regulation to safeguard law and order.

This law provides for control of meetings, processions and demonstrations, wearing uniforms, drilling, behaviour which causes public alarm, damage and destruction to property and violence. The law sets out how meetings, processions and demonstrations may be held. It is now an offence to spread false rumour which may cause public alarm or dissatisfaction. It is also an offence to incite people to commit physical violence, and cause damage or destruction and to break the law.

Anyone who wears a prohibited uniform, or takes part in prohibited drilling, may be guilty of an offence.

The new law does not prevent or interfere with lawful and peaceful assemblies or processions.

CLOSED CIRCUIT FOR KING.—Japanese industrialist Mr Hukashi Momose, and his wife, made a special trip to Tonga in May to present a colour television set and a video-casette-recorder to King Taufa'ahau. A camera to go with the outfit is also on the way. The king, who was reported to be enthusiastic about the gift, is now self-contained as far as TV services goes although there is no black and white or colour transmission in Tonga.

PROHIBITED EXPORTS.—It is now illegal to take nine rare animal species out of Fiji without a licence from the Department of Agriculture. The prohibited species are the banded iguana, the Pacific boa, the venomous land snake, the Fiji tree frog, the Fiji land frog, the flying fox, the long-tailed fruit bat, the sheath-tailed bat and the Fiji goshawk.

WOMEN IN AGRICULTURE.—As women are the backbone of agricultural work in Papua New Guinea, female agricultural officers were urgently needed, according to the PNG Minister for Agriculture who announced recently that a concentrated drive would be made to recruit 20 young women for entry to Vudal Agricultural College in 1975.

PNG's BANK MEMBERSHIP.—A World Bank economic mission has arrived in Port Moresby for a fact finding tour of about a month. The mission's findings will influence whether or not PNG's application to join the International Bank for Reconstruction & Development and the International Development Association, will be accepted.

NZ TEACHERS IN PNG.—Eleven secondary school teachers from New Zealand have gone to Papua New Guinea to work for the remainder of 1974. The PNG Chief Minister, Mr Michael Somare, asked NZ Prime Minister, Kirk to send the teachers to help ease a temporary shortage caused by Australian teachers going home as PNG approaches independence. The teachers were recruited for science, English and social studies.

FOOD LEGISLATION.—The South Pacific Commission is making a survey of food legislation in the South Pacific in response to requests by a number of territories. The survey will provide a basis for up-to-date legislation suitable for the Pacific. The field covers the manufacture, retailing, import and analysis of foodstuffs.

NAURU PARLIAMENT.—The Nauru Parliament met in May to discuss a supplementary finance bill, aimed at raising about $969,000 to add to the main budget. Papers authorising fund transfers within various departments were tabled.

YAQONA SCARCE.—Suva is experiencing a shortage of yaqona (grog), through hurricane destruction of root crops on the main producing islands of Moala and Kadavu. The alternative source of Taveuni is unreliable. Planters there are after the high prices for copra and are ignoring yaqona. A trickle of supplies is reaching the capital from Koro and Vanua Levu, but prices are very high.

HELP FOR MATES.—The New Zealand Federation of Labour at its annual conference gave $702 to the Fiji Trade Union Congress and promised another $890. The donations were made after the president of the FTUC, Mr Joveci Gavoka, said his organisation did not have a typist or even a typewriter.

TONGAN'S KO.—Heavyweight Tongan boxer, Mani Vaka, knocked out Canadian Earl McLeay in the second round in a bout at the Honolulu International Centre in May. Vaka set McLeay up with a left hook to the body and finished him off with a powerful right behind the ear.

RUGBY ADVANCE.—Following their tour of Australia in 1973, when they tied the tests, Tonga Rugby players now look forward to more tours. Ahead are a tour of Wales, this year and a tour of New Zealand in 1975. The Welsh tour is, in effect, a tour of the UK, for in addition to six matches in Wales, there will be two in England and three in Scotland. On the way home the Tongans hope to play in the USA and Canada.

MARKET DISADVANTAGE.—Solomon Islands carvers are at a disadvantage with their artefacts in New Zealand, because they have to pay duty. NZ is a good market. The South Pacific Forum members, in September, 1973, decided to abolish duty on artefacts from member countries, but as the BSIP is not a member yet she misses out on the duty-free privilege. The BSIP may send an observer to forum meetings.

BIG SOCCER.—The BSIP plans to stage an "international" soccer festival at Honiara. Teams from Papua New Guinea and the New Hebrides are interested in playing.

TRACKING STATION.—The United States will let Japan set up a scientific tracking station on Kwajalein in the Marshalls. It will track and guide two experimental satellites which the Japan National Space Development Agency plans to launch in 1975 and 1976 from Tanegashima Island, south of Kyushu.

HOT DRINKS.—Cascade Soft Drinks, a cordial factory opened 10 years ago on Norfolk Island, was burned down on May 23. The factory, which was started by Mr Jim Anderson, was taken over recently by new owners Mr and Mrs Paul Diehlsen, of Sydney, who hope to get back into production in a short time.

NEW CHURCH PROVINCE.—The Diocese of Melanesia will become the Province of Melanesia, a self-governing church of the Anglican communion on January 26, 1975. Then, the Archbishop of New Zealand will hand over to the new Archbishop of Melanesia. There will

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be four dioceses within the new province — Ysabel, Malaita, New Hebrides and Central Melanesia, which will cover Guadalcanal, San Cristobal and the Eastern Outer Islands.

ADI CAKOBAU SCHOOL TOUR.—Twenty-eight students and three senior teachers from the Adi Cakobau School in Fiji will make a concert tour of Australia in August. The school has specialised for years in entertainment, mainly Fijian dancing and songs. Their recordings have found their way all over the world. The tour will begin with nine days in Melbourne, followed by visits to country areas in Victoria and New South Wales and ending with a five-day presentation in Sydney. There will be 18 concerts, seven full-length performances and 11 shorter ones for schools.

MARTYRED MISSIONARIES.—During his visit to New Britain in May, Ratu Sir Kamisese Mara, Prime Minister of Fiji, took time off to lay a wreath on a memorial to four pioneer Fijian missionaries killed and eaten at Talili Bay, Gazelle Peninsula, in 1878.

A PUB FOR MANUS.—Manus, the only district in Papua New Guinea without an hotel of some sort, now at least has been granted a site for one, at Lorengau. Applicant was the Local Government Council. The only obstacles now are the $50,000 needed to build the hotel and a liquor licence from the Liquor Licensing Commission.

FERRY SERVICE.—The New Zealand Government has made a grant of $450,000 to Western Samoa to complete an inter-island vehicular ferry terminal. The terminal is linked with a roll-on, roll-off vehicular ferry service to be established between Upolu and Savai'i.

SUFFISHENT DETERRENT?

It was bad news recently for nine men convicted of fishing with explosives in the Solomons, an illegal practice now reaching serious proportions. As well as being fined up to $50, their three canoes with outboard engines were confiscated by the government.

But there was also good news. Govco's Finance Committee has decided to allow the men to buy back their canoes at half their estimated value. This is a once-in-a-lifetime offer—future fireworks fishing offenders will lose their canoes for good.

MORE WATER.—A new water plant, processing 30 million gals a day, to be installed by 1976 will double Port Moresby's water supply. There will be almost enough water to supply many outlying villages. The new plant will satisfy Port Moresby's demands for the next six years.

ANOTHER T.T. DISTRICT.—The US Secretary of the Department of the Interior has responded favourably to the Congress of Micronesia's resolution that Kusaie Island, at present part of Ponape District, become a separate administrative district within the Trust Territory. However it won't happen overnight—the Secretary has set January 1, 1977 for the big event and a great deal can happen in the TT and in the United States in 2½ years. Kusaie is one of the most fertile islands of Micronesia, the furthest east of the Carolines, has a population of just on 4,000 people and has a romantic history. It was once the hang-out of the 19th century buccaneer, Bully Hayes.

OFF THE AIR.—It's back to teaching in the old-fashioned way in American Samoa as Instruction Television has cancelled its daytime education programmes for the remainder of this year due to the current power shortage affecting the territory. Radio station WVUV has also been going off the air at night because neighbours don't like the noise of the auxiliary generator brought in when mains power fails. As a protest, the station has been stoned, fuel to the generator turned off, cars of personnel damaged and staff members attacked.

OPENING DECEMBER.—The major construction work is completed on Hotel Santo, Luganville, New Hebrides. It should be opening for business by the end of the year. The solid, modern looking building is on the site of the old Hotel Corsica which was burned down in 1972. It will have 22 self-contained, air conditioned rooms, each with twin beds and a studio couch. There will be a bar, a restaurant, a snack bar and, later, a swimming pool.

BLACK BAN OFF.—The battle of the smelly feet appears to be over in Rabaul, at least for the time being. The management of the Palms Theatre and Rabaul Workers' Association has come to an arrangement about the kind of footwear permitted in the theatre. Last February the theatre banned people wearing thongs because they said other patrons complained of the smell of uncovered feet. The dispute that ensued led to the closing of the theatre and a union black ban being put on cargo handling for the owners, New Britain Entertainments Pty Ltd.

Brigadier Brian M. Poananga, who has been appointed New Zealand's Consul-General in Papua New Guinea and will become NZ High Commissioner when PNG achieves independence. Brigadier Poananga, at present commander of the 1st Infantry Brigade group at Papakura, near Auckland, has represented the Armed Forces in NZ at rugby and cricket, the Army at golf and was light heavyweight boxing champion of the British Commonwealth Occupation Force in Japan after World War II. He takes up his new post in Port Moresby in August.

FOLDED.—Norfolk Newsletter, produced by the Australian Department of the Capital Territory, has ceased. The official reasons: (a) shortage of editorial staff; (b) need to prune expenditures; (c) shortage of paper. But according to its obituary notices: "If traditional, sources of reporting do not satisfy the important challenge of keeping Norfolk Island affairs before the public, the department will consider reintroducing the Newsletter". It has been in operation about four years.

Meanwhile, another Islands publication feeling the paper pinch, the Papua New Guinea Government's longstanding and popular Our News, has announced that in the next few months it will only go to press when it can get paper.

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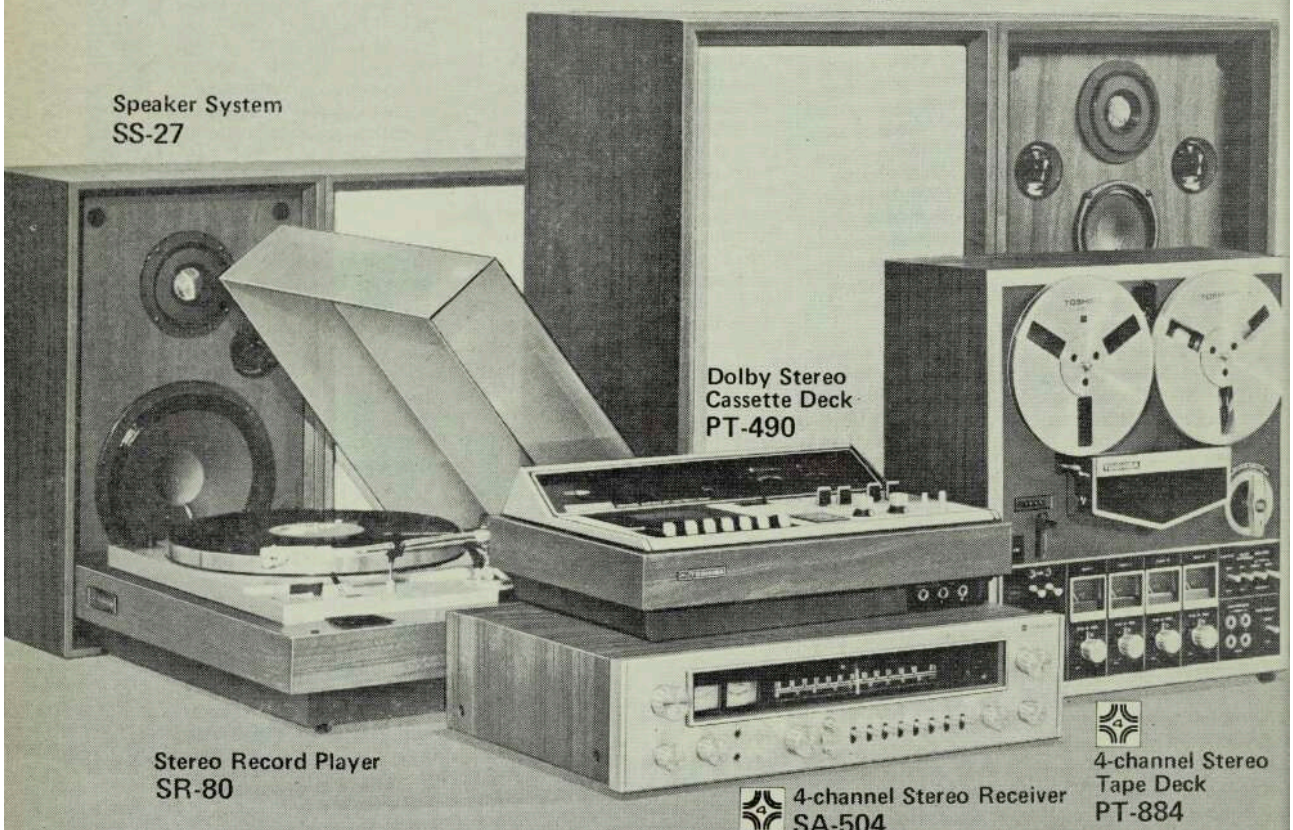

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'RACIST' CRY IN PNG CITIZENSHIP WRANGLE

From a Port Moresby correspondent

Mixed-race people of Papua New Guinea who, a decade ago, fought for the privilege of taking Australian citizenship, then already extended to Asian residents of what was then a territory, now find the whole thing blowing up in their faces. They look like being the ones to suffer under proposed citizenship laws that are part of the PNG constitution to be debated at the late June session of the House of Assembly.

They are what a much publicised row in late May, between Father John Momis, deputy chairman of the Constitutional Planning Committee, and Mr Bruce Jephcott, Minister for Natural Resources, was all about.

From 1957 the Australian Government allowed Chinese and Asian residents of PNG to apply for Australian citizenship, it being argued that at the time of independence these people would otherwise be in a difficult position. No provision was made for the persons who formed and lived in the separate mixed-race community—about 900 in Papua and 1500 in New Guinea.

In Papua the mixed race people are mostly the result of unions between Papuans and Europeans but in New Guinea this was the exception, many of the people being the result of unions between Malays and New Guineans, Chinese and New Guineans, Japanese and New Guineans or unions between the children of these groups.

Because of their birth and because they did not become part of the village structure, they usually ended up having none of the privileges of any of the recognised racial groups. They were, in status, in the same category as Papua New Guineans—Australian protected persons—but without the land-owning and other rights of indigenous people. On the other hand, they could not travel freely or live in Australia.

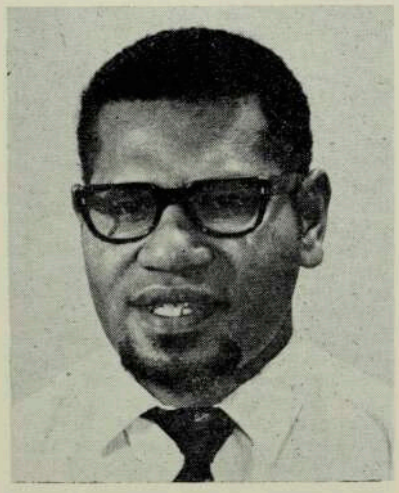
After 1964 the Australian Government allowed them to take Australian citizenship on the same terms as the Asians and many did so, generally for the sake of their children who appeared at the time to have a poor future in PNG.

Their children thus were able to migrate to Australia or seek employment there, although few of the mixed-race people themselves left PNG, unlike the more affluent Chinese who have been establishing assets in Australia for years as a hedge against the disruptions of independence in Papua New Guinea.

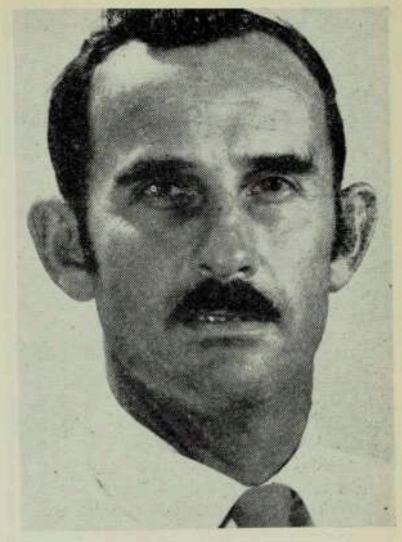
Under citizenship proposals for an independent PNG—the full extent of which will be unveiled only during the debate on the Constitution—it has been claimed by those allegedly in the know that to get automatic citizenship it will be necessary to have three indigenous grandparents; that automatic citizenship will be given to children of a Papua New Guinea father and a foreign mother but withheld from a child of a Papua New Guinean mother and a foreign father.

Chief Minister Michael Somare has himself been critical of these provisions.

Mr Bruce Jephcott, in an outburst in late May, called the proposals "racism at its worst". He said that there was a significant number of persons of mixed race holding executive positions — departmental heads, chairmen of boards, government ministers etc—who all must resign on C (for constitution) Day.



Father John Momis



Bruce Jephcott

Fr Momis, flying to the defence of what is proposed, then publicly castigated Mr Jephcott for "betraying cabinet confidentiality and deliberately misrepresenting secret plans for post-independence citizenship".

He said that it had been decided that automatic citizenship would now go to people having two indigenous grandparents—although not if he or she had already taken out Australian citizenship. In the latter case they would need to be naturalised but would be "given preference" over other foreign aspirants in terms of the number of years they would need to spend in PNG after C-day.

Father Momis' statement made only a fleeting reference to the earlier reported requirement that for foreigners or stateless persons to qualify for citizenship the years to be served after C-day would be five years for white females and mixed-race males, three years for mixed-race females and eight years for white males.

But it'll all come out in the wash in late June. The Assembly meeting is scheduled for June 24, with the second week expected to be devoted to informal discussions on the CPC report.

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COLONIAL ERA CEMETERY OF NORFOLK ISLAND

R. Nixon Dalkin

On Norfolk Island the colonial era cemetery at Kingston, offers the clearest precis of life and death in one of the harshest penal colonies ever administered by Britain, and the second British settlement in the South Pacific. Inscriptions vary from crudely carved initials to elegantly scripted narratives of events leading to death—death from disease, violence and the hangman's rope.

In this scholarly work by R. Nixon Dalkin, a former Administrator of Norfolk Island, the colonial era cemetery is closely examined. Graves are listed numerically, alphabetically or by military regiment.

The most meagre inscriptions have been expanded by illuminating often very moving historical detail. Researchers and genealogists, and everybody fascinated by Australia's early history, will find this book invaluable, as will visitors to Norfolk Island.

The fold-out plan of the cemetery will assist those who have the opportunity of themselves visiting this historic link with the colonial past.

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The Editor's Mailbag

MISSION EFFECT ON ART

Mr David Wetherell's letter (PIM, May, p 33) takes issue with the assertion made in my book review of Philip Rawson's Primitive Erotic Art, that Christian missions exert devastating effect on primitive art.

Mr Wetherell may be an expert on Papua New Guinea missions, but I doubt that he is any authority in primitive art. The fact that several missions in Papua started schools to teach the natives to carve their traditional artefacts is quite commendable. He does not, however, seem to appreciate that these objects become merely tourist trade goods when the meaning behind them is lost. The mere fact that the native had to be taught to do the things which were an integral part of their culture is in itself a vindication of my statement.

With regard to my alleged "woolly assumption that Melanesian art forms changed because missionaries meddled with them", I would point out that my remarks were not restricted to Melanesian, but encompassed primitive art from America to Africa and Iceland to Australia.

If Mr Wetherell has the time to read any of the textbooks on primitive art (including Erotic Primitive Art), he will find that almost all the authors, most of whom are museum curators, who have devoted a lifetime to field work and study of so-called primitive art and culture, are of the same opinion as myself.

The degradation of art and culture is a direct result of loss of belief.

In a section dealing with the effect of European culture on primitive peoples, one of these books (Oceanic Mythology—published by Hamlyn, p 16) contains the following, which may help Mr Wetherell to understand that not all missionaries, aside from the ones he quotes, had an affinity for primitive art or beliefs.

"In all this horror perhaps only the missionaries acted with any humanity or held out any hope, but they too wanted something, they wanted souls. In many island communities the acceptance of the powerful gods of the Newcomers was accompanied by the total and deliberate destruction of their own gods. The Rev Ellis described in Polynesian Researchers that the Tahitians burned their gods" . . . "In Hapaai, in the Tongan group, the missionary John Williams watched while the gods were hung from the rafters of the house in which they were adored".

It is a relatively few years since the Haus Tambarans were burned in the Sepik and only a matter of months since a report of mission-inspired burning of reputedly priceless artefacts there.

Several years ago in Kavieng I was "entertained" by a story of a priest who put an abrupt halt to a Mallangan ceremony by setting the carvings alight with petrol.

It was not my intention to denigrate the work of the missions in the fields of health and welfare, and I am quite aware that a number of missionaries have made a dedicated study of the art and culture in their areas.

I would however, say that the record of the Christian missions in all fields is somewhat like the curate's egg—"good in parts".

LAURIE MARSHALL.
Paddington, Sydney.

WHOSE WRECK?

I was recently cruising in Pacific waters in the Sitmar liner Fairstar. En route to Vila we passed very close to Noumea while rounding the southern tip of New Caledonia. While waiting for the pilot vessel I noticed a vessel hard and fast on the reef that encircles Noumea.

The bridge officers informed us that it was a Chinese tanker—but it looked to me as if it might have been a Japanese freighter. Would you have this recorded in your magazine at the time of its grounding and its name and nationality? Or perhaps one of your readers in the area may know its history?

Hoping you can help me. I enjoy PIM and read it regularly.

COLIN ELLWOOD.
Cammeray, Sydney.

SOUTHERN CROSS RELIC

At a recent antique auction in Wellington I obtained a small wooden paddle (7 inches long), which has the following inscription:

"Made out of a bit of the old Melanesian Mission Schooner Southern Cross 1874-1891" (on one side) and

"O tano nomkel apen (Mota for) A remembrance of Bishop Patteson + and Bishop Selwyn +" (on the other side).

Being very interested in the (ship-

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ping) history of the Pacific (I am Assistant Manager, NZ, for Royal Interocean Lines) and a regular reader of PIM, I wonder whether you would be able to provide me with any further information relating to the above. If not, perhaps you would know some reference books/institutions/persons who might be able to help?

R. H. BEZUIJEN.

PO Box 194,
Wellington, NZ.

SUCKING NAURU'S LIFE-BLOOD

It was announced recently by Australia, that the Whitlam administration has decided to cut the present government subsidy of $57 million on superphosphate bounty to the farmers. Hence, Australia decided to sell the phosphate on the world market at $40 a ton. This is double the price being paid for our phosphate by both consumers, Japan and Australia. Japan is buying our phosphate at $14 a ton, while Australia is paying only $12 a ton.

The Australian Prime Minister advised that the present subsidy of $57 million could be best utilised for other projects worthwhile to Australia, as, at present, the Australian farmers are the only people who are benefiting under this subsidy.

Since Nauru became independent, Australia has been guaranteed a fair quota of rock phosphate. It is beyond reasonable doubt, that our phosphate is of the highest quality. It is the second best in the world, after that of Ocean Island.

At present there is in fact phosphate in such countries as Morocco, Mauritius and in South America. They are low-grade phosphates yet they are being sold at $40 a ton in the world market. If we concentrate selling our phosphate on the world market we will be getting $40 a ton rather than $12 the Australian farmer is paying us.

If it is true that the Australian farmers are needing our phosphate, and by the fact alone, that the Australian farmers have become rich as a result of the phosphate, it would have been most generous of them to increase the price of our phosphate to at least $20 a ton. Now it appears that the Australian farmers are sucking the life-blood of the Nauruan people.

We have been administered by Australia for the last 70 years, and our phosphate has been in and out of Australia for that long. It is then up to the Australian people to consider and judge whether despite the

Letters

fact that our phosphate is disappearing at a fast rate, we are bound to increase the price of our phosphate, to $40 a ton as it is the present price of the phosphate in the world market. Can the Australian farmers really maintain this price stability of phosphate as does exist in Morocco and a few other countries?

As far as I see, the Republic Government of Nauru will welcome the suggestion of the Whitlam Government to have the phosphate be sold in the world market. It will not only triple the present price, but it will attract more countries to buy our phosphate in the near future.

DETONGA DEIYE.

Nauru.

FIRST CONTACTS!

In your article on the Nauruan stamps (PIM, May p 16), Captain Fearn is mentioned as the "man who first sighted Nauru". This claim smacks of the old 'weren't-we-Europeans-great' type history book. Surely Nauruans were the first to sight the island. By having imprinted on the commemorative stamps the words, "175th Anniversary of First Contact", the Nauruan Government marks 1799 as the year in which the first contact was made with the outside world.

Similar attitudes claim Tasman and Cook as the discoverers of New Zealand, but we all know that the Maoris discovered the islands long before those intrepid sailors set foot on them. I do not wish to quibble but we should remember that the Pacific has a history which goes back many years before Europeans came on the scene.

I also have some comments to add to those of Mr Wetherell in his letter on p 33 of the same issue. I have not read the NG Quarterly article to which he refers.

There have been many instances in the East Sepik District (which I know well) of missionaries of diverse creeds destroying traditional artefacts or strongly discouraging their production; and again many where enlightened missionaries, recognising the artistic and cultural significance of artefacts, have done their best to preserve them. However, mission influence is only one of the culprits.

The new, and secular concepts introduced through European contact had more of a devastating effect; not

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Letters

only on artefacts, but on whole culture patterns. The old incentives and facets of traditional culture—animism, reverence for ancestors, traditional warfare, etc—were pushed aside or demeaned by the 'new ways' —christianity, the cash economy, the court system, and formal education, to name but a few of a host of innovations.

The milk has been spilt. Had it not been European culture then it would have been an Asian one that caused the destruction. It is rather a sterile academic exercise to lay the blame at anyone's door and lament the decay of traditional culture without taking steps to revive what is good in the culture or at least to preserve the remnants. The government-sponsored scheme for cultural revival in PNG provides an instance of steps taken in the right direction.

PAUL DENNETT.

Angoram,
Papua New Guinea.

CAPT COOK'S CLUB

The three Rotuman war clubs mentioned by your correspondent, Elcombe E. Antonio (PIM, May, p 30) were originally Tongan. They were given to King Fonmanu I, of Noa'tau by Ma'afu of Niuafoou, Tonga, as tokens of peace and friendship, after he and his Tongans invaded Rotuma in the 1820s.

King Fonmanu I, died before the handing over of the kingship, and his daughter, Princess Paurino of Pavau, surrendered the kingship to Ma'afu and received the war clubs on her father's behalf. These three Tongan war clubs were later given away as gifts to European visitors by Princess Paurino.

The present *Marafu* of Noa'tau (Natanela Fakaraufono), who is the Paramount Chief of Rotuma, is a descendant of Ma'afu. The name Marafu is a corruption or variant of the Tongan Ma'afu. The present Deputy Paramount Chief of Rotuma is the *Urekmat*, who is Iliesa Inoke, a descendant of Princess Paurino of Pavau and King Fonmanu I, of Noa'tau.

There are two Rotuman versions of the story of these Tongan war clubs and the invasion of Rotuma by the Tongans. This version was given by the daughter of Princess Paurino, Mua, and it was recorded by her husband, Ralifo Fesau of Fafaisino, a Methodist Missionary (Ralifo's Diary—1880 to 1909).

In my recent investigation concerning this unpublished diary, I discovered that his grandson, Mr Elakima (Charlie) Antonio, 85, of Suva, had lost the manuscript while residing in Rewa in the 1930s.

M. K. INOKE.

Raiwaqa, Suva.

I would like to correct Elcombe E. Antonio regarding the Tongan war club and the three Rotuman war clubs he mentioned (PIM, May, p 30).

The war clubs were Tongan and they were given away as gifts not by Faefe, but by his wife, Paurino, who was the Paramount Chieftainess of Noa'tau.

The war clubs belonged to Ma'afu and his Tongans who invaded Rotuma in the early 19th century. They were presented to Paramount Chieftainess Paurino when she surrendered her leadership to the Tongans during the invasion.

Also, Faefe was not Ralifo's father; he was his father-in-law. Ralifo was one of the translators of the Deed of Cession of Rotuma into the Fijian language and not into English. The latter was translated by an Englishman.

PAVAU TRIBESMAN.

Vatukoula, Fiji.

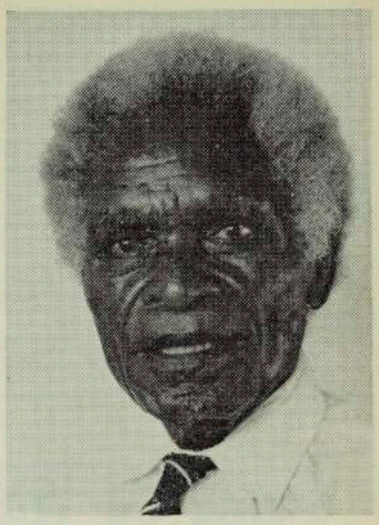
NATURAL HAZARDS

The Research School of Pacific Studies, The Australian National University, has begun compilation of records of the occurrence of natural hazards in the Pacific island area. It is hoped to record and catalogue all available records on hurricanes, tsunamis, earthquakes and eruptions in the Island region from Papua New Guinea to Easter Island and south of latitude 20°N (excluding Hawaii). The plan includes an initial listing of events over the last two centuries and the collection of information on their physical, social and economic impact.

The project is an interdisciplinary one. The research group would welcome any information on the occurrence and impact of hurricanes or other events and would be grateful if anyone having such information could write to the Head, Department of Human Geography, Research School of Pacific Studies, The Australian National University, PO Box 4, Canberra, ACT, 2600, Australia.

R. GERARD WARD,
Professor of Geography.

Australian National University,
Canberra.



Even Jacob Vouza, the famous Solomon Islands wartime scout, trod warily when Timi Kakaluae was about. Former US marines, who fought on Guadalcanal, arrived in the Solomons in April to present a memorial plaque to Vouza. The plaque, set in a 4 ft-high concrete pillar, was unveiled at Vouza's village, California, in East Guadalcanal.

SOLOMONS' MAFIA!

I have recently re-read Jim Boutilier's article on Kwaisulia—Malaita Big Man (PIM, July, p 53).

The *Ramo* on Attagege in my day —1938-1940—was Timi Kakaluae, who ran a great organisation rather on the lines of "the Godfather". Not even police stepped ashore there. Criminals were handed over, unless they were in the family. Timi himself always had fierce dogs near him. Even Vouza, who was our Police Sergeant for Malaita, trod very warily.

Timi was absolute monarch and dictator of the Eastern Lagoon in those days. I believe he became a christian before he died, but I was away from Malaita busy on other things. Perhaps Jim Boutilier could fill us in on the rest of the history. Timi could have been a son or grandson of Kwaisulia.

MARTIN CLEMENS.

Toorak,
Victoria.

JUDGMENT ON THURSTON

On reading Mr L. G. Usher's review of Deryk Scarr's I The Very Bayonet, (PIM, May, p 91), I was amused by the reviewer's obsession about defending The Fiji Times of the last century. On Dr Scarr's judgment about The Fiji Times as having a "racist editor", Mr

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Letters

Usher says: "name-calling labels are no real substitute for a detached and balanced view of the whole scene".

Mr Usher finds "great value in the massive research that has gone into the book" but "not in its judgment of either men or events!" Yet Mr Usher's judgment of Sir John Bates Thurston as having a deep "love of the Fijian people" seems much less balanced or enlightening than Dr Scarr's massively-researched judgments.

At the end of the review, Mr Usher wishes for "a more rounded human study of a truly remarkable man". It seems to me that in Mr Usher's view, a "more rounded human study" of Thurston is one that finds past editors of The Fiji Times—even dead ones of over 100 years ago—infallible of human weakness.

JONE DAKUVULA.

University of the South Pacific,
Suva.

PLANTERS DEFENDED

It sickens many of us, black or white, that certain writers base their criticism merely on hearsay. Those like Kalkot Matas-Kele (probably a newcomer?) (PIM, May, p 41) imply that planters, or "colons", are responsible as organisers of party-politics in the New Hebrides. Quite untrue.

Planters, who take their work seriously, are far too busy organising field work, transporting cargo, recruiting workers, repairing machinery, fences, tending to the sick, training workers, etc, to find time for the juvenile game of cat-and-mouse politics.

Among the many questions we could ask ourselves, the following few have priority:

- Without pioneer (foreign) planters, how would this country have developed in the first place?
- Why was it necessary to introduce outside work force, eg Tonkinese, Wallisians, Tahitians and Gilbertese—for development?
- Who decided that this group of islands was to be called New Hebrides?
- Why is it that customs and languages vary all around the group if all the people are one and the same, ie New Hebrideans?
- Who were responsible for interference with island customs?

Apart from an occasional unpleasant, hot-headed person as one can find in any type of community and race, the majority of planters have, since early days, got on very well with indigenous people. They still do.

The Sin of Envy, affecting a handful of educated islanders, has only very recently been pressured by minority newcomers who seem to revel in manufacturing mental-bullets for the unsuspecting islander to fire.

MAN-SANTO.

Santo,
New Hebrides.

GUTTER LANGUAGE

Here I go again. I do not wish to thrash the subject to death but I cannot resist replying to the overbearing bigots who become hysterical at the sight of bare bums and factual reporting. (PIM, Apr, Feb).

It seems that Mr Hall and Mr Cummings will be satisfied with nothing less than a return to so-called "Victorian morality", when even table and piano legs were modestly draped and legs were "limbs".

I am not an advocate of pornography (although the "Victorians" were); however, I am over 21 and

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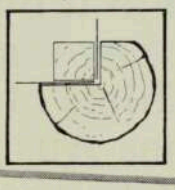

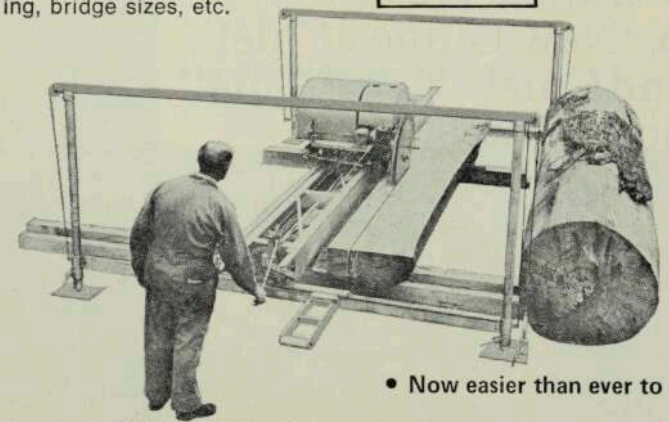

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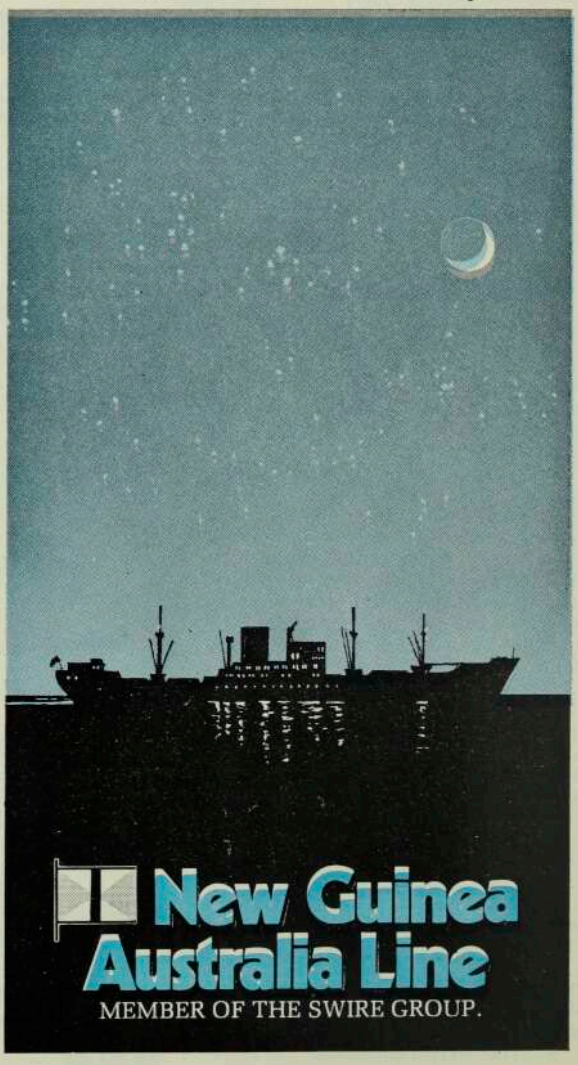

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Letters

feel that I can make my own moral judgments on the media without heaping vitriolic abuse and advice on the heads of various unfortunate editors.

Until I read Mr Hall's letter, I was unaware that the lass in J. McDonald's ad was bare bummed—oh pardon me, I mean bottomed, er posteriored? . . . hmmm, backed?

FIONA KIRK.
Edge Hill,
Cairns, Queensland.

NO BSIP FOOT-AND-MOUTH

We read in the May issue of PIM, p 64, under "Fishing Ranchers", that the BSIP is designated as a "Foot-and-Mouth" disease area.

We would be interested to know from what authority and on what evidence this information was obtained.

Australian veterinary consultants have regularly been visiting BSIP and performing animal disease studies and surveys since 1960. From 1967, two veterinary officers have between them performed more than four years of animal disease surveying under the Australian South Pacific Aid Programme, and since 1969, the protectorate has had a resident Government Veterinary Officer.

At no time has any evidence been discovered that foot-and-mouth disease is present in the protectorate.

We therefore most definitely regard the BSIP as foot-and-mouth free and would be pleased if you could print a retraction in the next issue of PIM.

D. J. FISK.
Senior Information Officer,
For Director of Information, Broadcasting Museum and Library Services,
Honiara, BSIP.

SAILING BACKWARDS

Reference Herb Kane's Polynesian expedition ("Hawaiians will sail back into history", PIM, May, p 21), Nga Toki Matawharoa is a Maori war canoe built for the Centennial celebrations at Waitangi, New Zealand. Hewn out of solid logs, scarfed together to give a length of 117 ft; traditional Maori carvings from stern to stern; not a sign of a screw or nail or a glued joint. What will Herb Kane's Dillingham-built canoe look like? Plywood! Built-in buoyancy compartments, polyurethane-painted? I suppose the crew will be taking a plastic drogue? Might prevent them from drifting backwards into obscurity. DAVID RICHARDSON.
Cairns, Queensland.

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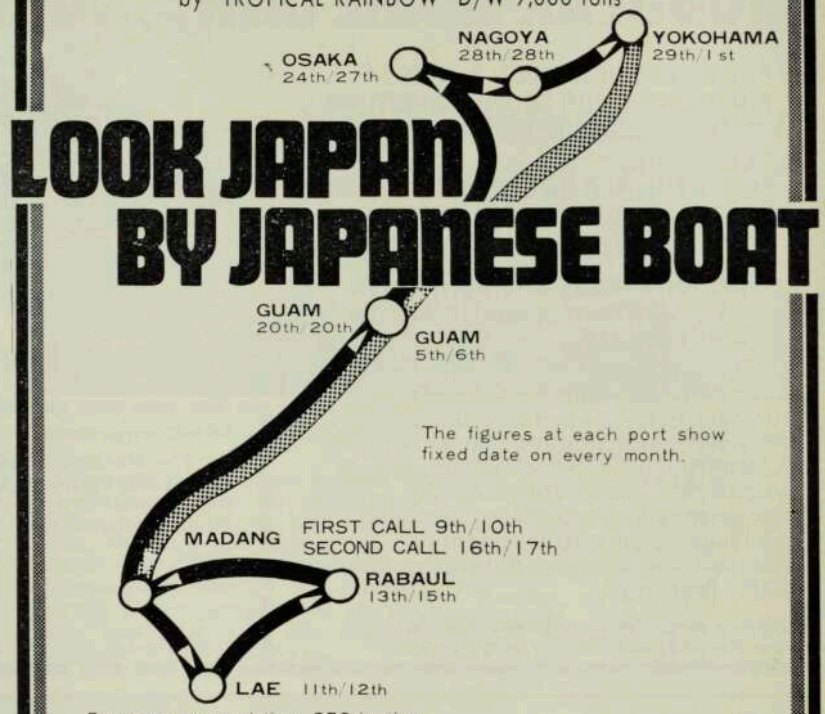

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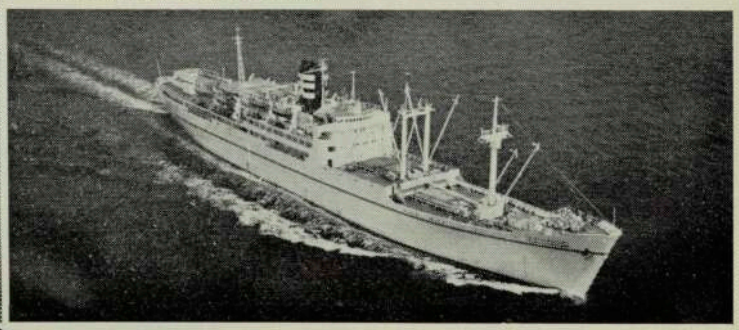

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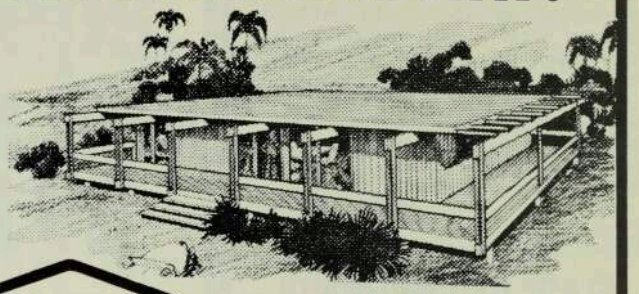

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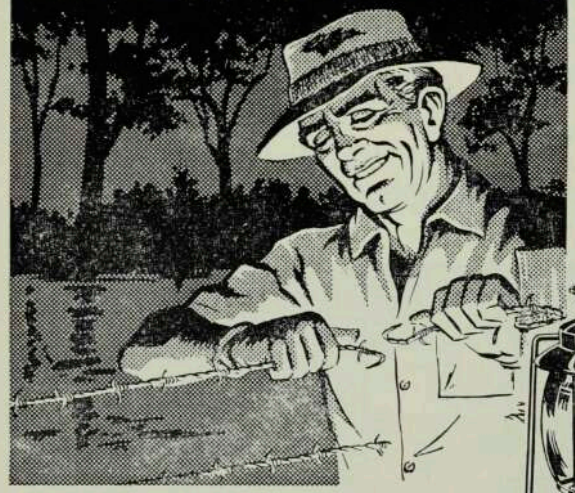

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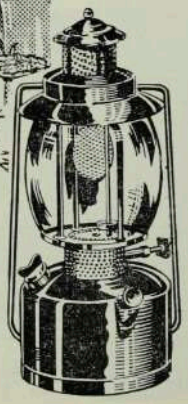

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Having their tourism cake and eating it too

From FELISE VA'A in Apia

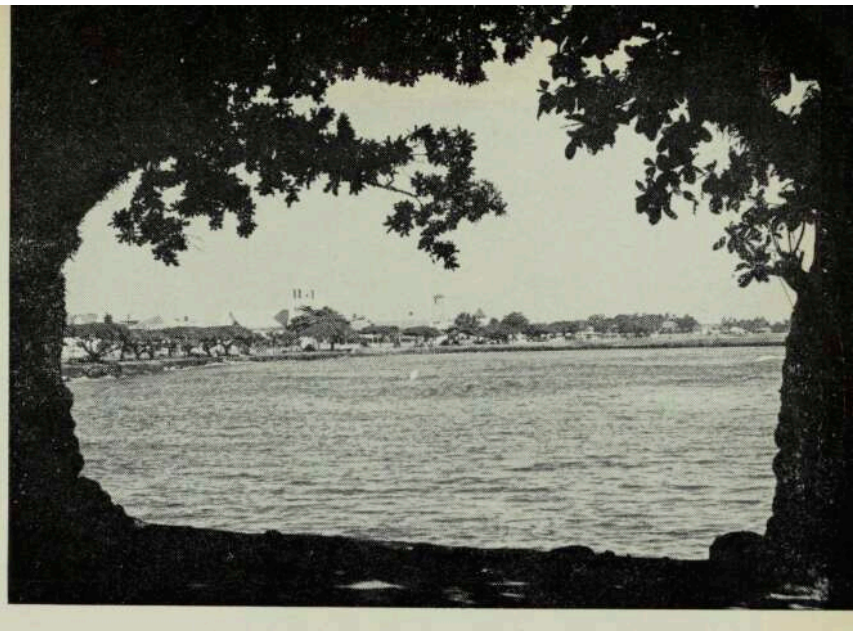
Is tourism a blessing in disguise or is it a curse? Western Samoans at all levels are still trying to find the answer to this question.

Before independence in 1962, Western Samoans were generally shy of visitors and there was a tendency towards isolation. However, Western Samoa's increased trade and cultural ties with foreign countries and membership in United Nations agencies and regional organisations have ensured that isolationism would not work.

The success of "internationalism" in Western Samoa was further given impetus through the work of foreign experts, particularly United Nations experts, working in the country.

Tourism has been attacked, mainly by some conservatives, because of the fear that it might result in the corrosion of the traditional Samoan way of life.

One critic has equated tourism in Western Samoa with the exploitation of the poor—the rich will become richer, the poor will become poorer, he said. He accused the government of spending money on projects patently advantageous to the tourists while boat passengers still boarded and disembarked in the rain.



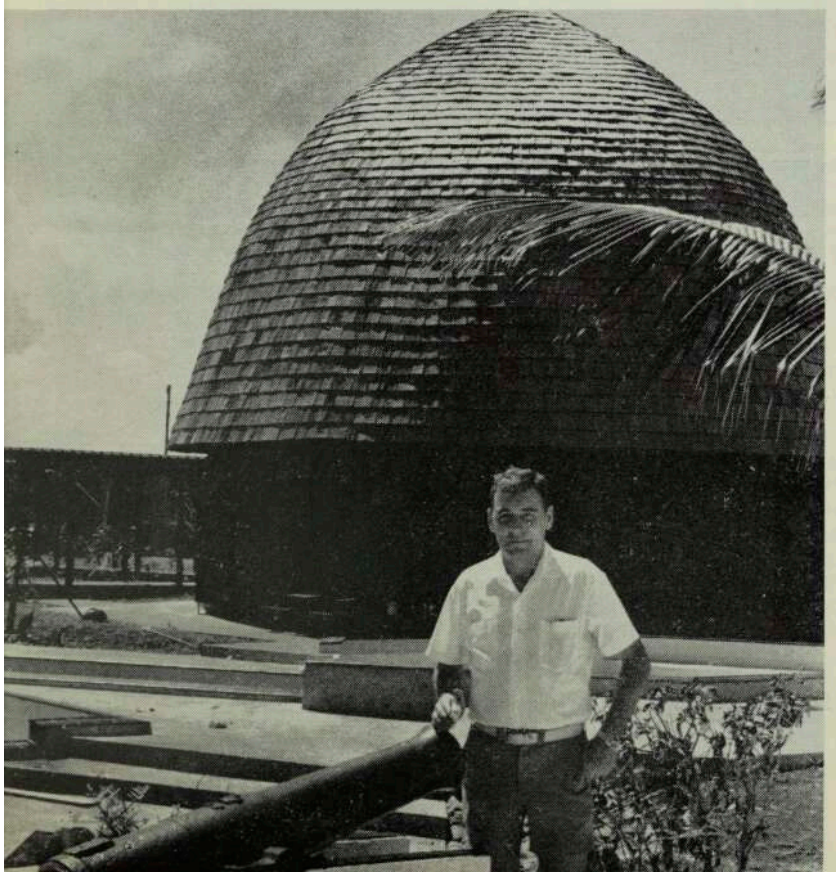
Apia, from across the harbour—where the rich get richer and the poor get poorer thanks to tourism?—Photo: A. G. Shearer.

The critics of tourism have good grounds for their fear but in the final analysis, this fear seems exaggerated.

Tourism is unlikely to be supplanted as a major industry for obvious reasons. The process of modernisation in Western Samoa is a fact—this applies to tourism too. In recent years tourism has been the country's second biggest money earner and it is not likely that the government will want to foresake such an important source of finance. The monetary advantages to Samoans through employment, skills and higher income are immense. And tourism's supporters, hotel, taxi and restaurant owners are just as vocal as their opponents.

Despite the critics, tourism is here to stay in Western Samoa but to be fair to the critics it will probably end up by being more and better controlled than previously.

Speaking to the Western Samoa Travel and Holiday Association recently, Minister of Finance, Sam Saili emphasised that the government considered tourism an important industry to be developed. Government's interest in tourism could be shown by the various financial and other incentives provided for hotels



The old Casino Hotel in Apia was demolished to make room for the new Tusitala Hotel, but some of its features remain—like the picturesque view of Apia's waterfront, and this ancient cannon from a German sailing ship. Mr Joe Gaffney, manager of the Tusitala, has set the cannon, and an equally ancient anchor, in the landscaped swimming pool plaza.

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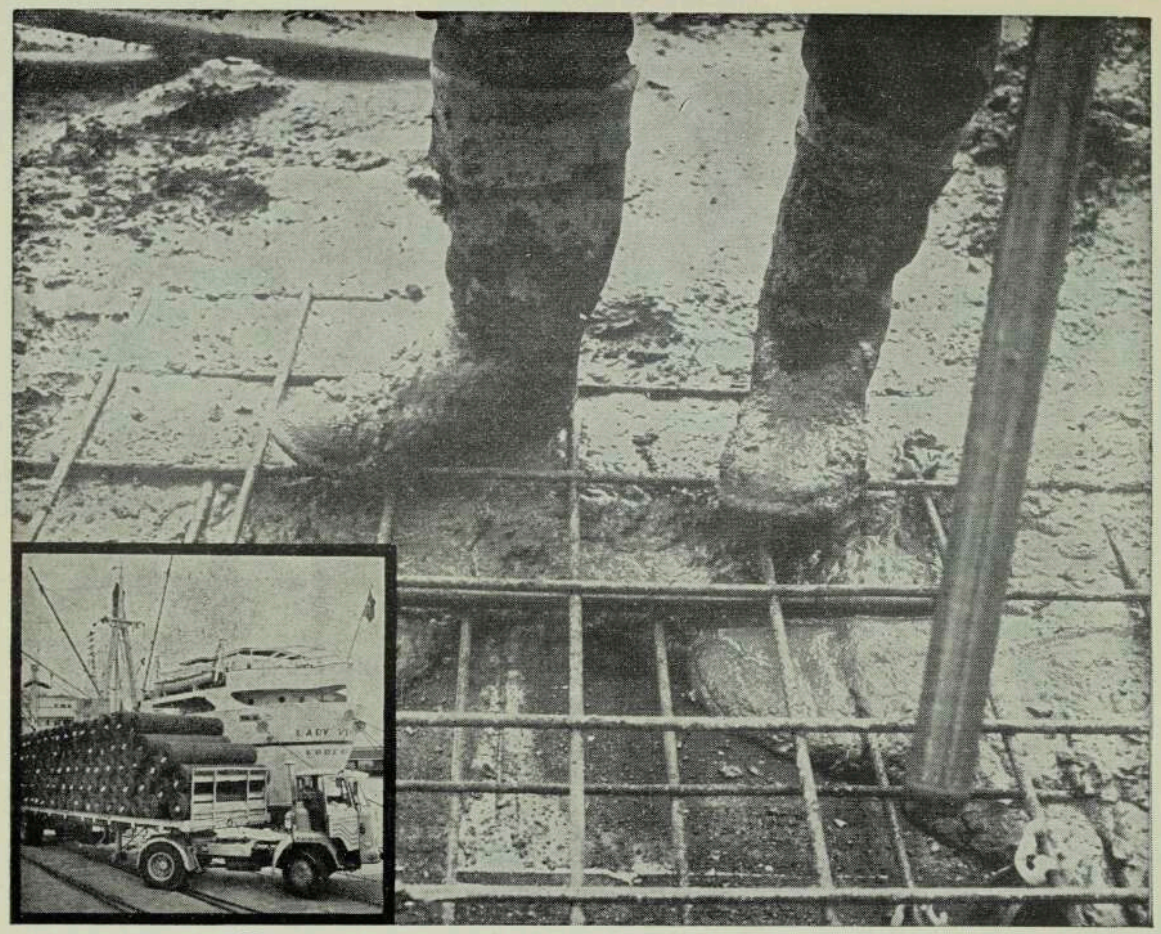

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and tourist service establishments, government's purchase of shares in Polynesian Airlines and the Tusitala Hotel, and efforts to improve roads and water supply, he said.

Other government plans for promoting tourism were the extension of the tourist visa from three to seven days, and the upgrading to international standards of Faleolo Airport.

At the end of his speech (read by the Director of Economic Development, Mr Hans Kruse) the minister dropped a bombshell. Beginning January next year, the government planned to introduce a 10 per cent surtax on all tourists visiting Western Samoa (See Business section, this issue).

The announcement was unexpected, especially as it was the same minister who had abolished the 10 per cent bed tax (imposed by the previous Tamasese Government) last year. The minister's action at that time brought a lot of criticism from the Opposition.

Opposition Leader, Tupuola Efi, accused Saili of inconsistency because Saili had introduced stringent economic measures under the pretext that the government had no money, while at the same time abolishing a useful source of revenue.

The tourist people, however, have a chance to fight the measure as it is still to be brought up in parliament.

Indirectly, perhaps, the tax is one way of controlling the inflow of tourists to Western Samoa, and as such favours tourism's opponents. Many people in the tourist industry say the surtax will discourage tourists from visiting Western Samoa and they point out that the bed tax produced an unfavourable reaction.

As for Western Samoa, tourism development, however, is going ahead full swing. Visitors had to be turned away in 1971 and 1972 because of lack of accommodation.

In 1972 only 20 double rooms were added as a result of expansion at the Hideaway Hotel. With this addition, according to a government report, Western Samoa's total hotel capacity reached 175 rooms, consisting of 30 singles and 145 doubles, equal to 320 beds.

At the same time, 25 new double rooms at Aggie Grey's and 35 double rooms at the Tiafau Hotel were nearing completion towards the end of 1972, and, more recently, the Tusitala Hotel (which has replaced the former Casino Hotel) opened with 45 rooms ready, and another 45 rooms to be completed this June.

The Royal Samoan Hotel (American owned) will ultimately have 450 double rooms. Preliminary work (reclamation) has already started on this ultra-luxury hotel, the first stage of which is expected to be completed by 1975.

The same report said the tourist industry was the second largest foreign exchange earner after agriculture in 1972 when it earned $1,876,100 compared with $1,550,400 the previous year.

The report ended with this observation: "Tourism is expected to be one of the primary growth poles in the struggle for the development of Western Samoa. Because of its economic importance and its unavoidable impact on local culture, concrete policies regarding the control of hotel development, hotel ownership and location, standards of hotel classification and inspection will soon be announced in a tourist master plan."

HON LEAF HOUSE

A fully-furnished and equipped leaf house will be the focal point of a Solomons pavilion at the exhibition of ocean culture to be staged next year at EXPO in Okinawa. The Japanese Government will ship building materials from the Solomons plus 10 experts from the Lau Lagoon, North Malaita, to erect it.

It's also hoped to display a Western Solomons war canoe, probably the one used during the Queen's visit in February. The government is taking no chances with its valuable artefacts. Export licences will have to be obtained and guarantees given that they will be looked after while out of the country.

AFTER THE FALLOUT — THE HANDOUT

A special committee of the Congress of Micronesia has urged that the United States be called on to pay various types of compensation to people who suffered from radiation or had their lives disrupted by the hydrogen bomb explosion over Bikini Atoll on March 1, 1954. The committee recommended that should the US not follow the guidelines for compensation legal action should be taken.

The committee report, tabled at a recent session of the Congress, said the US Government was negligent over the explosion. The people of Rongelap and Utirik were exposed to radio-active fall-out, which was the "proximate or sole cause of injuries" to them and their properties. Additional nuclear tests after they were returned to their islands exposed them to more radiation, which might have aggravated their condition.

The committee's report recommended that $50,000 be paid each to the "real mother and father" of Lekoj Anjain, who died from leukemia, directly caused by exposure to radiation. They should be allowed to use the money as they wished.

Those who had thyroid operations because of radiation-induced disease should receive $25,000 each. The people of Utirik, who were displaced from their island for three months, should receive $1,000 each as an "inconvenience payment" to supplement $116 offered by the Atomic Energy Commission.

For all other damages and injuries, to people or property, past and future, funds of indeterminate life of $25,000 a year should be set up for Rongelap and Utirik. This money would be used to fund community projects decided on by the municipal councils of the islands. The fund should be replenished each year so that $25,000 would always be available at the start of the next fiscal year.

The committee felt such funds would help to compensate people for their personal physical and property losses which they actually suffered, and also for damage which could not be specifically determined. They would also help to promote self-sufficiency. The money would also encourage people from both atolls, who had emigrated to district centres to look for work, to return home.

The committee recommended that legislation endorsing the compensation should be open-ended so that payments could be made to those who developed illness from radiation in future.

The US Government should sponsor an independent internationally-staffed radio-ecological survey of both atolls and give its findings to the people of the atolls. That action should be taken because of the persistent concern by both exposed and unexposed persons of both atolls about all local food.

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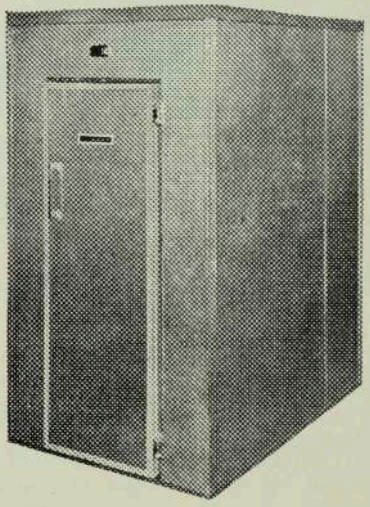

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SAIPAN'S DEPRESSING PROBLEM

From a Saipan correspondent

The housing situation on Saipan does not present a pretty picture, particularly for people on lower incomes. The Marianas District Planning Office in 1973 made a survey on housing conditions on the island. Some details of the survey were released recently.

This showed that about one-third of the houses were considered to be "structurally inadequate", and would not withstand the next serious typhoon. Of 2,388 housing units counted in the survey, 925 were said to be deteriorated wood frame buildings in poor condition. Considered in good condition were 713 concrete structures and 750 wood frame houses.

There had been a phenomenal increase in housing construction since Typhoon Jean practically either destroyed or severely damaged the 1,249 houses on the island in 1968. But the housing situation for the majority of Saipanese had not greatly improved since the World War II invasion when 15,000 to 20,000 permanent residential units were totally destroyed.

After Typhoon Jean, as an emergency housing measure, about 450 units of plywood were built by the US office of Emergency Preparedness. They were intended to last the two or three years it would take to rebuild permanent housing. Like many temporary structures put up in many parts of the world, 400 of them are still occupied.

The report points to a depressing aspect—because there is insufficient money and a current trend to escape the 20-person, three-family households which are common today, most of the present dilapidated homes will not be replaced, proper sanitary facilities will not be built, and a large quantity of poorly built homes will go up.

"Add to this the poorly planned residential sub-divisions, unpaved dusty roads, inadequate to non-existent recreation facilities or neighbourhood open space and you have the grim picture that is housing for the vast majority of Saipanese," the report said.

The report suggested that housing might become the most serious problem of the 80s for Saipan. The basic cost of a three-bedroom concrete house had risen from $9,000 to $16,000. That put such permanent housing even further out of the reach of lower income families.

About 700 new concrete homes had been built in recent years, but most were occupied by higher income Saipanese or expatriates. Many of them rented the houses.

"Rentable housing will become a good business and the rental rates will be high," the report said. "In the end most of the higher income aliens and Saipanese will be living in adequate homes, while the majority of the island's residents will continue to inhabit rundown houses in near-slum neighbourhoods."

The report said that for a projected population of 18,000 in 1980 another 4,200 residential units would be needed. That meant that 1,800 new units would have to be built, and 900 of the present units would have to be replaced.

There should be a study of new techniques of mass production, prefabrication or modular construction and a definite policy on low-cost housing, and "greater consideration of those who are not financially able to build better housing". Homes should be designed to reflect the Saipanese way of life.

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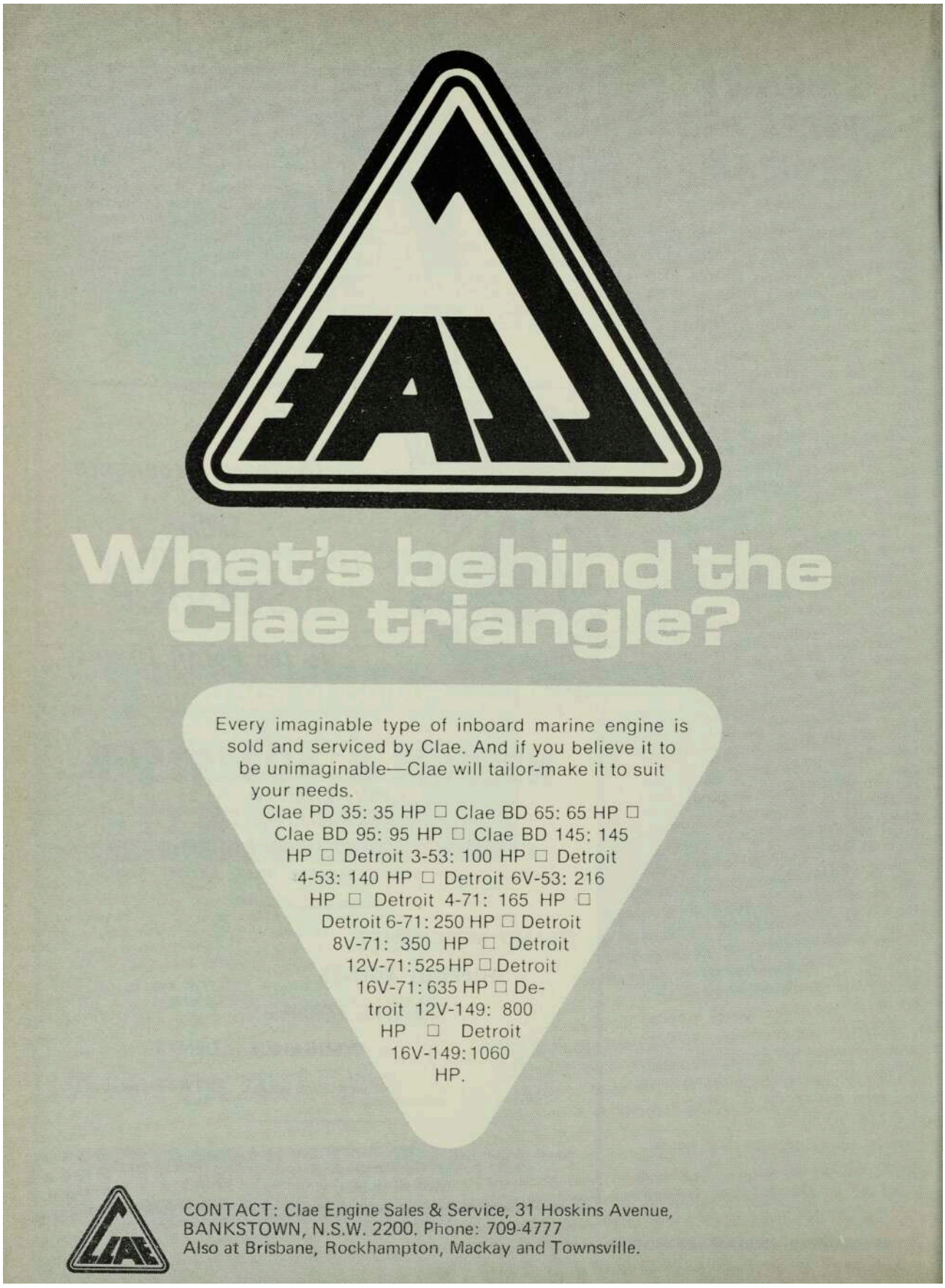

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'UNUSUAL' DISEASE RATE

A Brookhaven National Laboratory medical team, from Long Island, New York, had some unusual experiences during the recent annual medical survey of Rongelap and Utirik in the Marshall Islands. On Rongelap, the people refused to be examined unless Dr Robert Conard, leader of the team, agreed to give them food.

They also refused to eat cooked coconut crabs until they saw everyone in the team eating them. They had asked Dr Conard if the crabs, from the southernmost island of Rongelap atoll were safe for human consumption. Dr Conard assured them they were, but the people refused to eat them till they had been tested. Dr Conard warned them, however, not to eat crabs from the northernmost island till they had been tested.

The "blackmail" over food occurred during a village meeting. The people told Dr Conard that gathering food was a task which was interrupted by the medical examinations. If they were to be examined, the team would have to provide them with food for the whole day.

The meeting was adjourned immediately to unload food, which was divided equally among the people by the chief magistrates. It consisted of rice, flour, sugar and some meat, plus some gift food from friends and relatives from Ebeye.

It transpired during the visit that the people of Rongelap and Utirik had been short of food for months because the field trip ships had not brought any since December.

The medical examinations revealed that four people of Rongelap had thyroid problems. Two were exposed to radiation fallout; two were not. There was a thyroid patient—from Ebeye, who had not been exposed to radiation fallout. All patients were flown to Majuro for treatment.

The team also conducted special examinations for diabetes, to help the Marshalls District Health Services to collect information about the number of diabetics in the district. These examinations showed that at least 20 per cent of those examined were suffering from diabetes.

That was described as unusual by one of the BNL doctors. He said it was a higher percentage than generally found in the US. Another doctor said the BNL was doing studies of diabetes in the area to attract top men in the field to go there.

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From the Islands Press

From the Micronesian Independent:
One of the things the Americans have given us is a federal programme that is supposed to give aid to the aging. We never had a problem taking care of our old ones. With their wisdom we always figured they were taking care of us.

From a letter by Titus Adit in The Fiji Times:
An immediate law should be enforced in Fiji against Australian females who visit our civilised country with only bikinis on. This is very prevalent in Fiji when ships call. Needless to say, this could do more damage to goodwill between Australia and Fiji.

From an article on "'The United Nations in New Hebrides" by Gerard Leymang in the New Hebrides Nakamal:
. . . what does one government mean if UN experts introduce a referendum in the New Hebrides. After this vote will France be left alone with its political empire—New Caledonia, Wallis, French Polynesia—or will it be England with its political empire—Fiji, Solomons, New Guinea, Australia and New Zealand . . .

From a letter by Neil H. McIntyre in the Norfolk Islander:
. . . As successive responsible ministers, Mr Enderby and now Mr Bryant show an increasing urge for Remote Control (of Norfolk Island). How either of them can possibly imagine that he knows what is right for Norfolk Island is beyond understanding. The propaganda of public relations officers cannot disguise the fact that in Canberra dwells no Wizard of Oz with supernatural virtues. Rather, we find Norfolk Island accorded slave-state status, bound by the will of Canberra masters . . .

From the Tonga Chronicle, alleging discrimination in cutting electricity supplies:
Nukualofa consumers have no idea what it's like to sit down to a meal and the light goes out for three or four hours. Or in the middle of a church service or activity, the light suddenly goes out leaving the church in darkness. With the shortage of kerosene the regular power cuts are felt more by the country consumers than the town consumers.

From a letter by J. R. Khatri, in The Fiji Times:
Fiji as a whole has benefited from the tourist industry and Nadi has benefited in particular. Has Nadi, in turn, given something to the tourist? My answer is "No"! There is an urgent need for a public convenience in the heart of the town and it is the duty of the Nadi Town Council to provide.

From the New Hebrides News:
Malekula.—Ma Ling tinned pork is not "tinned Chinaman!" Rumours at S.W. Bay and Milip should be ignored. Tinned pork is good wholesome meat.

From Perry Langston's Nature Diary in the GEIC Atoll Pioneer:
Dragon flies which appear in large numbers prior to heavy rain were numerous prior to this rainfall and the children were waving little wands with dragon fly lures on the end and singing this little ditty:
"Kanebu Kanebu, e maung ikanne e boiarara ikai"
(Dragon fly, dragon fly, it stinks there, but is fragrant here).
The dragon fly then settles on the lure.

From a report on the Goroka Show in the Papua New Guinea Post-Courier:
Other show stoppers at the weekend included: The sight of a naked tribesman jumping from a wheel-barrow race to retrieve his laplap caught up in the wheel: Tribesmen from remote areas obeying every word of the mini-skirted Teachers' College girls, who ran the archery test—male officials were pleasantly amazed; an enterprising Papua New Guinean cattleman whose black bull ran uncontrollably and had to be shot, who then entered the freshly-slain meat in the carcase contest.

A report in the BSI News Sheet:
A 12-year-old boy has killed a large pig with his bare hands during a hunt in the Duidui bush. Four men and the boy, Elizah Lade, from the Duidui area, had gone hunting with two dogs. When they got to the bush one of the dogs barked at a pig. The hunters separated and the young boy found the pig first. Elizah had already killed the first pig when the four men found him.

From a Samoa Times editorial complaining of its castigation by a "top public servant" for "premature revelation of the intended salary rise for public servants".
. . . Finally, we were told if we don't like cabinet policy about releasing information to the public, then we should go to Fiji or some other place and publish our newspaper there. That for us was a shocker. What it really amounted to is that we, Samoan citizens, born of Samoan blood and raised here, have no right to disagree with the cabinet. If we don't like what the cabinet does, then we should pack and leave the country. In other words, there is no freedom in this country. We are mere puppets, and we must do what the political party in power wants, or else . . .

Extract from Patrick Gehapine's My View (on the Westernisation of Papua New Guinea) in the Highland News:
. . . Cheap labour was obtained, provided for by Papua New Guineans. Once again we can say this was 'exploitation' of manpower. I think it right in saying this, but who did all the work in the past? It was the women, the men either chewed betelnuts or gossiped about their fighting days. Once again change has brought some freedom to the women whilst the the men work instead of fighting and talking . . .

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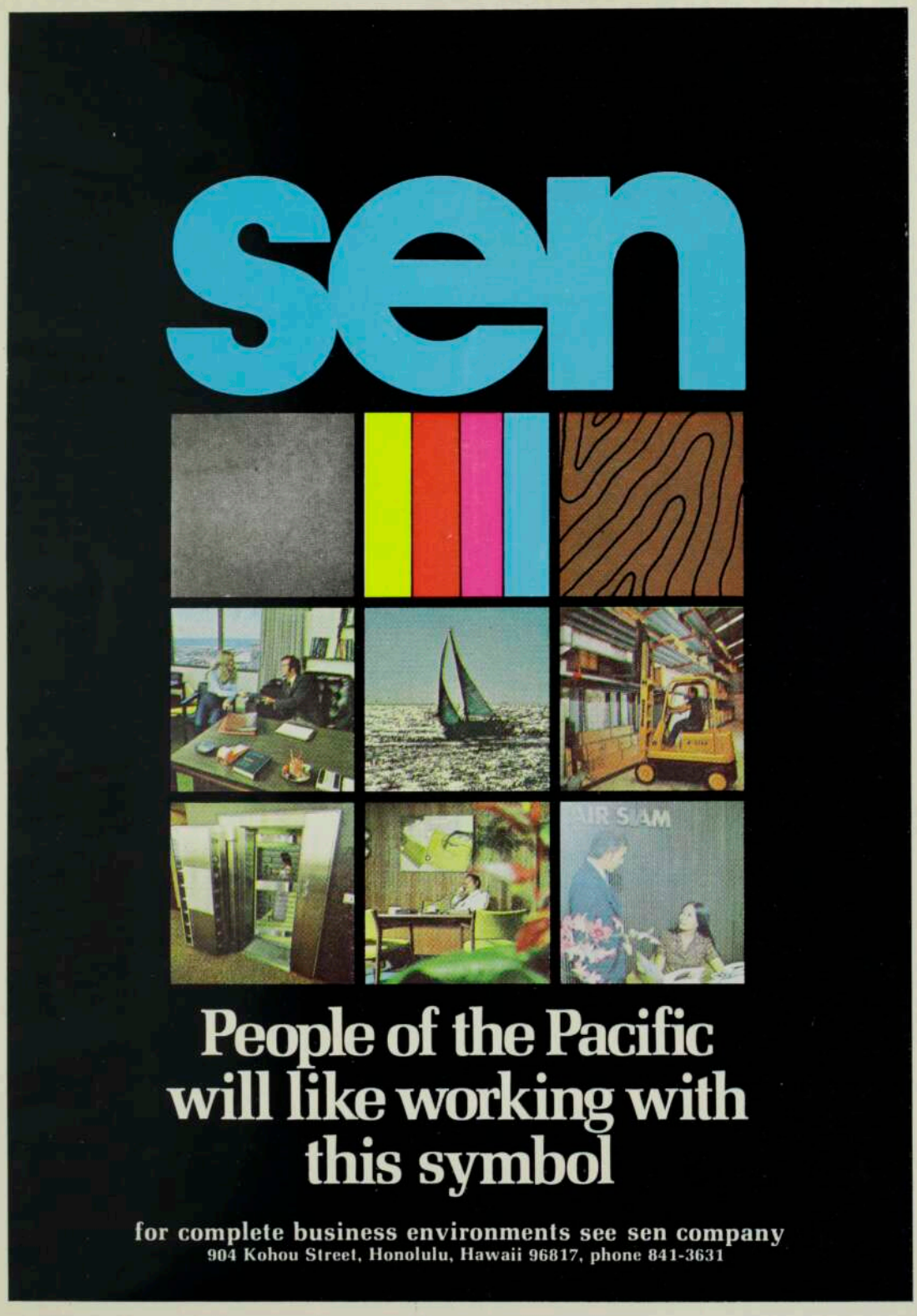
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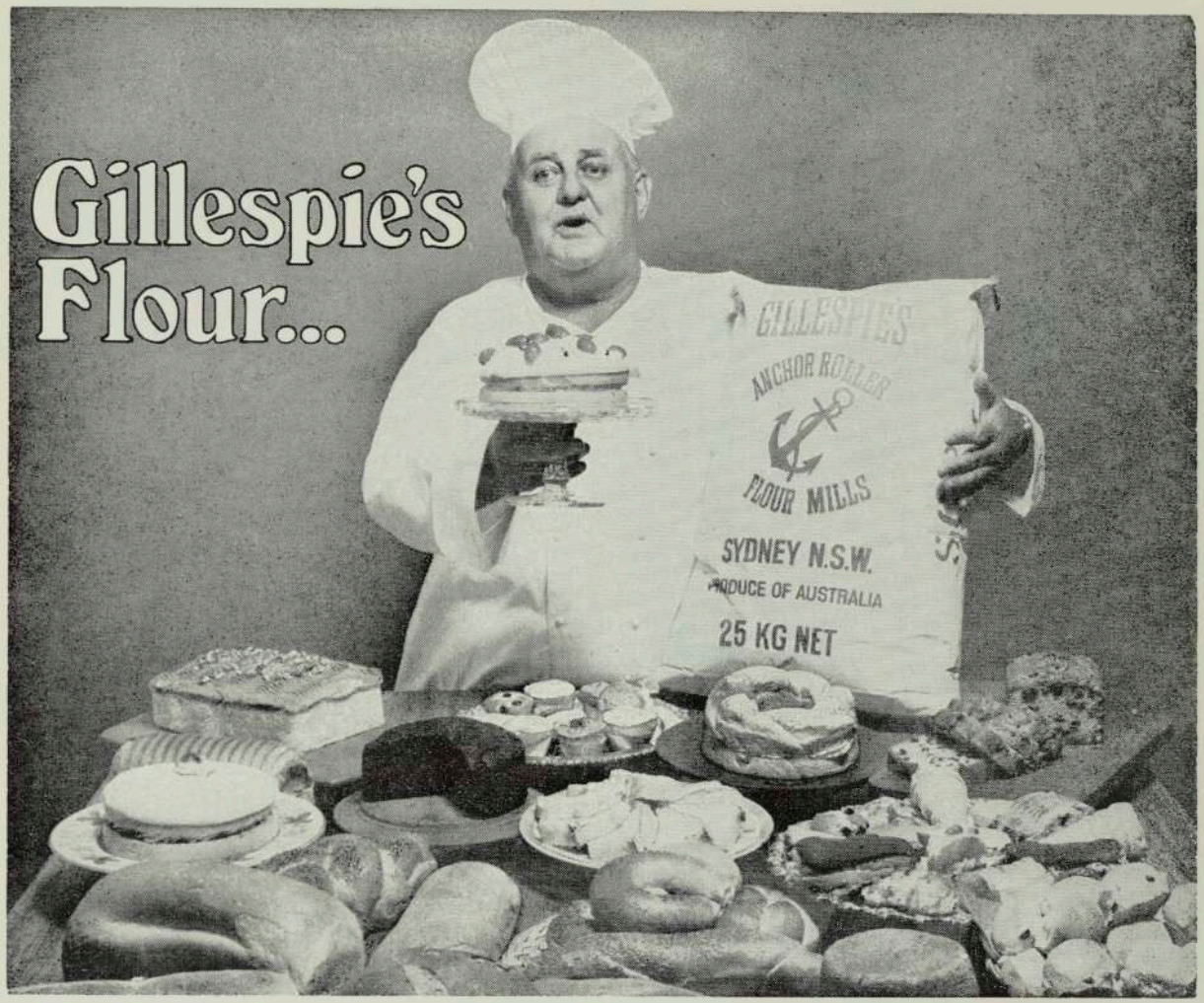

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Magazine Section

THE WARRIOR LILIBOI AND THE GREAT FEUD OF CHOISEUL

By JIM BOUTILIER

When Sir Hubert Murray, the Lieutenant-Governor of Papua, visited the Solomon Islands in 1916 he observed that the protectorate was "the queerest place imaginable . . . (where) no attempt (was) made to preserve order or punish crime". One of the islands to which Sir Hubert referred was Choiseul, where sporadic fighting had been taking place for 15 years between the inhabitants of Seqa and Vurulata, two districts which spanned the centre of the island in the shadow of Mount Matabe.

The feud had its origins in a customary act of retaliation but soon increased in scope and violence until it accounted for 140 deaths by the time it ran its course in 1921. In its later phases the feud centred around two fighting men, Liliboi and Lakiti. Their pursuit of revenge and concern for prestige is a classic example of conflict in Melanesia, and its resolution marked the passing of the old order on Choiseul.

Fighting began in 1901 when a sorcerer of the Kuboro clan, in the Seqa district, Gnu by name, killed Kumbala of the Selavaqa clan in the Vurulata district. The latter's kinsmen felt obliged to retaliate and normally would not have anticipated counter vengeance as it was deemed permissible to murder a demonstrated sorcerer. However, the Choiseulese concept of revenge is not limited to "an eye for an eye" but argues in favour of visiting more grievous injury on the perpetrator than that which had been suffered by the victim. Thus, when Kumbala's relative, Semoto, retaliated, he killed not only Gnu but two of the children in his village; thereby setting in train a long and sanguinary process of attack and counter-attack.

Many of the killings were the work of professional assassins, some of whom, like Aranai, were not above selling their services to both sides. In 1910, Ngavala, of the Vurulata district, hired two killers, Nodoro and Dalaele of Boe in Babatana, to do away with a number of Aranai's kin. They, in turn, retaliated, killing the two daughters of one of Liliboi's clansmen. Liliboi counted his *kesa*, which, in the Choiseulese context, is a way of saying that he assessed his resources in terms of *kesa*, or shell arm rings, and obligations due to him by his Vurulata kinsfolk, and decided to employ the murderer, Buki, against the Seqa people.

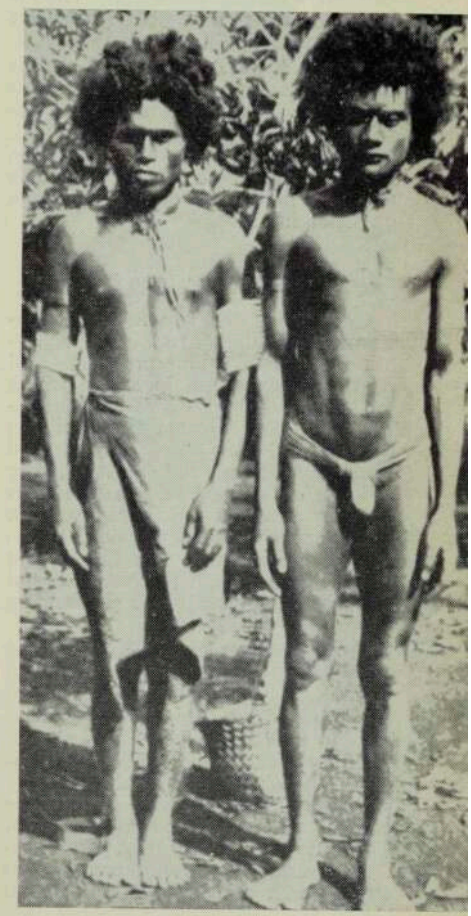
It was at this stage that the feud began to take on the appearance of regular warfare, embracing the districts of Varese, Rereo, and Seqa on the north coast and Babatana and Vurulata on the south coast. Villages were fortified, lone assassins gave way to marauding bands of up to 100 warriors, and casualties began to mount dramatically.

Deaths galore!

Buki's activities led to a full-scale counter-attack on the Vurulata village of Raqe. Liliboi retaliated against the Seqa settlement of Konjo on the east coast, taking more than 30 lives. The Konjo people, in turn, launched two raids into Vurulata territory, the second of which witnessed a large number of warriors descending on the village of Pakisake where they slew 40 and took a number of women prisoners.

Eleven months later, in September, 1918, Stanley Knibbs, the Government Surveyor, visited Choiseul. He stayed with Mr Davies, the manager of the Solomon Islands Development Company's plantation at Luti. Knibbs was anxious to explain to Liliboi the government's interest in establishing peace throughout the island and so he sent word for the big man to come down to the coast. Liliboi arrived a short while later with 20 retainers from Torombangara, his village 10 miles in the bush.

The islanders, Knibbs observed condescendingly, were "incapable of quick thought" and he found it necessary to allay their suspicions by giving them a "feast" of tinned meat, rice, dry biscuits and sweet tea. They were unused to such fare and pronounced it "luscious beyond imagination". After they had eaten, Knibbs lectured them on the functions of the administration and the need for good order, but Liliboi was unmoved and maintained that there could be



Liliboi, on the left . . . an upright and courageous man. The picture is from Knibbs' book, The Savage Solomons.

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Refuses peace

no peace until the raid on Pakisake had been avenged by an attack on Ngingipela, the stronghold of the big man, Lakiti.

Having failed in this first essay, Knibbs arranged to visit Torombangara the following week. He set out with Davies and a guide and they worked their way up the Vurulata River until they were greeted by an escort from Liliboi's village. The track lay up the mountainside and eventually, at an altitude of 1500 ft, they came upon the stockaded settlement, which stood in a large clearing at the crest of a ridge.

The big man received them cordially but refused to contemplate a peace settlement; bringing forth in his defence two knotted strings which showed the number of deaths on each side and indicated that he would need to inflict 30 or 40 deaths on Lakiti's people in order to even the score. He did, however, agree to let his brother, Singana, and another villager, Lulukia, accompany Knibbs back to Tulagi to meet the Resident Commissioner, Charles Workman.

It was Knibbs' hope that a visit to the colonial capital would convince the two islanders of the administration's authority and goodwill, especially at a time when there was open contempt for the government's ability to affect the course of events on Choiseul.

'A superior native'

Once there, the two men were introduced to the "marvels of civilisation", plied with presents, and shown a Lewis gun in action which left them filled with awe and amazement. Knibbs reported to Workman that Liliboi was "an upright and courageous man, and . . .altogether a superior native". He assured his superior that if the administration could apprehend Lakiti and a number of fighting men, like Ongeli and Buki, peace could be restored and Liliboi safely vested with government authority.

Workman returned Singana and Lulukia to Choiseul aboard the Belama and took the opportunity to speak with Liliboi himself. He found the big man quite "the finest native" he had met in the Solomons and came away convinced that the "only prospect of pacification lay in the capture of Lakiti and his fellows". The Western Pacific High Commissioner, however, was not prepared to authorise a punitive expedition to

A Choiseul beach with islanders preparing one of their distinctive canoes for a VIP passenger, Sir David Trench (Western Pacific High Commissioner 1960-63), who took the photograph while on a tour of the islands.

Choiseul, despite "the necessity of suppressing inter-tribal fighting and of establishing government prestige", and was only willing to establish a police post on the island. Long before that could be done Liliboi's fate was sealed.

In July, 1919, the District Officer for Gizo relayed a warning from the High Commissioner to Liliboi to cease hostilities. The latter stood firm. Unless his rivals, a number of whom enjoyed the protection of the Methodist Mission, were surrendered he was not about to compromise. Instead he laid his plans to mount a final assault on Ngingipela, 15 miles away. It was his duty to "change him along Lakiti".

Liliboi shot

At dawn, one morning late in the month, Liliboi and his followers surrounded Lakiti's village. Accounts of the attack vary. One suggests that several young boys, all unsuspecting, unbarred the narrow gates of the twin palisades in order to throw out some rubbish. Liliboi, seizing the opportunity, darted from the undergrowth and rushed through the opening with his warriors. Another relates how the "raging, screaming mob surged up to the stockade" and tried to scale the 15 ft walls. Whatever the case, Liliboi was shot at point-blank range and fell with a shattered thigh. A number of his men were killed but the remainder managed to rally sufficiently to drag Liliboi into the bush where they concealed him in haste. "In hot pursuit came the defenders, whooping and yelling as they plunged down the slopes of the hill and into the steaming jungle". Two women among them found the wounded man and smashed in his skull with an axe.

About six weeks later, the Rev John F. Goldie of the Methodist Mission visited the spot. He was accompanied by a retired British Army officer, Major Clifford Collinson, whom one of the High Commission staff described as "quite a young man with plenty of means", who "appeared to have been entirely under the wing of Mr Goldie". Collinson described the visit in his Life and Laughter 'Midst the Cannibals, but, no doubt, because of the unpleasantness which came to surround the event, he chose to omit Goldie's part and instead described how he visited Choiseul with his friend, the trader Pybus.

They went ashore from the mission yacht (in Collinson's book, the schooner Lily) and made their way inland. Perspiring profusely, they struggled upwards through the "green twilight of the bush", stumbling over tree roots and squelching through the mud. After three hours they emerged in a cleared space at the foot of a hill beneath Lakiti's village. The whole of the hillside was honeycombed with carefully camouflaged pits, filled with sharpened stakes. In the heart of the stockade stood a solitary palm tree, with a small platform built in the crown, which served as a watch tower.

They were greeted by Ongeli, an "imposing looking old rooster clad in a gee-string and carrying an old

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Skull on a spear

Tower musket at the ready". He showed them the shallow grave where Liliboi had been buried, and "quite thoughtlessly, but rather foolishly . . . (Collinson) suggested . . . that it would be rather sporting of (Ongeli) to give (him) Liliboi's skull as a little souvenir of the occasion". The latter at first refused, profering instead the axe which had dispatched Liliboi, but, by the time Collinson was ready to leave, Ongeli came forward with the big man's skull thrust on the end of a spear.

Having convinced himself, through Goldie's enquiries, that Liliboi's people would not be annoyed by the fate of the skull, Collinson distributed some cotton and beads and set off for the coast, "blissfully unconscious of the devil's brew (they) had left behind (them)".

However, Liliboi's kinsmen were furious when they discovered what had happened and began to prepare for war. Anxious to avoid hostilities, the administration recovered the skull from Collinson's collection of curios just as he was about to depart from the protectorate in July 1920 aboard the Mindini. Brodhurst Hill, the acting Resident Commissioner, was convinced that Goldie was responsible for the removal of Liliboi's head. This, the missionary denied emphatically, claiming that it was not customary for the Choiseulese to preserve their skulls but rather to cremate their dead and cast their enemies' heads onto village dunghills.

Murky' mission role

The Methodist Mission's role in the Liliboi affair is murky. Father Boch, the Prefect Apostolic for the Northern Solomons, alleged that Goldie was exploiting the Choiseulese feud in an effort to discredit the Roman Catholic church there. The natives Mr Goldie cannot get by persuasion he wants to get . . . by fear", Boch informed Workman. He lets them understand that he dictates his own will to the government and that (those) . . . who refuse to join his church will be punished".

Tippett, in his study, Solomon Islands Christianity, makes no mention of the part Goldie played in the recovery of Liliboi's head and emphasises instead the role of the Methodist Mission teacher, Amos Tozaka. Tozaka acted as a mediator in the traditional fashion, travelling long distances under hazardous circumstances to conduct negotiations between the two factions.

While he was doing so there was a resurgence of unrest between the Seqa and Vurulata people. As a consequence, Kane, the Resident Commissioner, decided to send Captain Turner, the Officer Commanding the Armed Constabulary, with a force of police to Choiseul in an effort to halt the fighting. Turner took Liliboi's skull with him, and while Tippett characterises the expedition as "utterly foolish", the return of the head, the execution of one of the murderers, and the imprisonment of an accomplice, coming as the did in conjunction with Tozaka's peacemaking, terminated the feud.

"I have not the slightest doubt", Kane reported to the High Commissioner, "that the manner in which (Turner) took hold of proceedings on behalf of the government, his hoisting of the flag, and the presence of 20 constabulary drawn up with fixed bayonets made a great impression on the native mind and made for a successful conclusion of the proceedings".

An era ends

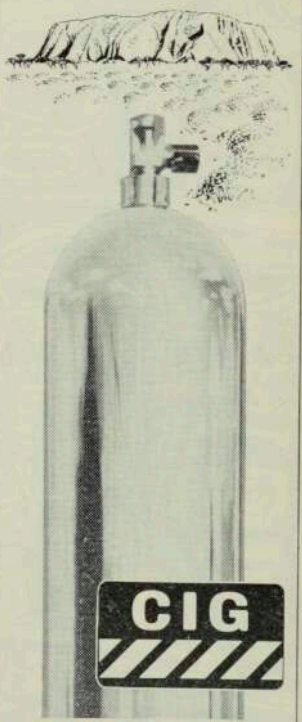
With the cessation of hostilities, the warring parties came together for the felling of the *suqu*. The suqu was a great basket of food resting on the top of a tower, the collapse of which symbolised the overthrow of enmity between the Seqa and Vurulata. The ceremonies began with mock battles and the exchange of kesa which had been worked into the sand to show the burial of ill-will. The tower was toppled, the suqu crashed to the ground, and the food was distributed in an act of reconciliation.

The feud was an expression of the dynamics of Choiseulese society. Warfare encouraged group cohesion, the marshalling of resources, and the appearance of strong leaders. Those leaders, like Lakiti and Liliboi, drew upon vast networks of obligations, promoted assistance by feasting, and sought to maintain their prestige by leading their kinsmen into battle.

When the great feud was over, the traditional avenues for expressing revenge and status began to disappear. The old order was passing. Choiseulese society was departing from paganism and the new Christian order gave little opportunity for raids and murder as displays of power.

anywhere,
any time,
any gas.

and it's all Australian.



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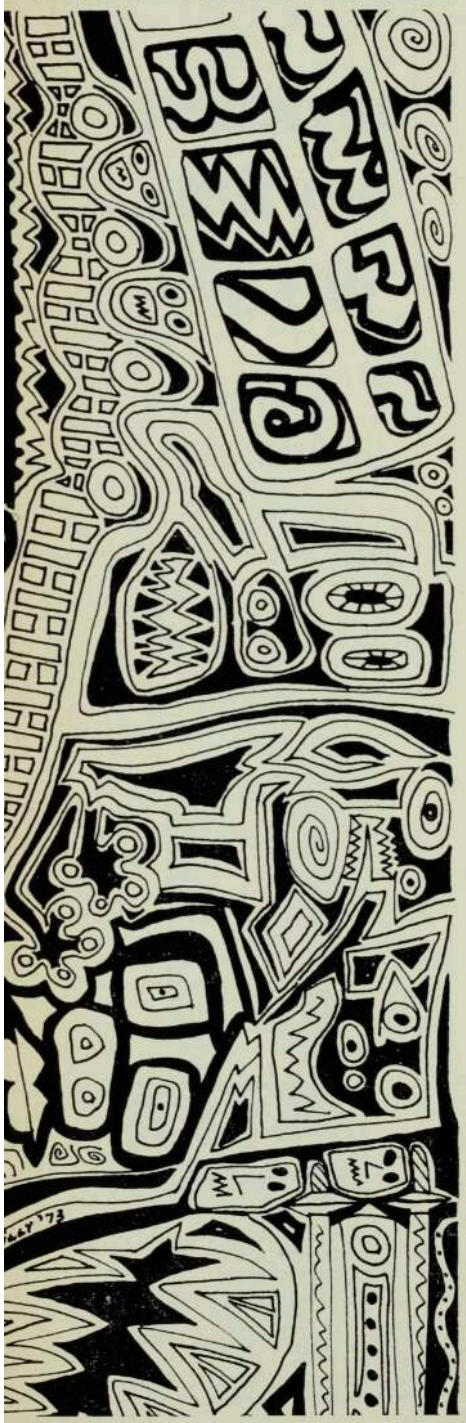

MANA is a vehicle for Pacific Islands' writers and artists to publish their work. It is an organ of the South Pacific Creative Arts Society and its editorial committee comprises writers from many islands.

Material for publication must be sent direct to MANA's editor, Marjorie Crocombe, South Pacific Creative Arts Society, Box 5083, Suva.

Most of this month's contributors should be familiar to MANA readers: Konai Helu Thaman, from Tonga, Bro C. Kulagoe, from the Solomons, and from Fiji, Seri, Sam Simpson and Raymond Pillai.
New contributors are Huang Sui-Lan, from Fiji, and Cook Islander, Makiuti Tongia, a student at USP.

The making of a Fiji Chinese

By HUANG SUI-LAN

I NEVER knew a charming or understanding adult in all my childhood and adolescence. All the fathers and mothers I knew, including my own, were a grim lot, so vulgar and coarse and insulting, always shouting, always angry, always defensive, always yelling at each other when they were not busy yelling at the kids. And as I grew up I learned the stereotypes of the Chinese: the well disciplined Chinese, the acquiescent Chinese, the conscientious Chinese, the unobtrusive Chinese. I knew how these species of the Chinese came about. Funny, but I never heard a grown-up being loving or even singing except when he was practising diligently for some concert, and even then it was singing about some heart-rending plight of a family. You just cannot call that entertaining or exciting.

At a very early age I decided that I was going to be something entirely removed from the adults around me. I was going to be a nun. Impossible though that dream was it helped me along in the more miserable moments. And it represented a life that was not congested by the obligations of my uncongenial folks. My life was to be my own. I would not be coerced to do anything I didn't particularly want to, or so I thought.

In my more charitable moments I'd see their fault as being illiterate in English and in being Chinese. I did not understand that their lives were a long labour to earn their daily bread, and physical fatigue does not sweeten human natures. But I hated the thought of growing up to be like the adults around me. It was confusing to hear the adults say one thing and do another. I heard them say cruel things about their dearest friends, socialise with those they slashed in gossip, say one thing and not mean it. And I couldn't help being affected by their paranoic attachment to face, to enforcing everyone to know their place in the society so that the slightest injury to their pride, however fanciful, was reacted to in proportions I could not understand. They did not forgive. And I grew up knowing my place.

Growing older I think I felt a mixture of condescending contempt and pity of my elders. I thought I understood them. They had suffered and laboured all their lives. Coming from a peasant background where security depended on the sun and the moon, the rains and the spirits, it was inevitable that when the opportunity for economic security presented itself, it would be grabbed with both hands. But I guess only the Chinese would work themselves to their graves, thinking what they were getting a "bargain". They were living a reality. They could not afford to dream, but I realised this much later. I could not understand how they could settle for so little with so much hard work. And I resented being dragged along. Me, I had a thousand dreams—dreams from which to choose, to master my destiny.

And so it was natural perhaps that the resentment, the condescending contempt and pity on my part was to draw me, like so many other children around the world, into a struggle with the adults around me and responsible

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for me. We became enemies talking two different lingos, literally and metaphorically.

My family and I grew up together in the wop wops, in a neighbourhood where the cows and horses, cats and dogs and goats and chickens far surpassed people in number.

My parents must have been pretty ignorant on family planning. The six of us came into the world in a span of eight years. The seventh 10 years later was a big mistake. We must have been a real burden on the parents as they were struggling to make a new living in a new environment. They had very little time for us.

As a child I remember being looked after by a series of housegirls —all Indians. Where we lived we had a Fijian village 100 yards to our right and an Indian settlement 100 yards to the left. We learned the Indian language and mixed freely with the people in the Indian settlement. There was very little socialising with the Fijians. We took these things as a matter of course. Only much later did I come to understand why we were not encouraged to actively participate in the village affairs.

When I was about five I remember that we children were forced to learn to speak Chinese. My parents must have suddenly realised that they were rearing a pack of Indian kids. We hardly ever conversed with our parents. When they were free late in the evenings we would be in bed. Some mothers and fathers visited us and were absolutely horrified at our speaking Hindi and not comprehending Chinese. The news spread and my parents came under much scorn and ridicule. Hence the rod came to be used. The instrument has a tremendous influence in producing the basic Chinese personality. We learnt to be Chinese.

What was really great, really tremendous, was being able to play football and to go fishing with my brothers and their friends. Looking back I realise that I was the only girl accepted into this all-boys club. I was given this status mainly because I could do all the things they could and just as well. We would disappear for hours on end and I knew that when I got home the rod was waiting for me. I resented being a girl, being told to stay home and learn some domestic trait. My brothers seemed to have all the privileges. It seems I was destined to learn my place. I couldn't seem to get out. It's like quicksand. You go under slowly and stay there. If you get out, if at all, you crawl.

Initially the rod and the wails of despair did not matter. For a while I used to think it was worth it. Perhaps if your character is strong you just hang on and do your thing. I fell under its might.

We all grew up straight. If we had any desire to go wrong we never had a chance. The Chinese family structure is too strong. If we were unhappy at least we knew security, we knew the rules. As kids I think we were up to pranks of every kind. My mother was always there with her rod. If we quarrelled we would all get a hiding. We never came home to an empty house. There was always the smell of cooking or people yelling at each other.

There was never a shortage of food. I never remember not having enough to eat. In fact I remember being forced to eat all the time. My mother was formidable. I distinctly remember having eggs for breakfast every day—boiled, fried, poached, you name it we had it. We had a poultry farm. Eggs abounded, especially the ones we cracked, so we had to eat them because they were good for us. To this day I still have an aversion to eggs. I think my mother had her own myths and legends on how to bring up a family. In fact she contrived to do everything that social-psychology books tell you not to do.

My father supported his wife and seven kids doing all kinds of things.

It is difficult to be objective about something that has been part of your indoctrination process. We were always told about my parents' struggles when we were naughty or ungrateful for what was being done for us. Our parents would not have had to struggle if it weren't for us. It was because of them that we are where we are today. So like all the other Chinese children we have this tie to the parents that we sometimes accept, sometimes reject because we must compromise our beliefs, decisions, ideas and aspirations with those of our parents.

Compared to my parents, our childhood was heaven. But you don't see it that way when you are a child.

Monday morning street ride

By SERI

At war all night with the bottle this
back world itch of crabs and slime as I
kick last night's butts towards USP thus
breaking monotony of living in tin-can
reservation Raiwaqa: the smell of
the meth bottle in salivas and hair
the seven virgin bottles lie with
the boys on the crash pad floor;
all empty, giving the sniff of the
local dispensary—carefree
like blown out bubble gum on the
sidewalk—had plenty of experience,
black bitches, liquor and crime
and now:
to rot and be trodden upon
I took it all last few nights to
shake it off these few morns
and by jolly feel the lice drum the
heavies and cold glass hang-over;
once, by once, till the rear extreme
bumps the Monday Morning Street Ride.

And nothing seems the same any more
every bus-stop and us-stop for hissing
cabs breaking off the iron jam would
pancake the booze pneumonia flat.
People sucking their mucus under fat
umbrella squeeze their bulbous noses
to cover the baritone bawlings
blowing like an ol' Louis' flat saxophone.

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Peace signs

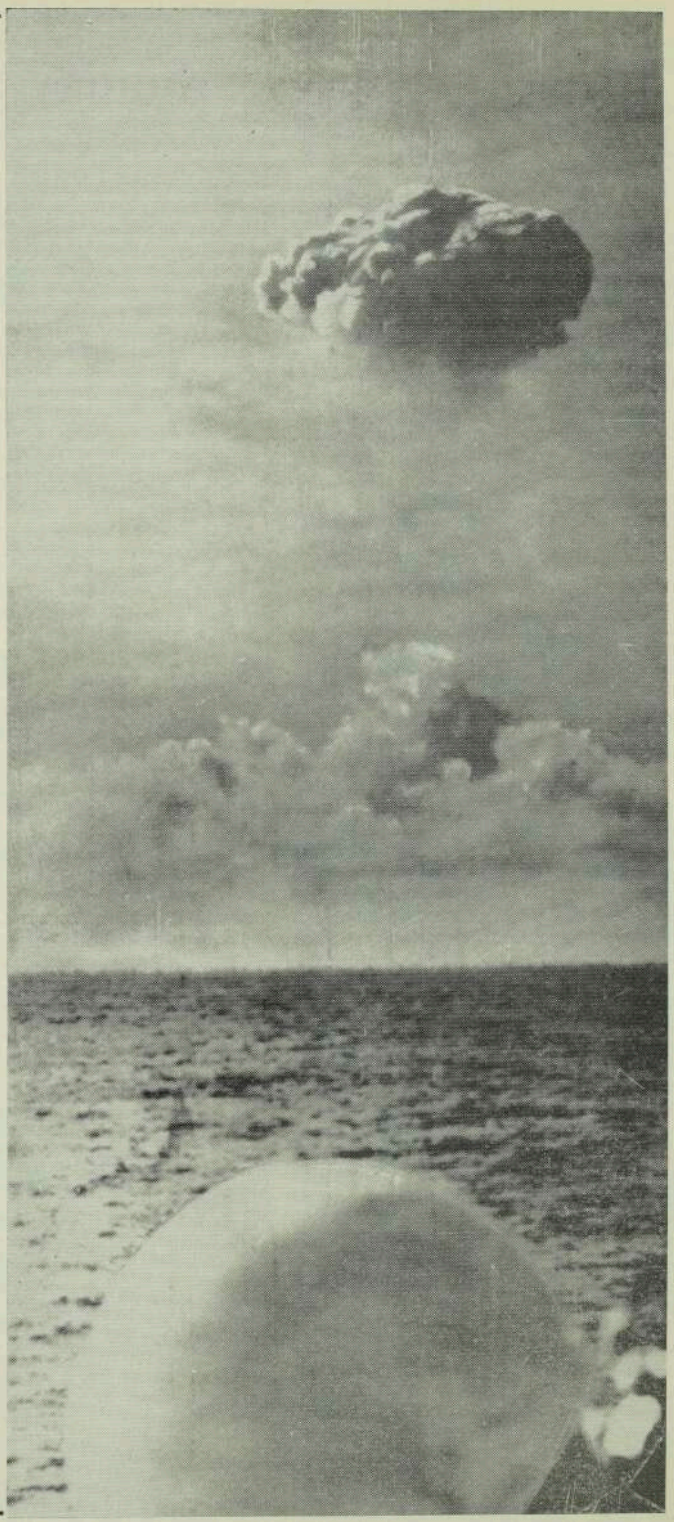
By BRO. C. KULAGOE

A star moved resolutely
across the sky
from east to west
followed by men
to the city of David
where their minds were
from anxiety released
in a cradle of peace.

A mushroom sprouts from
an arid Pacific atoll
disintegrates into space
leaving only a residue of might
to which for an illusory
peace and security
man clings.

In the calm of early morning
the third day after
love found joy
in the empty tomb
the wooden cross of disgrace
transformed into a symbol
of love service
peace.

In the heat of the afternoon lull
the UN flag flutters
hidden from sight by
national banners
under which
sit men with clenched fists
signing peace treaties.



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BEING PART EUROPEAN

By SAM SIMPSON

First Voice:
We have a past, no present, no future.
We live in neither or either, some say.
Second Voice:
We live in between the past and the present and between the future beyond the past; some say. I grow old.
future beyond the past; some say. I grow old.
I grow old.
Third Voice:
We live among ourselves. We keep ourselves to ourselves.
Everyone belongs to someone, someone belongs to everyone.
In between being, living, suffering, dying.
First Voice:
Nobody wants us. Nobody wants us. We came from nowhere.
We belong to no one. We belong to nowhere. That is what they say. That is what I hear. That is what I hear being said. That is what they think. Around the yaqona bowl. Around the kiosk. In the bus stand, wherever I stand.
Second Voice:
I look at them. Everybody looks at us.
They categorise us because they have a category.
Third Voice:
I belong to this category.
I belong to that category.
I belong to every category.
I belong to no category.
First Voice:
Where do I stand? Between either or neither.
Between either and or.
That is an examination question.
It is a supreme test.
This test defies examination.
This examination defies test.
Second Voice:
There is no category beyond this criterion.
This criterion defies a category.
Third Voice:
We are not quite human.
We are not quite inhuman.
First Voice:
Our strength is in our togetherness.
Together and together we gather.
Being apart, feeling apart, behaving apart.
We have no niche and no habitat, they say.
Second Voice:
I fear for the dawn but not the day.
I fear for the day but not the dawn.
I fear for dusk but not darkness.
I fear for darkness but not dusk.
Third Voice:
I cannot digress beyond this digression.
First Voice:
We die but are not dead. I am afraid.
We live but are not alive. I am afraid.
Second Voice:
What manner of creature are we?
Third Voice:
We have no phyllum, no class, no species.
First Voice:
Our genes are black and white and blue.
Second Voice:
Everyone has a white ancestor.
Third Voice:
Everyone has a black ancestor.
First Voice:
Everyone has a colourful ancestor.
Second Voice:
In our blood, in our colour, in our culture.
Third Voice:
But from this ambiguity, this dilemma, this impasse, this enigma.
First Voice:
We see ourself, we find ourself; we know ourself.
Second Voice:
In a new light, a different light, of clarity and radiance.
Third Voice:
Our weakness is a stepping-stone to new heights, others do not perceive, receive, possess, control.
not perceive, receive, possess, control.
First Voice:
Yes, I believe we have the gift to perceive, receive, possess and control.
Second Voice:
To control without ownership.
To move freely in different spheres, of acceptability and tolerance.
Third Voice:
We are the crucial cent to every dollar.
First Voice:
We are the crucial ace to every pack.
Second Voice:
We are the vital ingredient in every recipe.
Third Voice:
In every conflict, instability, disharmony.
First Voice:
We catalyse every reaction.
Control the reaction.
Subject the agents, the agencies.
Second Voice:
Until calm and peace and solution prevail.
Third Voice:
Call us what you may:
Half caste, half breed, Euronesian;
Part this, part that, part what
First Voice:
Our symbolism embraces the alphabet.
Second Voice:
We control without offence.
Third Voice:
No matter what difference.
We divide and rule differences.
We synthesise a new source of solution from differences and opposition.
Outside out, inside in, inside everything, outside everything.

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Labourers' lament

By RAYMOND PILLAI

We do not wear upon our sleeve
That damning star of shame.
But need we symbols to believe
We're Jews in all but name?

We know precisely where we stand,
We know our proper place.
We have few rights in this grim land,
We are an alien race.

We came in answer to your plea,
We came to build your land.
But now that you are strong and free,
You turn our hopes to sand.

We, who tilled from dawn to dark,
Who worked in wind and rain,
We, who strove to make our mark,
Now find we toiled in vain.

The good we did you cast aside,
You only look for sin.
The wrongs we did, we do not hide,
Then must you drag them in?

Must you recall the past that's gone?
Must you insist on blame?
Why heap your hate and scorn upon
The land from whence we came?

We trespass here—that much is clear,
But where else should we be?
Our hearts grow numb with mounting fear,
It's time to rise and flee.

From Africa they cast us out,
(They found some good excuse.)
The same will happen here, no doubt,
When we outlive our use.

But wait, perhaps I speak too soon,
From ill will no one gains.
What infant nation is immune
To slips and growing pains?

Given time, it's love that wins,
And reason humbles pride.
Scratch the surface of our skins:
We're all the same inside.

Beware of dog

By MAKIUTI TONGIA

As I walk this rich suburb
    full of white and black chiefs
I hear the barking of a dog
I listen to its calls
    knowing I am that dog
    picking what it can
    from the overflowing rubbish tins.

I say to you chiefs
    bury the scraps you can't eat
So no hungry dog will come to eat
    at your locked gate

Chiefs, beware of hungry dogs!

Why?

By MAKIUTI TONGIA

My scruffy hide is proud white brother
My burning hide smokes you blind
My thoughts are like hungry dogs

You sneer at me
    like a museum piece
You dive for cover
    at my every entrance

Yet long ago you saw
    me as no different
    from the smell you throw

Now you pretend
    not to remember
Why?

Elite

By KONAI HELU THAMAN

He regrets his choice now
And wished that he had been
More true and down to earth;
She was a nobody
But she had lived
And her hands had the marks
Of life.

In the dead of night
He remembers
His promises, his philosophies
The fun time he had
With the common people—
His type of people;
He was one of them then:
They drank and swore together;
Now he is a different person;
He has a new face
More serious, more commanding
And pregnant with pomp.

But he is no better
Than the old man
With the torn shirt
Spitting his way home
From his garden
And swallowing the gas-smell
Dust on his way;
Or the fellers
Pushing sand carts
Across the torn-up village road.

He hears his lost friends cry
'Come down to us, we need you';
He aches in the desire to
Identify with them again,
But it's too late
He cannot be himself again
And feels the ground
Which weeps for his dismemberment.

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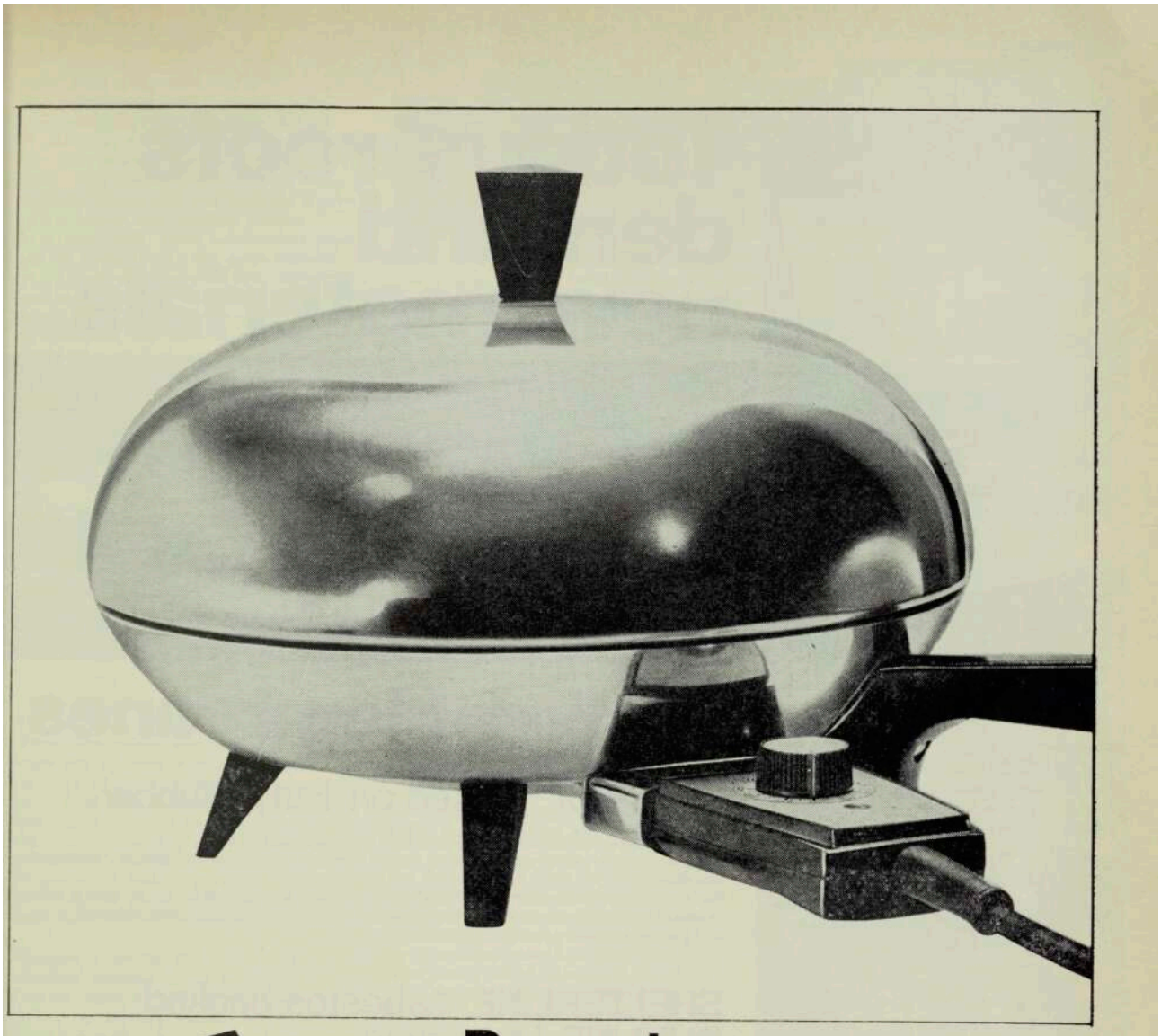

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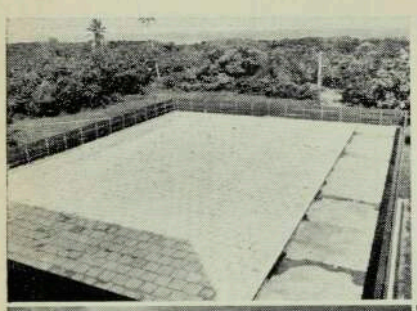

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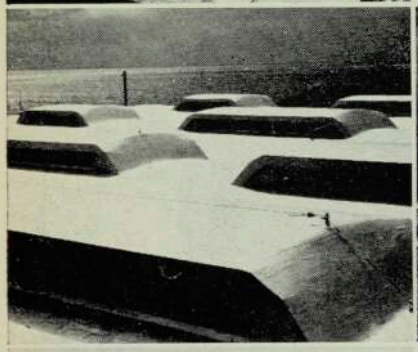

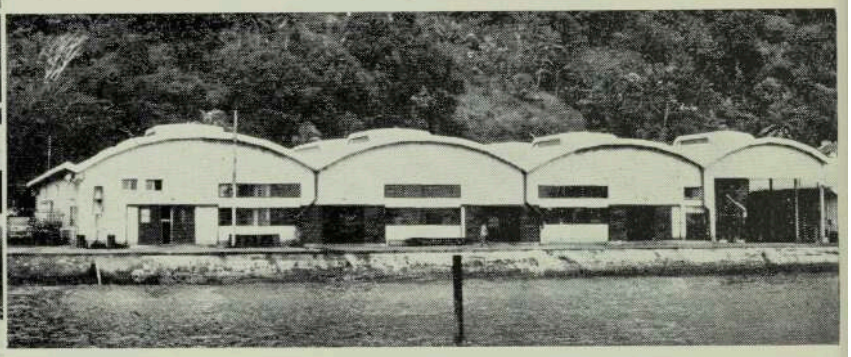

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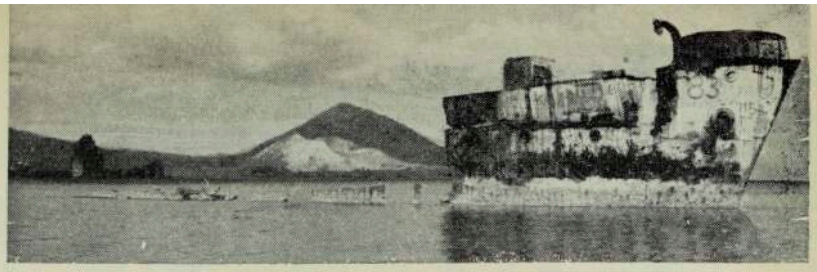

Rabaul was slow to clear up its war debris. Twenty years after World War II ended, the remains of this bombed ship still formed part of the scenery, but it has now disappeared. Part of one famous wreck, Burns Philp's Machdui, is still to be seen at Port Moresby. Recently, the harbour authorities asked for its removal on pollution grounds.

Nine years after World War II, Rabaul was still littered with Japanese pillboxes, gun emplacements and bomb shelters. A particular bomb shelter, next to the court house (pictured in PIM in July, 1954), was right in the centre of Rabaul's commercial and business quarter. Like a hermit crab seeking a home in a new shell, some enterprising local set up house there. The place showed every sign of prospective long occupancy, and was complete with bush bed, blankets, cooking tins—the lot. Built on one end of it was a lean-to made of scraps of paper and tin. Nobody could say who lived there, but one European resident remarked: "Probably an employee of the Administration—no private employer would be allowed to provide that sort of accommodation for his native labour".

Yesterday

Port Moresby shivering. It sounds almost impossible, but residents of the town put on more blankets at night on June 23, 1954, complaining about the bitter cold, PIM reported in July, 1954. The reason was not hard to find—the temperature at 6 am was 58 degrees, the lowest reading the Weather Bureau could find in its records, and 15.9 degrees lower than the average June minimum for Port Moresby.

Ravuama Vunivalu, the senior Fijian unofficial member of the Legislative Council, resigned 20 years ago to enlist in the Fiji Military Forces. He joined the 1st Battalion in Malaya, where it was fighting communist terrorists. Ravuama, after his return to Fiji, again became a member of the Legislative Council. He died in London in April, 1964, when on leave.

This sort of thing could only happen in the Islands. PIM, in July, 1954, carried a report about an enterprising French war veteran in Vila. He operated one of the most popular and flourishing bars in town during the week, then at weekends donned flying kit and did a roaring business flying sightseers over the surrounding countryside. On the young pilot's own telling, he simply decided that flying could not be so very difficult, bought himself a Tiger Moth in Australia, took it up to Vila, climbed in—and took off. After a couple of circuits he was ready for business as a charter-flight operator. PIM was amazed there was no Department of Civil Aviation to insist on A or B licences.

Both Papua New Guinea and Fiji had a problem about liquor control 20 years ago. In PNG the much-disputed question as to whether certain selected natives should be given permits to liquor was decided—temporarily, at least, when the Administrator, Brigadier D. M. Cleland, said the crucial section of the ordinance, giving him power to exempt persons from its provisions would "not be proceeded with for the time being". In Fiji, the figures showed an enormous increase in the number of permits granted to Indians and Fijians to drink liquor. While this restriction existed, it was said that anyone who wanted to could get any amount of illegal liquor by one means or another. The Fiji restriction on drinking beer was not lifted till 1958, and on spirits till 1963.

The Secretary of State for the Colonies approved proposals by the High Commissioner for the Western Pacific to set up a BSIP Assistance Board to investigate individual cases and recommend relief measures for those who suffered hardship from the war. PIM had been advocating relief for years, and had this to say: "The decision to assist 'residents in straitened circumstances' followed the announcement at the end of 1953 that the British Government had given £500,000 to the BSIP from Japanese reparations. Planters urged that the money be spent on war damage compensation. This was refused, but the High Commissioner promised that cases of real hardship would be considered on their merits. It is now nine years since the end of the war—a long time to be in straitened circumstances. It seems late to be investigating hardship arising from that catastrophe—although, perhaps, better late than never."

The price paid by Australia for Nauru phosphate was questioned by India at the meeting of UN Trusteeship Council in New York. India's delegate asked why Nauru received only 5/8½ a ton, when 24/6 a ton was paid Angaur, in the Carolines, where Japanese were allowed to work the phosphate by the US, the administering authority. Australia's special representative, Mr J. H. Jones, said there was no explanation for the difference, but funds made available by the Phosphate Commission were adequate for the Administering Authority to carry out its responsibility. Asked who received the benefit from selling the phosphates at cost price, Mr Jones said the Nauruans' income was not affected, no matter what payment was received for the phosphate. The Indian delegate said the answers were unsatisfactory and he would raise the question again in the general debate.

Delegates from five British countries which made up the South Pacific Air Transport Council in 1954, had a secret session in Melbourne, then issued a statement saying it had been impossible to reach unanimity whether the future development of Nadi Airport should proceed on the basis of the two existing runways, or whether it would be better to construct an entirely new runway. PIM commented: "We, naively, had imagined that the matter of Nadi's third runway had been resolved at the 1953 meeting of the same organisation, at least 12 months ago. It has been discussed for at least three years". SPATC apparently eventually decided to build on the existing runways, for the pattern today is what it was 20 years ago, except that one runway was extended to more than 10,000 ft to cope with jet aircraft.

Two separate items in the 20-year-old PIM—"Chinese interests in French Oceania now operate most of the local shipping. Their vessels always manage to return from the outer islands loaded, where ships belonging to other owners often come back half-filled." "Chinese traders who fail to pay their taxes will be discussed in Papeete at the next session of the Assemblee Territoriale of French Oceania. Chinese tax defaulters at present owe some nine million francs in overdue taxes. A section of the community is in favour of deportation of these Chinese." We were wondering if the people wanting to deport the Chinese were shipowners?

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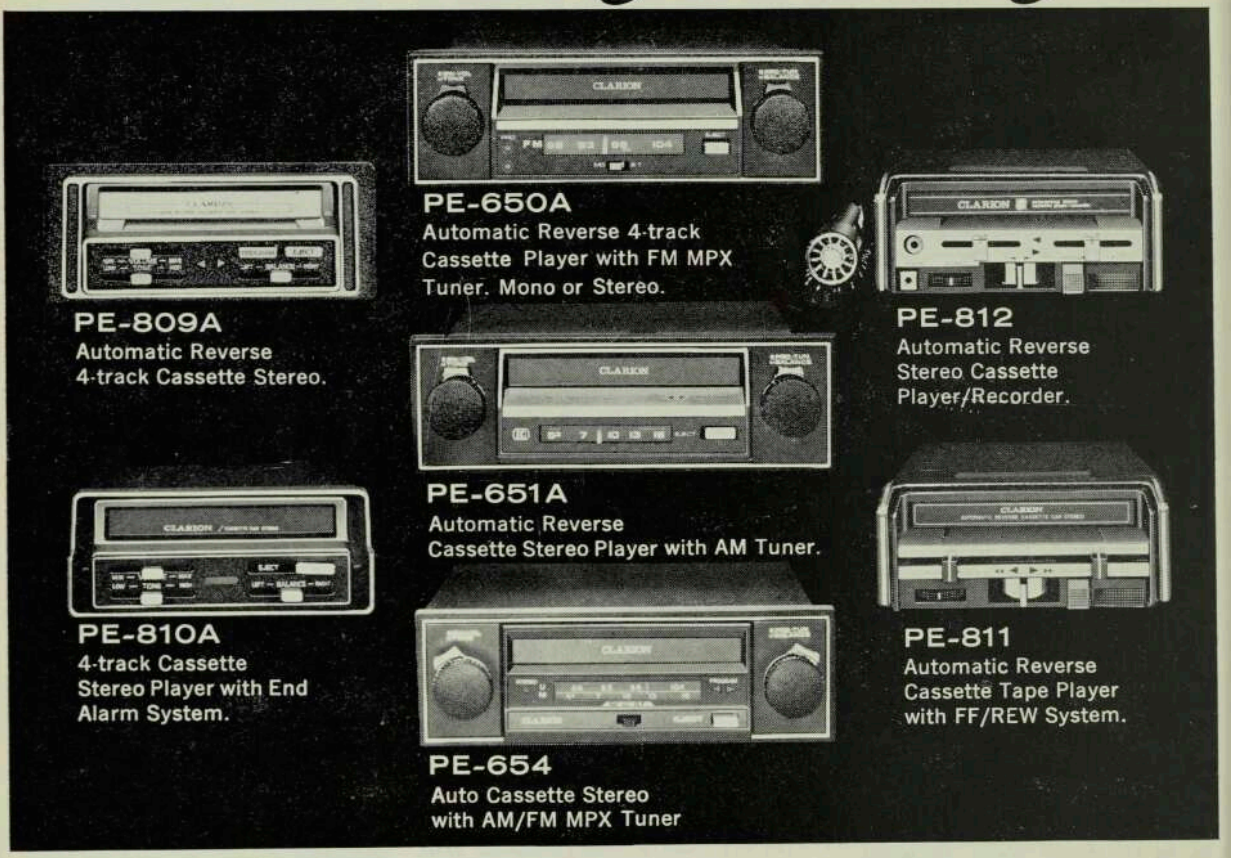

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Books, Reviews, Writers

SISTERS IN THE SUN – PACIFIC LADIES OF DECEIT

Here is a book that bedevils the reviewer. On the one hand there is a force which says "be kind—this is an example of enterprise on the part of writers from within the Pacific Basin, and, as they have lent their talents to a project well worth the undertaking, be charitable—take a forgiving stance and don't dwell on the deficiencies".

The other pressure states its position in these terms—"it is time that the literature of the Pacific came of age—talented writers, both indigenous and European are making their marks and it is not in the true interests of the body of writers to gloss over literary malefactions when they obtrude frequently and obviously". Sad to say the balance of these forces with this book are very much tipped towards the latter side.

Sisters in the Sun must bring credit to its authors for setting out to give us a definitive account about two of the most enthralling of the coral atolls, a task which has not been undertaken before. However, it is true that there has been quite a deal of literature of both the serious and light-hearted veins produced about both islands and when I saw the book for the first time I thought that here at last would be a serious effort made to sort the wheat from the chaff. Unfortunately this is not the case.

In the stories of Palmerston and Suwarrow Islands are all the ingredients of murder, shipwreck, treasure trove, hermits, pearl shelling, which, because in the main they are true, are the basis of a Pacific Islands account, which could have given us a book redolent in adventure, yet based upon facts elicited from sound research. The authors have taken these stimulating ingredients, whipped them into a potpourri, and then produced a half-baked, sour unleavened cake.

In its style the book sets out to give the impression that it is a serious book but its basic structure erodes its foundations of literary respectability. The selection of material is puzzling to the reader. There have been enough events connected with the two atolls to ensure that they become the central and sole characters of the book, but too often trivia and minutiae are introduced which are irritating in their inconsequentiality and which lend little or nothing to the main themes of the book.

The authors, writing as they did from Rarotonga, suffer from the paradox that faces many Pacific authors, that although they are at the centre of things they are removed from the resources materials to which they must make reference if their historical accounts are to have validity. This is particularly so in this book. The archives of the Mitchell Library, for instance, would have assisted greatly in filling out the events associated with the visits of Captain Michael Fodger to Palmerston in 1811 and 1812; reference to Ward's American activities in the Central Pacific would have given a greater measure of accuracy to the catalogue of shipwrecks on Palmerston.

For instance, there would not have been the omission of the Delphos of Holmes Hole, wrecked there on October 27, 1846, and the authors would have found that their Bella Sammy, wrecked on an unknown date was the British ship Belissima, wrecked with the loss of all lives in March, 1866. The remains of this vessel were found by the Papeete schooner Aorai, and the crew, finding among the six bodies cast ashore those of a little boy and girl, buried them side by side on the southern islet.

Similarly the account of the wreck of the whaleship Gem on Suwarrow indicates the same lack of careful research. This wreck deserves more than the perfunctory treatment it receives. All the crew survived, although some had difficulty in making the shore, and they spent 21 days on the atoll before making a successful journey in the ship's boats to Samoa 500 miles to the west.

Although Helm and Percival make mention of the copper sheathing of the Gem adding to its salvage value, it is worth noting that the wreck was sold for $604 and the ship Elizabeth Barker, of New Bedford salvaged 900 barrels of whale oil from the wreck and some spars and rigging.

However, it might be possible to excuse the lack of research if the book was not denigrated by a greater literary transgression. No one carps at the author who reads widely in a particular area and then synthesises in his own words the material he has traversed. But . . . it cannot be in the interests of aspiring Pacific writers to allow to pass without derogatory comments a book which reproduces with little or no significant alteration, or without due acknowledgement, passages which have come from other pens. Sisters of the Sun has sinned, and sinned consistently in this respect —among those who have suffered are James Cowan and his Suwarrow Gold; Harry Maude's Of Islands and

NEW BOOK SOON FROM ALBERT WENDT

Western Samoan writer Albert Wendt, whose novel Sons for the Return Home has met with great success, will have another book out soon, and his work will also appear in a collection of poetry.

His new book is called Flying Fox in a Freedom Tree and comprises eight short stories and a novella, all on Samoan themes. It is to be published by Longmans Green, who will also publish Ten Modern New Zealand Poets, which will contain some of Wendt's poems.

Longmans Green published Sons for the Return Home, the first edition of which was sold before it got on to the bookstalls. The second edition has been selling briskly, and a UK edition will be published in London in July.

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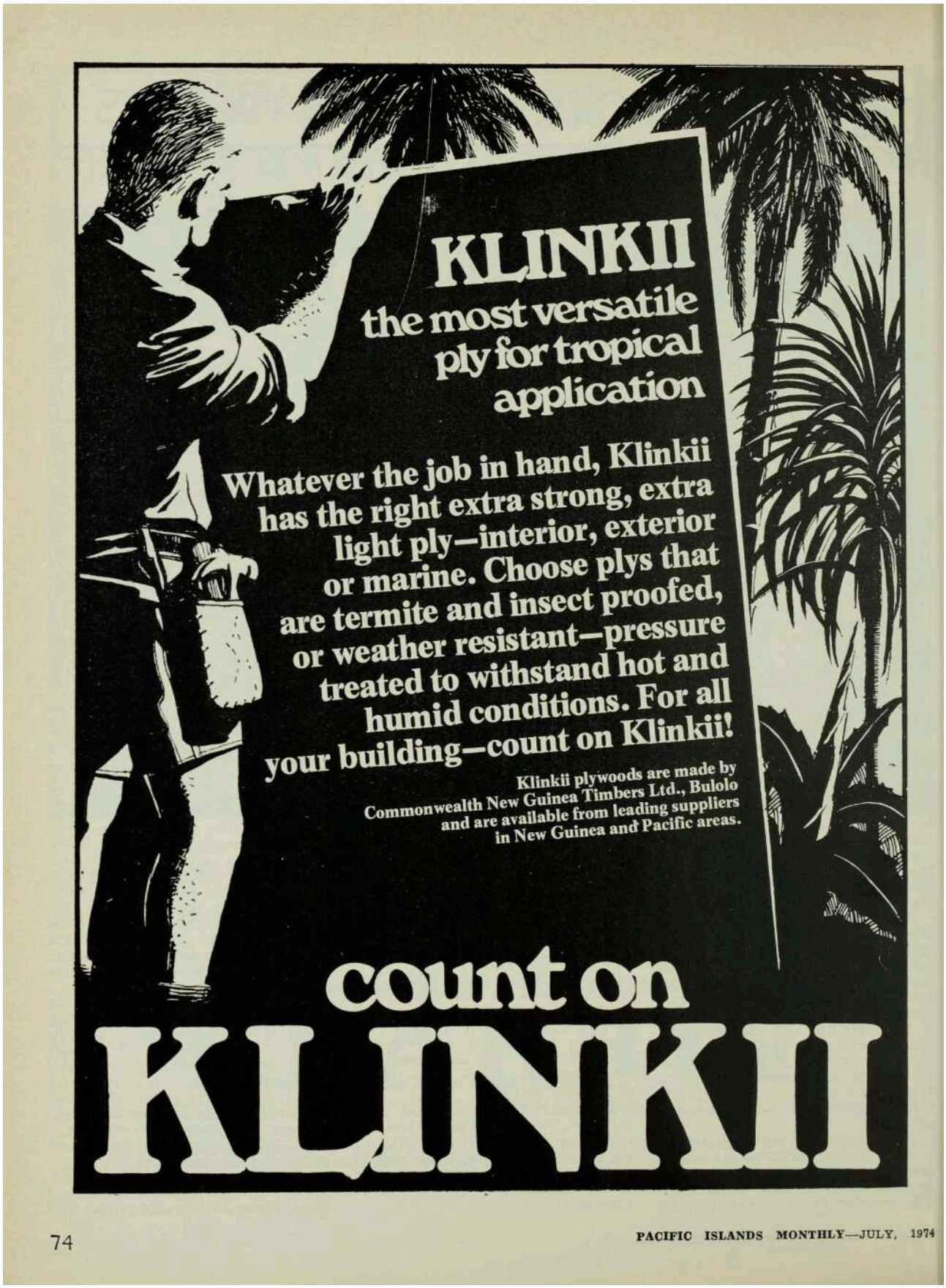

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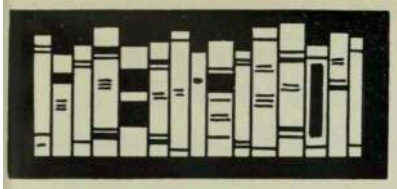

Men; and H. C. Sterndale's series of articles A Lone Land and They Lived On It, which appeared in the Monthly Review in 1890.

A kind view to take of this book is that the authors would have been better advised to have put together a popular-style book, cheaply produced, which did not have pretentions of appealing to the reader interested in substantial writing about islands with the historical importance of Palmerston and Suwarrow. The mind boggles at the passage in Sisters in the Sun, which describes the thoughts of Jules Tirel, as he awaits a savage death on the beach at Suwarrow, "His thoughts may have switched . . . to his happy boyhood days among the apple orchards of Normandy. He may have seen again the milkmaids in their tall white caps and short skirts, and clumsy shoes". (This passage, by the way, is virtually taken word for word from Sterndale's 1890 article.) But, in retrospect, perhaps this is the style most appropriate to the book. Priced at $6.25 and with its many shortcomings this is not a book that can be recommended as approximating to the level of literature that can be produced from the Pacific region.—*W. G. Coppell.*

(SISTERS IN THE SUN, A. S. Helm and W. H. Percival. Robert Hale, London. $6.25.)

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Early Sydney—how and why

The Roebuck Society is to be applauded for the fine catholicity of its choice of Australiana. Its facsimile of the Sydney Gazette for 1811 is hardly a thing of beauty—the original typography sees to that—but it is beautifully done; the actual reproduction is skilful and exact, the index first-class and perhaps more entertaining than the textual contents.

There really was not a lot of grist for the printer's mill, apart from advertisements, shipping news, the disorders of the lower orders (that is, most of the colony), and the numerous and lengthy regulations of His Excellency Governor Macquarie. News of the Peninsular War was late and patchy, Bonaparte had unfortunately sired a legitimate son, and it is with some surprise that we meet a Portuguese squadron putting down pirates in the Ladrones.

More surprising still is the holding over of advertisements—obviously then as now the life-blood of the paper—in favour of an entire column devoted to the ghastly Ode of Mr Michael Massey Robinson for Her Majesty's Birthday. But for the social historian there is an immediacy about these *faits divers*, in broken and blunt type, not to be attained by the most meticulous reconstruction: here are the messy streets of Sydney Town, the crude beginnings of rural industry, the constant to-and-fro of shipping from Bengal to Tahiti.

MR R. A. SWAN'S book, To Botany Bay, is a serious contribution to the debate on Australia's origins — penal or geopolitical? — initiated by K. W. Dallas. He comes down firmly on the side of the revisionists who see the motivation as not just the dumping of convicts any old where, but as a bid for a commercial and strategic base in the Oceanic world newly opened by Cook and Bougainville.

The reviewer is also on this side — and so were the Spaniards, mightily alarmed at the notion of a British Pacific base. Mr Swan conducts his case well: even though here and there it look a little like special pleading, and the affairs of the Netherlands are something of a King Charles' Head, he assembles an enormous number of clues, often significant and always suggestive, to the factors behind the decision for Botany Bay. There are a couple of slips — the flat earth theory was dead long before the 15th century, and it is a shock to find Wesley described as 'anti-fundamentalistic' — but these do not affect the issue.

Sometimes the evidence does not seem quite strong enough to support all the weight that Mr Swan asks it to bear; but we have a very handy guide to the evolution, through many false starts and abortive projects, of the final 'plan' which pitched 1,200 people right around the world on little more than Sir Joseph Banks' memory of a few days ashore at Botany Bay, and in doing so absent-mindedly founded a nation—though Mr Swan might not agree with my adverb.

Beyond this, although 'serious historians' may quibble on details, it is the great, and rare, merit of To Botany Bay that it takes a global and not a parochial view of our beginnings.—*O. H. K. Spate.*

[THE SYDNEY GAZETTE, Volume IX, 1811. $11. TO BOTANY BAY, by R. A. Swan. $5.50. Both Roebuck Society, PO Box 17, Aranda, ACT, 2614.

Laua Avanapu

by Nari Watkins

An entertaining novel based on plantation life on Bougainville Island.

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A book about everything

It's a long time since I have read anything with complete fascination, but that's what I did with Derek Townsend's Cannibals to Caviar. You might say it's a book about food or eating, and then you mightn't, because so much else plays as important a part in the book.

Oh, the huge stacks of delightfully useless information it contains! Where else could you find out that hyenas' droppings are white? Do you know how many tons of green fodder the 20,000 elephants in Tsavo National Park eat each year? Did you know that in Britain alone 800 tins of Heinz soups are sold every 60 seconds; that Kowloon (Hong Kong) means nine dragons, and that the Chinese practised aromatherapy for 10,000 years before Christ?

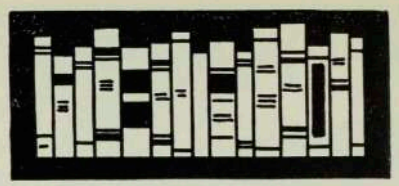
In an age where utilitarianism is the order of the day, it is pleasant to know things for the sake of knowing them, knowing that the information cannot be used productively, and that no one cares about it anyway (much good aromatherapy did the Chinese, but it's no burden to know they did it!) except the one who adds the information to his store of cherished, interesting things.

Cannibals to Caviar takes us to a great many countries and many out-of-the-way places; as much a travel book as an eating book. I like Derek Townsend's style, which, even if now and then it becomes tinged with purple, flows easily and carries the reader along with it.

Townsend takes in most of the Pacific Basin, and some of the Islands—Fiji, Tahiti and Hawaii. But don't expect to find a great deal of detail on any one place, for Townsend is not that kind of writer. He roams about in a sort of anecdotal documentary style.

Some may find the mention of Heinz a little tedious: I do not while it remains in Townsend's hands, but in the hands of less-restrained writers, the decision, which I'm told Townsend has made, to tie-in his writing with one of the great international products, could result in such an absurdity as RLS's Travels with a Donkey becoming tied-in Sleepy-Time Mattresses. Derek Townsend does not, of course, do anything like this, but he has invented the danger.

The photographic illustrations are good, but I'm not sure that the colour plates are not overshadowed by the interesting drawings by Stuart



Harrison which decorate the chapter headings. They go a long way to add to the attractiveness of an attractive book.

Jacaranda Press has done a good job with Derek Townsend's Cannibals to Caviar. Besides being an interesting book to read, it is a book nice to handle, and one which it would be nice to receive as a present.—*Peter Livingston.*

(CANNIBALS TO CAVIAR, by Derek Townsend; Jacaranda Press, 32 Church Street, Ryde, NSW; 144 pages with index; illustrated; $3.50.)

NEW GUINEANA

Among periodical New Guineana which continues to keep up high standards are the New Guinea Quarterly, published by the Council on New Guinea Affairs, of Sydney, and the New Guinea Research Bulletins, published by the New Guinea Research Unit at the Australian National University, Canberra.

The Quarterly (it's full name is a mouthful—New Guinea: And Australia, the Pacific and South East Asia) is edited by Peter Hastings and is available by subscription at $2.80 in Australia, PNG and New Zealand, and $3.20 elsewhere, or 75c the copy. Its latest issue, No 1, Vol 9 has a long and fascinating report on what young Bougainville students think of other New Guineans and Europeans and what they think of the influence on Bougainville of the giant copper mine at Panguna. Pupils from three schools were polled, two of them government schools located in the new town of Arawa.

Other articles in this issue deal with early contacts in the New Guinea Highlands; a non-political PNG army and a study of PNG political parties.

The New Guinea Research Bulletins are available at $2.00 each from the ANU Press, PO Box 4, Canberra or $10.00 for all bulletins issued in a year. Some of the latest include Constitutional Development 1968-73 (No 51); Chimbu Family Relationships in Port Moresby (No 52) and Money, Motivation and Cash Cropping (No 53). The bulletins are excellent value at the price, and the subjects, as can be seen, are wide-ranging.

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Pacific Transport

TONGA, WESTERN SAMOA ADD TO GROWING PROBLEMS OF AIR PACIFIC

The fight by Air Pacific to retain its identity as the regional airline for the South Pacific continued in June, with all kinds of forces developing. Tonga made the strongest attack by announcing more details of its own airline.

Air Pacific is owned by Fiji, Qantas, British Airways and Air New Zealand (holding majority of the shares) and with minor holdings by the Solomons, GEIC, Western Samoa and Tonga.

Some sceptics believed that King Taufa'ahau's talk of forming a Tongan airline was a fishing expedition in the hope of getting a larger slice of Air Pacific. But in June the king pushed the affair further and brought the proliferation of airlines nearer. Air Nauru is extending, and with Tonga and Western Samoa getting serious, Air Pacific is battling.

A name has been chosen for the Tongan airline—not unexpectedly Friendly Islands Air. It has been announced in Nukualofa that the expected delivery date for the first Boeing 737 will be the end of this year, with a second 737 to follow soon after.

The king has been having lengthy discussions with the Japanese and has announced that, initially, his aircraft will be crewed by Japanese, and backed by Japanese ground and administrative staff. Local hostesses will be trained to take over from the Japanese girls but it is expected that "it will be some years" before locals will be able to take over other jobs.

The king said that initially about 24 Japanese would be required—for the first aircraft. Presumably, he will require more Japanese staff when the second plane arrives.

There are no firm plans for routes, but Tonga's Minister for Works and Civil Aviation, Dr Langi Kavaliku, left Tonga on May 31 to visit world capitals seeking landing rights for the new airline. Landing rights will probably also be sought in Pago Pago, Noumea, the Cook Islands and other Islands. He was accompanied by Secretary to Government Dan Tufui.

As New Zealand is responsible for foreign affairs for the Cooks, Tonga will have to talk to NZ about rights in the Cooks. As the Cooks, so far, is the sole preserve of Air New Zealand, this might be a sticky one, although there is little doubt that in the final outcome NZ would go along with what the Cooks wanted.

The tail-insignia on the Friendly Islands Air jets will be a frigate bird, painted a vivid scarlet, with yellow, blue and red circles at the centre. Across the length of the aircraft will be the name of the airline in both English and Tongan.

Felise Va'a reports from Apia that local leaders there now see Air Pacific as basically a Fiji national airline, carrying all the tourists into that country and therefore reaping all the profits.

As a result of this, the government has been considering ways in which it can make its own Polynesian Airlines more effective and one of the many possibilities was to sell 51 per cent of the shares to an airline like Pan American.

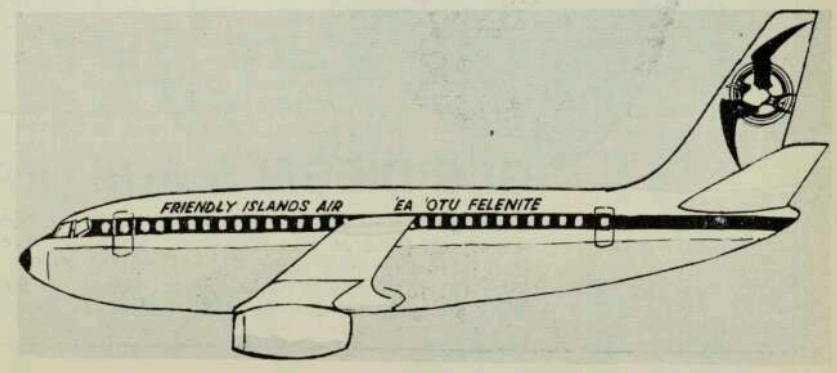
Prime Minister Mata'afa has, however, denied that the government has made up its mind to follow such a course. Although the move would forestall any competition from a reciprocal American carrier (which would probably be Pan Am) when the PAL monopoly expires at the end of this year, other matters have to be taken into consideration.

PAL is now managed efficiently by Air New Zealand, it makes a profit and is a symbol of prestige for Western Samoa, say the Samoans.

The wrangle between Western Samoa and Fiji could be complicated by the entry of Continental/Air Micronesia to the South Pacific. The airline, which is now equipped with two Boeing 727s, has authority to operate from the US Trust Territory to Nauru, Tarawa, Funafuti and Pago Pago

The company, in its annual report, says the US Civil Aeronautics Board has given it permission to postpone services to those points as landing facilities at Tarawa and Funafuti had to be improved to accommodate jets. Another, more important, stumbling block is that the United States and the United Kingdom have not yet negotiated rights for Continental/Air Micronesia in Tarawa and Funafuti.

Continental/Air Micronesia, should it open a service to Pago Pago, is bound to look at Nadi and possibly



● New in South Pacific skies soon? Friendly Islands Air has a tail insignia of a vivid scarlet frigate bird.

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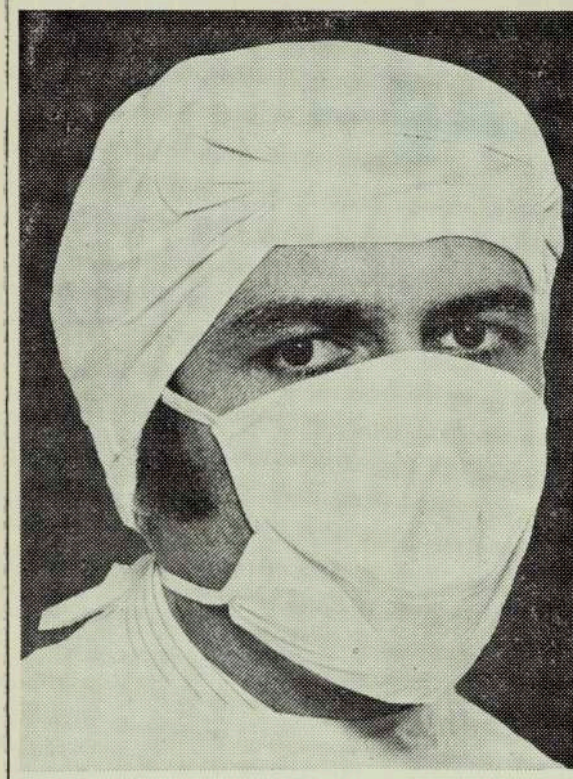

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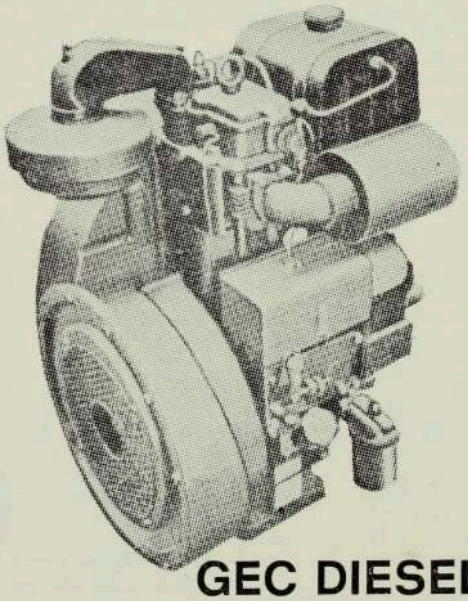

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AIR MIKE'S PROGRESS.—Continental/Air Micronesia earned revenue of $1,464,722 in 1973, an increase of 18.5 per cent on the 1972 figure of $1,236,134. Operating expenses rose by a similar percentage—from $1,210,236 to $1,433,909 in 1973. In 1973 the airline flew 85,921,000 revenue passenger miles, and carried 155,019 paying passengers. The airline went all-jet in 1973 when it acquired a second Boeing 727. The airline's DC6B was withdrawn from service on April 30, 1974, and will be sold. The increasing number of visitors to the US Trust Territory was a big factor in the airline's improved revenue. The number of visitors in 1973 was 58,299, compared with 38,829 in 1972. Picture above, by Captain A. G. Shearer, shows an Air Micronesia 727 at Majuro, in the Marshalls.

Honiara, the New Hebrides and New Caledonia to have a round-trip operation.

Aviation ministers from the various members of the South Pacific Forum will soon meet in Suva to discuss regional air services. Because of the heat already generated, it looks as though emotionalism, not realism, will govern much of the debates. Fiji's Prime Minister, Ratu Sir Kamisese Mara, warned at the last South Pacific Forum that civil aviation would be "the real test of Pacific regional co-operation".

Meanwhile, UTA and Air Pacific have reached agreement which allows UTA to resume its weekly service through Nadi with a DC10. UTA has been operating to Fiji only once a week since the middle of February with a DC8. As a reciprocal arrangement, Air Pacific will now be able to operate its BAC111 from Nadi, via Vila and Noumea to Brisbane. A decision on when to take up the route was to go before the Air Pacific board in June. Air Pacific at present operates from Nadi to Brisbane via Vila and Honiara.

The hoped-for arrival of Air Nauru's second F28 jet for Nauru's Constitution Day celebrations on May 17, did not eventuate. The airline later expected to take delivery of the aircraft, on lease, in Amsterdam towards the end of June. Air Nauru was obviously confident the later delivery time was firm for it planned to start a weekly Nauru-Apia service on July 5. This will be a direct service, except for a refuelling stop, probably at Wallis Island.

FOOTNOTE: In his speech from the throne to the Tonga Legislative Assembly on May 30, King Taufa'ahau said the launching of Tonga's new international airline was not done "to demonstrate any dissatisfaction towards Air Pacific or Polynesian Airlines, for we are deeply indebted to them for the services they have rendered Tonga in the past". But he said Tonga had more than one or two gateways to the outside world, and she wanted to improve communications and air cargo facilities.

"On present indications", he said, the Tongan airline could have access to seven or eight airfields, on only one of which it would meet Air Pacific or Polynesian Airlines. The king added that Tonga planned a 12,000 ft airstrip to take large jets (present strip on Tongatapu is 6,000 ft), and that three new hotels were to be built on Tongatapu, another at Vavau, and there was hope for a bigger hotel on 'Eua.

The king also said "big changes" would take place with Tongan shipping. Tonga would soon operate a 76,000 ton iron ore carrier, from the Pacific to the Atlantic, returning via the Mediterranean, but he gave no further facts. He said Tonga's Pacific Navigation Company would probably also purchase the Frysna, now sailing between Tonga and NZ's South Island, and use her on a regular Tonga-NZ run. Tongans might also get the opportunity to crew vessels operating between Australia and PNG.

FIJI DEBATES DOCKWORKER REDUNDANCY

The Union Steam Ship Co of NZ Ltd will have full container services on its Pacific "triangle" service from Auckland by about the end of this year. The company is now looking for a suitable container ship to replace the remaining conventional cargo ships servicing Fiji, Tonga and Samoa.

This statement of the company's policy emerged at an arbitration inquiry in Suva into a dispute between shipping companies and the Fiji Waterside Workers' and Seamen's Union. Mr Mervyn Hunt, the USS Co deputy manager in Fiji, said the vessel Union South Pacific, which the company has been using for about 10 months, although not ideal for the trade, was making a profit. The ships it replaced incurred heavy losses.

The company carried about 60,000 tons of cargo to Fiji each year, and the volume was growing. One problem was that it was virtually a one-way traffic. A ship might drop 1,300 tons of cargo in Fiji and leave with only 200 tons. The Union South Pacific delivered about 20 containers on each call in Suva.

He said that so far few Fiji companies were geared to accept delivery of a container on their doorsteps, but the number was increasing. One reason was that there were only two or three vehicles in Suva which could carry a 20-ton container load. The next container ship would probably be bigger than the Union South Pacific, which is on charter for five years.

Obviously the introduction of containers will reduce the number of men required on the wharf. But the union asked the arbitrator Mr Ramanlal Kapadia, to increase the wharf labour force from 452 to 600. Mr John Chau, who audits the accounts of the employer, the Port of Suva Labour Utilisation Board (formed by four shipping companies) proposed that the wharf force be cut from 452 to 252, because the existing dock force was idle for 45 per cent of its time.

The arbitrator wanted to know if the companies could offer dismissed dockers a "golden handshake" payment as in other countries, where

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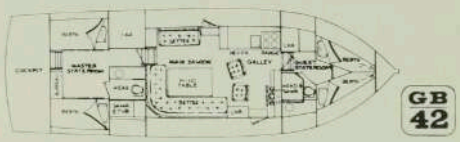

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mechanisation made men redundant.

Mr Peter Corbett, shipping manager of Burns Philp (SS) Co Ltd, said the agents were not in a position to comment on that. Local shipping companies might well have to come to an arrangement with the dockers.

Taniela Veitata, former secretary of the union, who is serving a gaol term for theft from the docks, said some dockers spent all their working lives, 35 years or more, at Suva wharf. The reason Suva dockers usually worked for only 22 hours out of the 40 for which they were paid was that in comparison with dockers elsewhere "their work is so fast that they are paid for idle time while waiting for the next ship to arrive".

Mr Corbett said that in spite of Mr Chau's advice to dismiss 200 men, the board did not want to dismiss them at once. But the board's financial position was such that it might have to. It lost $28,000 in 1973.

In a reference to a retiring age for dockers, Mr Corbett said the size of the work force could be cut if the age was set at 55. The companies realised that to insist on the 55-years limit now would cause hardship because the dockers would not have enough money to retire. The companies were willing to keep a man on a contract basis after 55, if the man produced a fitness certificate.

Responsibility for the employment of a wharf labour force is to pass from the port labour board to the national ports authority, when it comes into existence. Mr Corbett said shipping companies doubted the government's ability to have it operating by January, 1975; they considered it would be June, 1975, before the authority became effective. The authority will control all Fiji ports.

Recent direct negotiations with employers have resulted in Fiji watersiders winning a wage increase of 20c an hour. The new rates are 66c an hour for permanent wharfies and 70c for casuals.

FOOTNOTE: Union South Pacific started to take in water and developed a serious list in early June when 500 miles north of Auckland en route to Suva. She battled heavy seas for almost three days before limping back to Auckland. A tug stood by at one stage but was not required.

NIUE, COOKS GET ANOTHER SHIP

The New Zealand Shipping Corporation has bought a six-year-old 1,191-ton refrigerated freighter for the Cook Islands and Niue Island service.

The ship, the Jogela, which is likely to be renamed for the Pacific run, was built at Le Havre, and was previously owned by a West German line. She has three holds, fully refrigerated, with an insulated cargo capacity of 88,600 cubic feet. Her main engines and accommodation are aft and the ship has a variable pitch propeller for manoeuvrability.

The ship is expected in New Zealand during the first week in July, and after minor alterations, will probably enter the service later that month.

The Jogela will join the corporation's other vessel, the Lorena, in providing the service to the Pacific. This service will be maintained when the Government-owned island trader, Moana Roa, is withdrawn from service, and handed to the Royal New Zealand Navy.

The Lorena, 1,356 tons, was formerly owned by the Cook Islands Shipping Co, but was bought by the corporation to relieve a cargo build-up on the Auckland waterfront of freight for the Cook Islands which the Moana Roa was unable to clear.

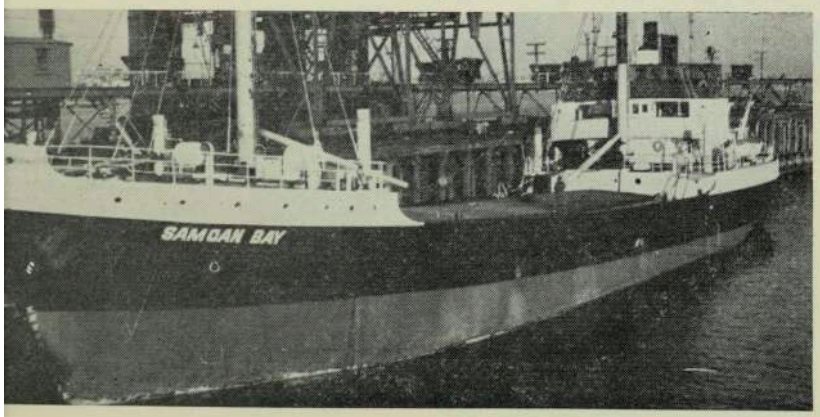
Both the Lorena and the Jogela are able to enter the harbour at Avatiu, Rarotonga, and avoid the expense and inconvenience of lighter loading and unloading.

The provision of this two-ship service honours a promise made by the New Zealand Prime Minister, Mr Kirk, and later reaffirmed by the New Zealand Minister of Island Affairs, Mr Amos, that a service would be maintained to the Cooks when the Moana Roa was withdrawn.

The actual running of the ships is expected to be handled by the Department of Maori and Island Affairs on a charter arrangement from the corporation. The Cook Islands Government will have a representative on the overall committee of management which will concern itself with policy matters.

The new service should also provide a more reliable service for Niue Island. The island copes well on a four-week shipping service, but if there is a longer "no boat" period, supplies of essential products become exhausted, and major delays develop in the island's building programmes.

Both Niue and the Cooks rely on the shipping service for shifting building equipment, heavy machinery and other commodities essential to their development from New Zealand. And the islands also rely on the service to transport their agricultural products, including passionfruit pulp (from Niue), pineapples, canned fruit pulp, and juice, to the New Zealand markets.



The Samoan Bay, sold to Hong Kong interests.

FIJI SERVICE LOSES A SHIP

United Steamships Ltd withdrew the Samoan Bay from the Sydney-Fiji run late in May and sold it to Hong Kong interests. The service was launched in the second half of 1973. United Steamships has not made any announcement about a possible replacement for the Samoan Bay. The ship was built in 1937.

The withdrawal of the Samoan Bay will leave Fiji a little underserviced from Australia. At least two lines are understood to be looking for suitable ships to put into the service, but are finding replacements expensive, either to buy or charter.

LORD HOWE SEES LAST REGULAR FLYING-BOAT

Airlines of NSW flew its last flying-boat return service from Rose Bay, Sydney, to Lord Howe Island, off the Australian east coast, on May 31. The flying-boat carried only

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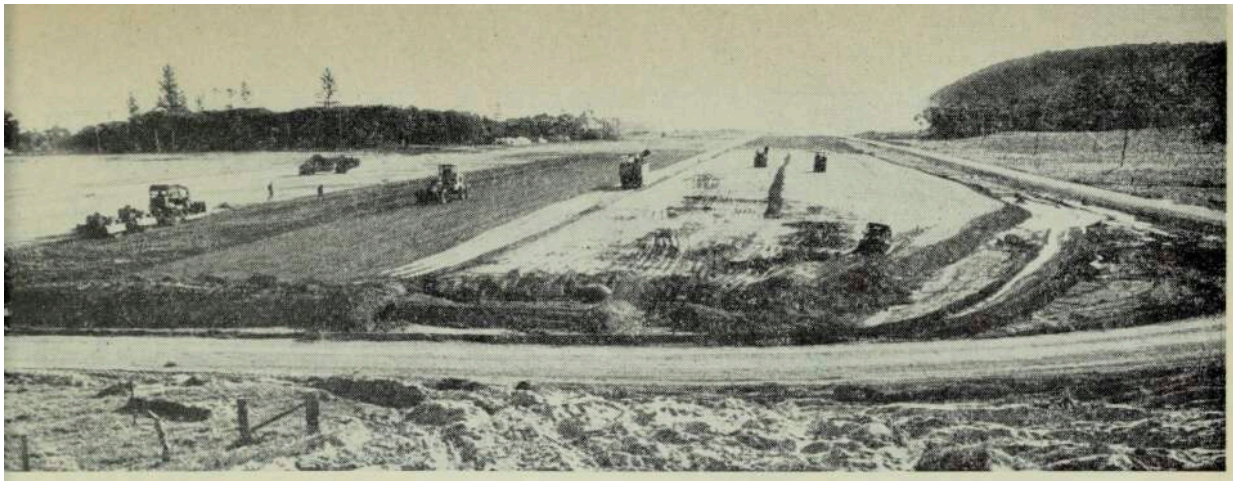

This was how Lord Howe Island's new airstrip looked on May 31 as the last of the scheduled flying-boat services ceased. The land strip is expected to be completed by September.

a few passengers to Lord Howe Island, but returned with a full complement. Now, in accordance with an undertaking given a few months ago, the airline will maintain a token flying-boat service to the island to keep communications open pending completion of the Lord Howe airstrip, expected to be late August or early September.

The manager of Airlines of NSW, Mr P. Steadman, said a special ceremony would be arranged for the last of the "communication link" services.

The two Sandringham aircraft used on the service have been sold to Antilles Air Boats, in the Caribbean. One of them was scheduled to leave Rose Bay on a ferry flight on June 17. The second will probably be ferried to the Caribbean early in 1975 if it can be salvaged after taking a battering from hurricane-force winds at the island on June 9. Winds gusting to 80 knots tore the aircraft from its moorings and ran it aground. On June 10, the army team which is laying an airstrip on the island helped to get the flying-boat above the high-water mark. The starboard float was torn off, the starboard aileron and a starboard engine were damaged, and the passenger door caved in under the buffeting.

Meantime the New South Wales chapter of the Royal Australian Institute of Architects has accused the Australian and NSW Governments of allowing construction of the Lord Howe Island airstrip to go ahead without adequate controls or an equivalent impact study. The chapter claims that army sappers are unnecessarily destroying parts of the island in constructing the airstrip.

'Frightening' Sydney delays

"Frightening" was the description given by a Sydney shipping company manager in June when asked about delays on the Australian waterfront. Thus importers in the Islands can brace themselves to meet another big hike in shipping costs.

Shippers servicing PNG met the Australian Shippers Council early in June to negotiate a new round of price increases. The companies are Conpac, New Guinea Australia Line, New Guinea Express Line and Karlander. Watching developments closely were the shipping companies serving Fiji, for they have similar rising costs to meet.

A number of factors are involved:

- Increased imports into Australia through lower tariffs, creating a big demand for wharf space;
- Industrial disputes;
- Insufficient labour to meet demands.

Bad weather in Brisbane and Melbourne earlier in the year led to a number of ships being diverted to Sydney, which was unable to handle them quickly. Sydney was hit by cyclonic gales late in May, and there was continuous heavy rain early in June.

It took longer to load ships at the wharf; ships arriving in Sydney had to moor at dolphins in the harbour till wharf space was available.

Industrial troubles and labour shortages added to the troubles.

Conpac's Nimos could usually turn round in Sydney, discharging cargo from Papua New Guinea and loading about 2,000 tons for PNG, in about four days. On the last three voyages, to early June, the average turn-round time was 14 days.

New Guinea Express Line, a few months ago, turned its ships round in Sydney in about two days. Now the company thinks in terms of a 17-day turn-round. It has chartered a ship to add to its permanent fleet of two to help lift cargo needed in PNG.

The New Guinea Australia Line with its fleet operating between Australia and Papua New Guinea, made 13 trips in the first quarter of 1974, compared with 17 trips in the first quarter of 1973. The Coral Chief is a good example of delays in NGAL services. In April, 1973, the turn-round time in Sydney was three and a half to four days. In May, 1974, it was seven days. If Island importers can't get their orders from Australia in time they will go elsewhere, and Australian exports will suffer, said Captain Graham, NEL manager.

Karlander is also hit by congestion in Sydney and Melbourne. What the fleet previously did in four weeks, now takes five weeks. This line attributes much of its problems to the shortage of labour. Often it asks for four gangs and gets one.

FIJI BUILDS ITS BIGGEST SHIP

The Fiji Government is building a new ship to replace the Tui Lau, which was wrecked six years ago. The new ship, the biggest yet attempted in Fiji, will be 138 ft long with a 28 ft beam and a draft of 8 ft 6 in. She will be 200 tons deadweight and will have a cargo capacity of 250 tons. Her 500 hp diesel engine is expected to give her a maximum speed of 10 knots.

The ship, at this stage, is expected to cost about $500,000. But if the cost of the Tui Ni Wasaliwa is a guide, and inflation continues rampant, the final cost could be closer to $1 million.

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Cruising Yachts

● **EOLUS,** 218 ton three-masted barquentine visited Suva in May while on a round-the-world cruise. She left Portsmouth, England, in December, 1973, and since then she has visited Spain, the Canary Islands, the West Indies, and parts of the Pacific. After leaving Suva she was to call at Norfolk Island and Australia. From Australia she will sail to the Far East across the Indian Ocean, and round the Cape of Good Hope for England. She carries a permanent crew of 15. On this trip she has 23 "guest crew" who pay the owners $4,000 for the cruise. She is owned by a British syndicate, Foundershire. She carries modern equipment such as radar, auto pilot, and an echo sounder. The 200 hp Dorman engine can drive the **Eolus** at 6 knots and the 550 sq ft of sail can put the speed up to 8 knots in suitable winds. **Eolus** reached Sydney in early June and took aboard some more "guest" crew.

● **QUEST,** 52 ft motor sailer, which rode out the hurricane season at Rushcutters Bay, Sydney, was scheduled to leave on June 8 for Hobart, New Zealand, Rarotonga and Tahiti. Owner Charles Carter, told PIM before he left it would be a leisurely cruise. He planned to sail down the east coast of New Zealand as far as Bluff before leaving for Rarotonga and Tahiti. His plan then is to turn back to Tonga, Fiji and New Caledonia, and the Australian coast, with Mooloolaba as his landfall. He will then sail north and west to Singapore. With him are his wife and two daughters. In Sydney he signed on a young Englishman, Michael Strachan, as a member of the crew. Michael may leave the **Quest** in New Zealand. Mr Carter's son, Charles, who has been cruising with the family on **Quest** since it left San Diego about the middle of 1971, left it in Sydney to go to Taiwan, where he will attend college. When he reaches Rarotonga Mr Carter hopes to renew acquaintances with an old friend, Ron Powell.

● **CRUSADER,** 51 ft sloop, which had been at Rushcutters Bay, Sydney, waiting for the end of the hurricane season, left on May 18 to sail north along the Australian coast. Owner Don Sorte, originally intended to sail for Indonesia, but has changed his plans, and his latest plan is to visit Manila, Taiwan, Hong Kong and Japan. It was also possible that he would call at various points in Papua New Guinea. He had a crew of two men and three women when he left Sydney.

● **STORMSTRUTTER,** 45 ft Canadian ketch registered at Vancouver, arrived at Rarotonga on May 10 from Papeete with owner-skipper John Samson, his wife, Patricia, and daughters Barbara and Christine. They are on a Pacific cruise which started from Vancouver three years ago. The ketch left for Pago Pago on May 15.

● **SURPRISE,** 38 ft sloop, was an unexpected visitor to Sydney late in May. Carrying Italian owner, Ambrosio Fobar, who is sailing solo round the world, the sloop ran into a heavy storm in the Tasman Sea. The seas, whipped up by cyclonic gales, overturned the **Surprise.** Fobar was thrown into the water and was saved only by an 8 ft lifeline attached to a wrist. The sloop did a 360 deg turn and Fobar was able to scramble back on board. The radio was wrecked and food was ruined, so instead of sailing from Auckland round the Cape of Good Hope, as planned, he sailed to Sydney instead. It was the second time seas turned the **Surprise** over. The first time was after she had rounded Cape Horn, when she went over from stern to bow. The **Surprise** left Sydney early in June for the Cape of Good Hope and Italy.

● **RONAKI,** clinker built keel-less yacht, arrived in Suva recently from New Zealand. From Suva the **Ronaki** will cruise in other parts of Fiji, and then sail back to New Zealand, via Tonga. To make up for the lack of a keel she carries about 3½ tons of concrete as ballast. On board are the owner-skipper, Rob Ray, and brothers Derry and Alec Wood.

● **ZEW MORZA,** 31 metre schooner, registered at Szczecin (formerly Stettin), Poland, arrived at Rarotonga from Papeete on May 4 on a world cruise. On board were Captain Zdzislaw Michalski and 10 crew all of whom are shipyard workers. The tourist cruise started from Poland on November 8, 1973, and ports of call included Kiel, Amsterdam, Casablanca, Las Palmas, Barbados, Colon, Panama, Galapagos Islands, Nukuhiva, Rangiroa and Papeete. **Zew Morza** left Rarotonga on May 7 for Auckland, Sydney, Port Moresby, Timor, Madagascar, Capetown and Poland.

● **BENDORA,** 30 ft Canadian sloop registered at Vancouver, arrived at Rarotonga on May 6 from Huahine, Raiatea, Bora Bora and Papeete with John and Jean Taylor. They spent one year in Mexican waters before sailing to the Marquesas. **Bendora** left for Tonga on May 20.

● **MOLOKAI GIRL,** 39 ft American sloop registered at Las Vagas, arrived at Rarotonga on May 6 from Auckland after a stormy voyage of 24 days. On board were skipper Fred Mack, his wife, Else, and a male crew member who joined the yacht in Auckland. **Molokai Girl** called at Rarotonga a year ago, bound from the USA to New Zealand, and is now making a return voyage via Papeete and Hawaii.

● **DULCIMER,** 40 ft ketch registered at Vancouver (BC) arrived at Rarotonga on May 7 from Papeete, Maupiti and other French Polynesian islands with skipper Philip J. Grange and Gillian M. Kidd. Previous ports of call included La Paz, Mexico, and the Marquesas Islands. **Dulcimer** is bound for Auckland via Tonga and Fiji.

● **TEACHERS PET III,** 32 ft cutter registered at Los Angeles, arrived at Rarotonga from Papeete on May 12 with owner-captain Carlos A. Derivas, his wife Kathleen (both school teachers) and daughter Donna (13). Their cruise started in February from Long Beach, California, and calls were made at Marquesas, Tuamotus and Society islands. Plans were to call at Tonga, Fiji, the New Hebrides and Loyalty Islands, and to arrive in New Zealand about November.

● **MANU OTE MITI,** 42 ft sloop registered at Vancouver (BC) arrived at Rarotonga from Papeete on May 12 with skipper H. J. Genciala and one crew member.

● **KAVENGA,** 41 ft ferro-concrete sloop, arrived at Rarotonga on May 28 from Tauranga, New Zealand, with owner-skipper Pat Bowle-Evans, John Grieve, and brothers John and Steve Millar—all Canadians. Mr Bowle-Evans had worked in New Zealand as project manager for a paper mill extension and had his yacht built by Ferro Craft Ltd of Auckland. They sailed direct for Rarotonga and two days out their engine packed up. They were becalmed for four days and, during this time, sighted another yacht that motored over. This was the 35 ft ketch **SPRAY** with Tony Pearce and his father-in-law, Vernon Willmen, on board. **Spray** left England in September, 1972, on a cruise to NZ, and was bound from Rarotonga to NZ when this unusual chance meeting occurred. The meeting was celebrated by a dinner on board **Kavenga.** Plans were to stay a week in Rarotonga, then proceed to Tahiti, Hawaii and Vancouver.

● **CHANSON,** 40 ft sailing cutter registered at Los Angeles, arrived at Rarotonga on May 24 with owner-skipper Harold A. Kilmer and his wife Jean. Their cruise started from California in March, 1962, and since then they've spent two years in Central America, one year in the Galapagos Islands and another year in Polynesia. They planned to sail to Tonga and then spend a year in and

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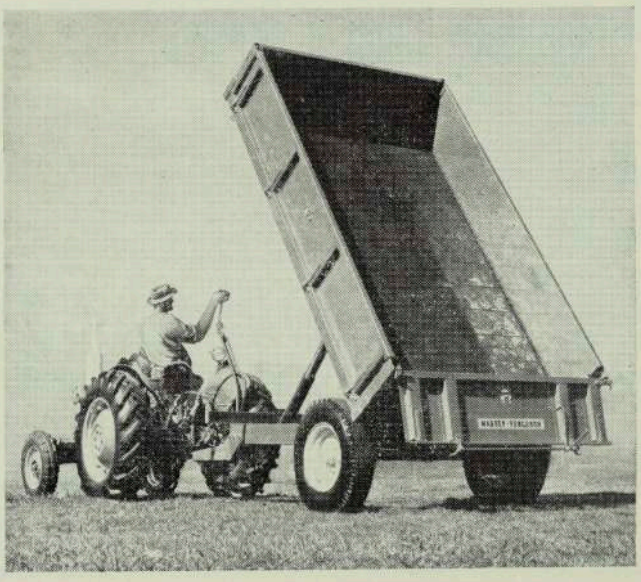

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around Fiji. Next countries of call would possibly be New Zealand and Australia and, Mr Kilmer added humorously, they might even complete a circumnavigation at their present rate of progress—if they lived long enough.

● **PINOCCHIO**, 40 ft (11.75 m) ketch registered in Berlin, arrived at Rarotonga on May 31 from Mopelia and other Society Islands with Bernd and Elke Fengler. Previous ports of call included the Galapagos Islands, the Marquesas and Tuamotus. Plans were to call at Tonga.

● **CIRCUS**, 35 ft sloop, arrived at Rarotonga on May 30 from Whangerei, NZ, with owner-skipper Dr A. T. Cotton, David Judell, Ian Beverley and Laurie Henbest. The brand-new yacht was to have entered the Auckland-Rarotonga Yacht Race, but was capsised and dismasted while crossing the Tasman from Hobart to Auckland. **Circus** was completely rolled over by a huge wave when 250 miles from Australia; the mast snapped and two cabin windows were stove-in. The four-man crew were in a trough of extreme low pressure with short, steep, confused seas and storm-strength winds. They motored the sloop back, but by the time the damage was repaired the race had started. After a week in Rarotonga David Judell was to fly home and some of Dr Cotton's friends were to join **Circus** in Rarotonga before sailing to Tahiti.

● **SHANTOH**, 10 m sloop, and **JAGA**, 12 m ketch, which arrived in Rarotonga in April from French Polynesia, both left in mid-May.

● **CAPRICE**, 31 ft fibreglass ketch built in Hong Kong, arrived in Port Moresby in mid May from Madang with Philip Baker, Ivan Gelderen and Olive Ruff on board.

● **COQUETTE**, 54 ft Samson design ferro-concrete schooner, arrived in Port Moresby from Cairns on May 31, and Bill Cunningham planned to stay for a few weeks then sail for Lae.

● **TUI MANU** (Mick York), 37 ft yawl, won the Sydney-Noumea yacht race, which started from Sydney on May 30. Her corrected time was 159.42 hours. Second was **HARMONY** (Geoff Foster), 32 ft, in 160.04 hours, and **ALCHERINGA** (Joe Diamond skipper, owner Jim Bridgland) was third in 164.19 hours. Line honours went to **BANJO PATTERSON** (John Jarrett) 59 ft, in 197 hours, 32 min, 22 sec.

● **KATIKA**, a 50 ft motor sailer ketch, left Madang in June for Bali and Singapore via Irian Jaya, and possibly Manus Island.

● **PETER PAN**, a 37 ft Nicol Cavalier trimaran with owner Reg Lincoln and his 16-year-old son, Geoff, on board, was waiting in Madang in June for clearance papers to proceed to Bali and Singapore via Irian Jaya. (Mr Lincoln advises anyone considering this trip to allow six months to obtain the necessary papers.) **Peter Pan** left Port Moresby in March and after a hard run to Samarai joined forces with Jeff and Carol Godsby on **NANALOA** for a leisurely and easy trip via Lae to Madang.

● **NANALOA**, a 36 ft steel ketch with Jeff and Carol Godsby on board, is in Madang for a couple of months before leaving for Namatanai on the east New Ireland coast.

● **KEEWAYDIM**, 24 metre ketch which arrived at Rarotonga on May 15 was expected to leave for Tonga, Fiji, the New Hebrides, and Cairns, Queensland, after a brief stay, sailed from Sweden in September, 1973, to Portsmouth, England. **Keewaydim** was entered for a round-the-world yacht race, but had to retire to the Canary Islands for repairs. From racing she switched to cruising with calls at the West Indies, Panama, the Galapagos, Marquesas and the Society Islands. After repairs at Cairns she will cross the Indian Ocean to Capetown, and hopes to be back in Sweden by the spring of 1975.

● **THYME**, 37 ft yacht, left Auckland in May for "four months of Pacific adventure". On board were owner, Bill Townson, an Auckland boatbuilder, his wife Mona, and friends Emmet Hussey, Rod Fergusson and Stuart Mason. First call was to be in Fiji.

● **CHARLEMAGNE**, 62 ft cutter (Warwick White, skipper), won the Auckland-Rarotonga yacht race in May on corrected time, from **SIRIUS**, racing cutter (John W. MacKenzie) and **ROULETTE** (Fred Andrews). Line honours went to another 62 ft cutter, **KAHURANGI** (Wally Stuhlman) in 9 days, 6 hours, 14 min, 40 sec. **Charlemagne** was second across the line in 9 d, 15 h, 28 min, and **TOTOLO**, 46 ft cutter (Don Winstone) third in 9 d, 17 h, 11 m, 16 s. In the International Offshore Rule Mark III rating class **Roulette** was first, **Kahurangi** second and **Charlemagne** third. The other yachts which took part in the race were **EROS** (Denis Drouyn), **WHITE SQUALL** (Ron Chalmers and **NEREIDES** (Dyson Gulliver). **Nereides** was the mother ship for the race.

After the race several of the yachts had Pacific cruises lined up. **Kahurangi** and **Charlemagne** were scheduled to sail for Tahiti, **Sirius** for Samoa and Fiji, and **White Squall** to Aitutaki, Palmerston, Tonga and possibly the Kermadecs. The land, although **Roulette** called at Aitutaki first.

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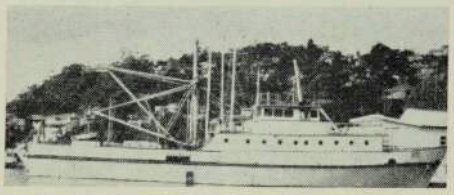

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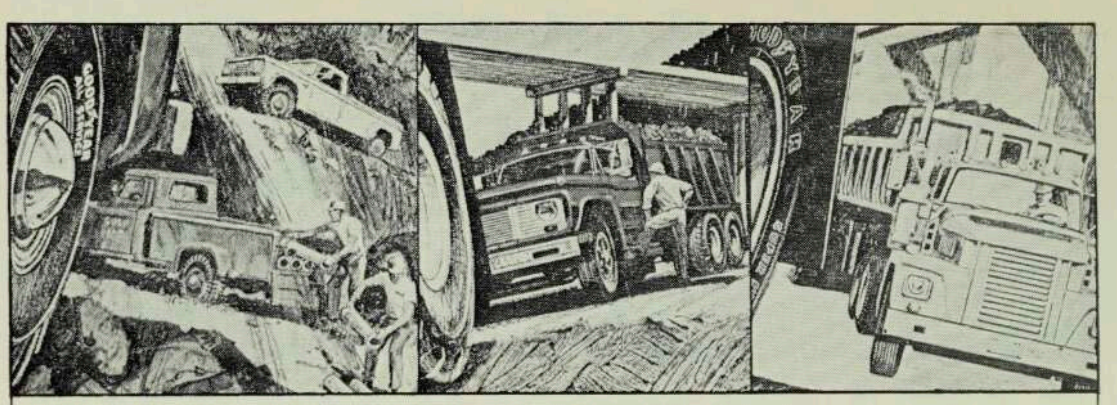

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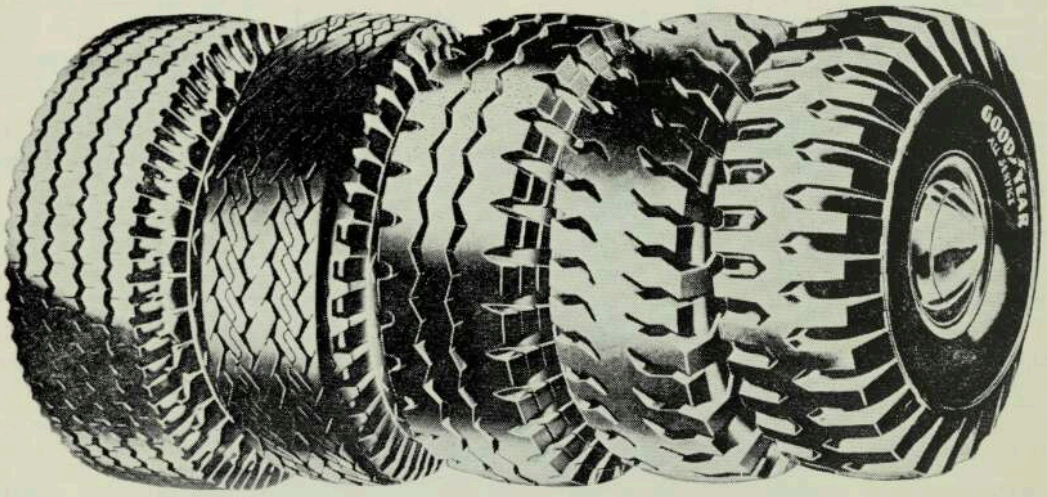

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BRITAIN'S INVISIBLE RESOURCES

By PHILIP PARRISH

The part played by invisible exports in Britain's balance of trade is crucial. Britons are all aware of it, for when those monthly figures of surplus or deficit are given for tangible goods, they are always mitigated by an amount earned by the 'invisibles'. And these ghostly supporters of the country's solvency are essentially provision of services to people living abroad, and income from investments overseas. In 1972, the last year for which figures are available, the total surplus from invisibles was £1,424m.

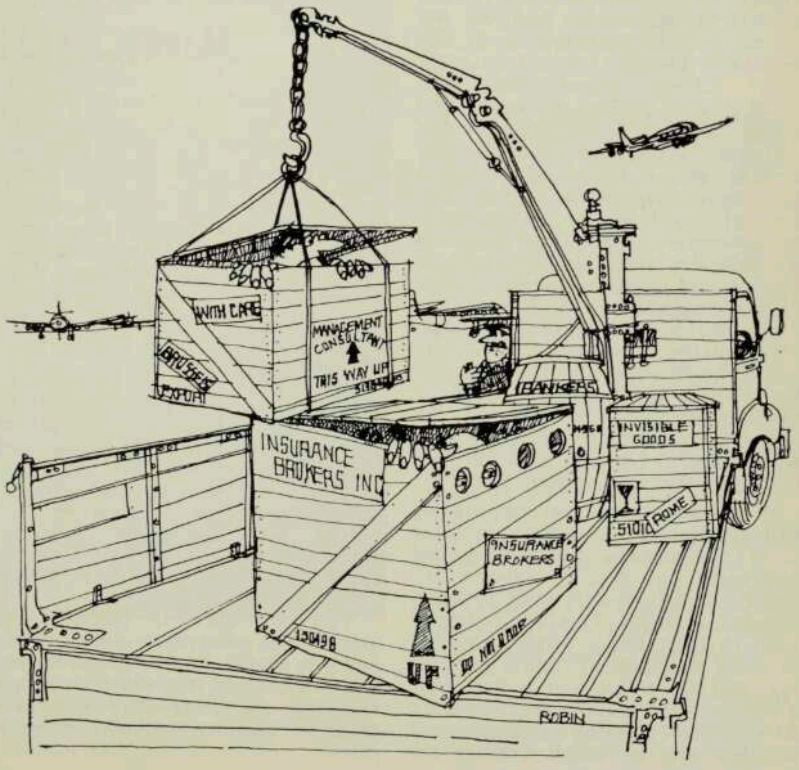
And it is to promote earnings from these sources that the Committee on Invisible Exports was set up, composed of representatives of the principal contributors to Britain's invisible earnings, together with those of government departments concerned (such as the Treasury, the Department of Trade and Industry, and the Central Statistical Office) and the Bank of England.

Financed wholly by contributions from firms and institutions in the private sector, the committee has won wide support from banks, insurance companies, oil companies, British Airways, and the British Tourist Authority—from all sectors, in fact, involved in selling the country's professional skills abroad.

Its director is Mr William M. Clarke, and he is suitably to be found in an office a long stone's throw from the Bank of England. An economist and former journalist, he defines his job as 'research and promotion, in about equal proportions'. Already a range of publications has been issued, many of them pioneering investigations of, say, overseas earnings of the British professions as well as an immensely useful guide to all the official services available to invisible exporters.

Recently the committee has extended its activities into foreign territory. At the end of 1972, it launched a successful City of London Seminar in Kuwait, and others are planned for Indonesia, Brazil, and Saudi Arabia. Says Mr Clarke: 'Although most people admire the City of London, there is a great deal to be done in drawing attention to all the facilities it has traditionally provided for the world'. In connection with this, the committee provides a comprehensive booklet to all the City's manifold expertise.

'One of the first gaps we noticed', says Mr Clarke, 'was that there is



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inadequate information about the overseas earnings of the leading professions'. So an inquiry was begun. and its results published last year. Nine groups were studied in it—accountants, chartered surveyors and architects, consulting engineers, independent schools, management consultants, the medical professions, patent agents, advertising practitioners, and solicitors. The collated figures showed that these professions earned around £113m in 1971. In this area, the committee's chairman, banker Cyril Kleinworth, finds hope and encouragement for the future.

'These overseas earnings', he declares, 'are important not only to the balance of payments. To the professions themselves the extension of their markets to include overseas clients may be beneficial in terms of the size and security of their business. To some extent the professions can offset a recession at home by selling more services overseas. Moreover, these markets are spread throughout the world, and are not always in the same phase of the business cycle'.

Mr Clarke points out that, although the professions have been active mainly in the Commonwealth, they have never been confined to it. And he sees a period of expansion in Europe particularly for the younger professions. Management consultants and consultant engineers are enlarging their practices both in Europe and North America. Aware of the importance of Europe, the committee has established its own representative in Brussels, to obtain quick information about any policy initiatives in the European Economic Community that will bear on the interests of Britain's invisible exporters and to establish a liaison with the European Commission staff.

A glance down the winners of Britain's Queen's Award for Industry in 1973 gives some idea of the spread and variety of invisible exports. No fewer than 10 awards went to firms engaged in them. One for example, went to Dick James Music, involved in artist management, music publishing, and recording, and a firm that has increased its overseas earnings six-fold over a period of three years. Another went to British Aviation Insurance, which earns the major part of its premium income from overseas.

There was the Mermaid Hotel at Rye, Sussex, with only 30 bedrooms but with an active marketing policy which brought it more than 3,000 visitors from overseas in 1971/72. There were two firms of consulting engineers—one, Sir Bruce White, Wolfe Barry, and Partners having one contract worth £12m in six countries from the Middle East to Asia. There were, of course, insurance brokers, and a systems engineering and management consultancy company, Easams, that specialises in things like avionic systems for combat aircraft.

So the earnings pour in—from tourism, which has more than doubled, to £538m, in six years, from the City itself, from growth areas like British construction work overseas, earnings for which rose from £50m in 1967 to £87m in 1971.

For two centuries, Britain's invisible earnings have produced a net surplus. William Clarke considers that the skill, education and accumulated experience of these exporters 'give Britain a decided advantage in selling these services to foreign countries'.

It seems that the 'invisibles' will be increasingly important in earning the currency with which Britain can pay for its imports—and Mr Kleinwort considers that 'the discovery of oil in the North Sea has provided the necessary stimulus to British banks, insurance companies and other invisible exporters to set up specialist departments which are now seeking business abroad'.

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FIJI HOTEL'S 25 YEARS

or the silver jubilee of Fiji's Korolevu Beach Hotel, British Airways flew from London ree dozen Sterling Silver roses, here being presented to Mrs Kathie Clark, who with r husband Bill (receiving a kiss!) built up the resort. Presentation was made by BA adi Airport receptionist Teresa Pasepa, also seen below (centre) in this line-up of rline hostesses who helped at the Fiji Visitors' Bureau tourist convention held at the same time. — Photos: Nitin Lal.

HOLIDAYS IN BRITAIN NEED NOT BE EXPENSIVE

Remarkably low-priced holidays in Britain are being offered by British Airways in its new Windsor holidays brochure which has recently been published.

Until the end of October prices can be as low as $A90.00 per person for a two-week holiday. This is for a shared room with bath at the Park Plaza Hotel, Bayswater Road.

And here's what else is included in the price: English breakfast daily, hotel service charges; coach transfers airport/hotel and vice versa; stalls or dress circle tickets to five of London's most popular shows; tour of London's West End and the City; river cruise from Westminster to Kew Gardens and return; admission to the London Zoo, Regents Park; and admission to Madame Tussaud's famous waxworks exhibition.

There's even more yet: an evening pub tour including such famous hostelries as Dirty Dick's and the Anchor at Bankside; you are made a member of one of London's leading casinos during your stay; and you will be given a London "Countdown" card which entitles you to discounts averaging 10 per cent at many night-clubs, restaurants, pubs, shops, stores and beauty salons.

To cap it all you will receive a souvenir gift of a full-colour 12 in. x 14 in. illustrated 16-page book, describing the traditions and ceremonies of the Queen's Guards and a stereo record of regimental marches played by the band of the Coldstream Guards AND the magnificent 200-page Egon Ronay guide giving full details of tourist information.

Prices can go to an incredible low of $A56.00 if you stay for only one week at the Park Plaza but they are higher if you choose a more expensive hotel.

Another example is the self-drive tours of England, Scotland and Wales. Under this scheme five people travel-

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ling together can spend as little as $A83.00 a head for a week.

Picking up the car—a Vauxhall Viva or Ford Escort—at London Airport, you then have the choice of hotels at which you can stay in 126 British cities and towns. The price includes seven nights at any of the hotels (including English breakfast) and you have the use of the car for eight days with unlimited mileage (you pay for the petrol—and of course, the prices do not in either example include the air fare).

Further details may be obtained from any British Airways office or from your travel agent.

A tremendous range of holidays in Europe is also available starting from London and returning there. Things like 12 days to the Austrian Tyrol for $A145.00 or an eight-day "Five Capitals" tour highlighting Brussels, Amsterdam, Bonn, Luxembourg and Paris for only $A99.00. Ask for the Airtours European summer holiday programme.

NEW EASTERN ROUTES GENERAL MANAGER

Mr A. D. G. "Sandy" Shaw has been appointed general manager for the eastern routes of British Airways—of which Australia, New Zealand and Fiji are part.

Since 1967 he has been sales and marketing manager eastern routes and earlier in his career was the airline's district sales manager in Melbourne.

Between leaving Melbourne and returning to London, Mr Shaw spent three years in Bangkok as district sales manager for Thailand, Laos, Cambodia and Vietnam and six years in Bahrain as manager for the Gulf area.

In his new position, Mr Shaw will be based in London but expects to visit the Pacific region several times a year.

COMING EVENTS IN BRITAIN

Some highlights of the next few months

July

City of Belfast International Rose Trials Dixon Park, Belfast, to September.
1 **British Jousting Society** Tower of London, to 6 July.
1 **City of London Festival.** London, to 13 July.
2 **Llangollen International Eisteddfod** Llangollen, Denbighshire, to 7 July.
4 **Henley Royal Regatta,** Henley-on-Thames, Oxfordshire, to 7 July.
5 **Cheltenham International Festival of Music** Cheltenham, Gloucestershire, to 14 July.
9 **Great Yorkshire Agricultural Show.** Great Yorkshire Showground, Harrogate, Yorkshire, to 11 July.
10 **Royal Tournament: Displays by the Armed Forces** Earls Court, London, to 27 July.
10 **Open Golf Championship** Royal Lytham & St Annes, Lancashire to 13 July.
13 **Son et Lumiere** Winchester Cathedral, Winchester, Hampshire, to 5 October (excluding Sundays).
14 **Start Tall Ships Feeder Race** Dartmouth, Devon/Corunna, Spain.
17 **World Show Jumping Championships.** Hickstead, near Bolney, Sussex, to 21 July.
19 **Henry Wood Promenade Concerts** Royal Albert Hall, London to 14 September, provisional.
20 **The Daily Telegraph and BP Round-Britain Power Boat Race.** Start and finish London, to 3 August.
23 **Royal Welsh Agricultural Show** Llanelwedd, Builth Wells, Breconshire, to 25 July.
26 **County Landowners Association Game Fair** Stratfield Saye, Hampshire, near Reading, Berkshire, to 27 July.

August

4 **Harrogate Festival of Arts and Sciences.** Harrogate, Yorkshire, to 17 August.
4 **Tall Ships Parade of Sail** Solent, Isle of Wight.
5 **Royal National Eisteddfod,** Carmarthen, to 10 August.
16 **Edinburgh Military Tattoo.** Castle Esplanade, Edinburgh, to 7 September.
17 **Royal Scottish Academy Festival Exhibition.** Royal Scottish Academy, Edinburgh, to 15 September (provisional).
18 **Edinburgh International Festival.** Edinburgh, to 7 September.
18 **Three Choirs Festival** Gloucester, to 23 August.

September

2 **International Air Show.** Farnborough, Hampshire, to 8 September.
7 **Braemar Royal Highland Gathering.** Braemar, Aberdeenshire.
12 **World 3-Day Event Championship (Horse Trials).** Burley, Ringwood,
14 **Horse Racing: St Leger** Doncaster, Yorkshire.
27 **Newcastle Festival** Newcastle upon Tyne, Northumberland, to 13 October.

October

4 **Windsor Festival** Windsor Castle & Eton College, Windsor, Berkshire to 12 October.
7 **Horse of the Year Show** Wembley, London to 12 October.
15 **Royal Ulster Agricultural Society Annual Show & Sale** Balmoral, Belfast to 17 October.
16 **International Motor Exhibition** Earls Court, London to 26 October.
19 **Bath Bach Festival** Bath, Somerset to 26 October.
19 **Ladies' Kennel Association Championship Dog Show** Olympia, London.
21 **Kensington Antique Fair** Kensington, London to 26 October.

November

3 **RAC Veteran Car Run** London/Brighton, Sussex (provisional).
10 **Remembrance Service** Westminster Abbey, London.
16 **Rugby Football: Ulster v New Zealand** Ravenhill, Belfast.

December

2 **Royal Smithfield & Agricultural Machinery Exhibition** Earls Court, London to 6 December.
4 **Richmond Championship Dog Show** Olympia, London and 5 December.

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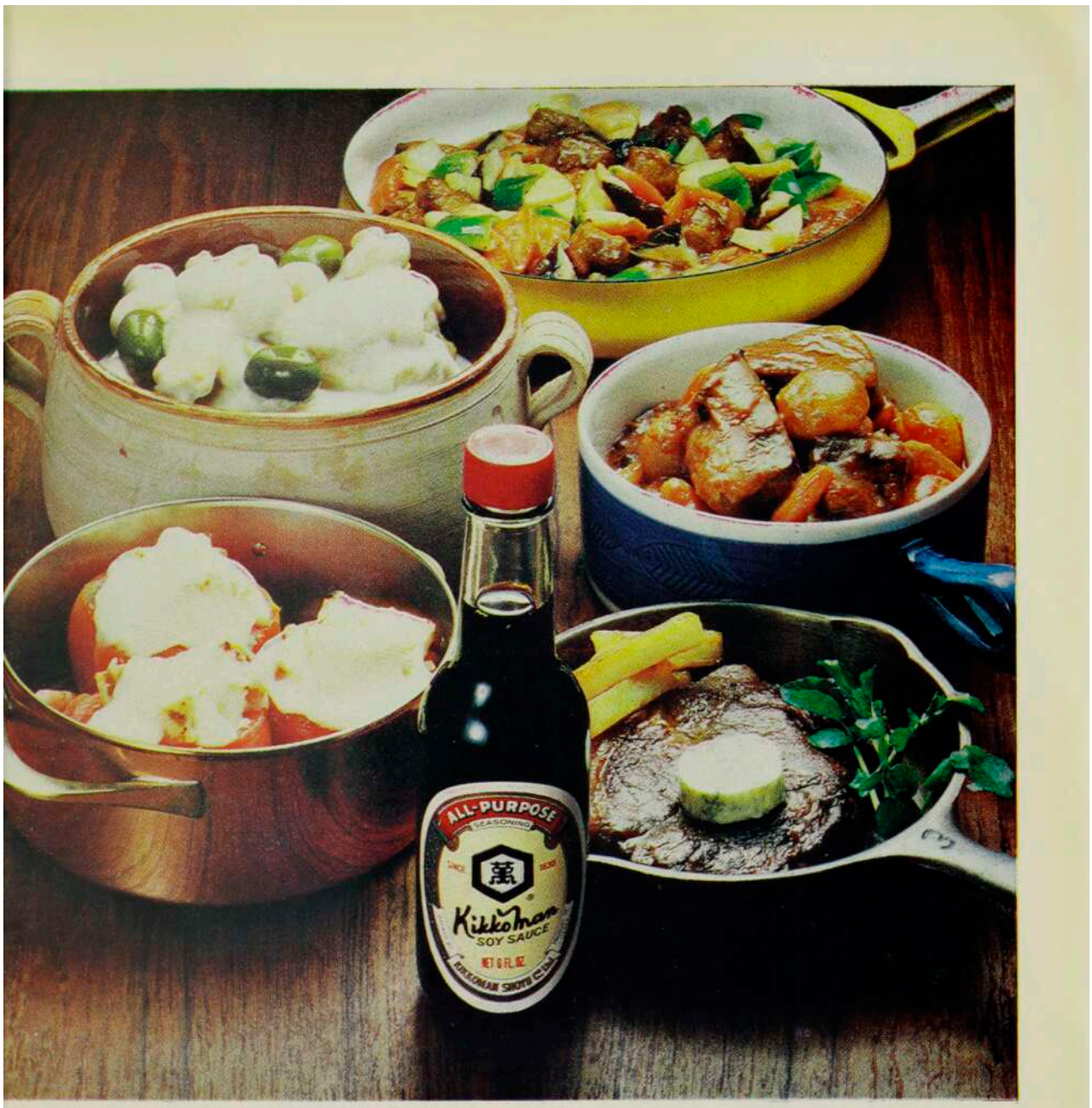

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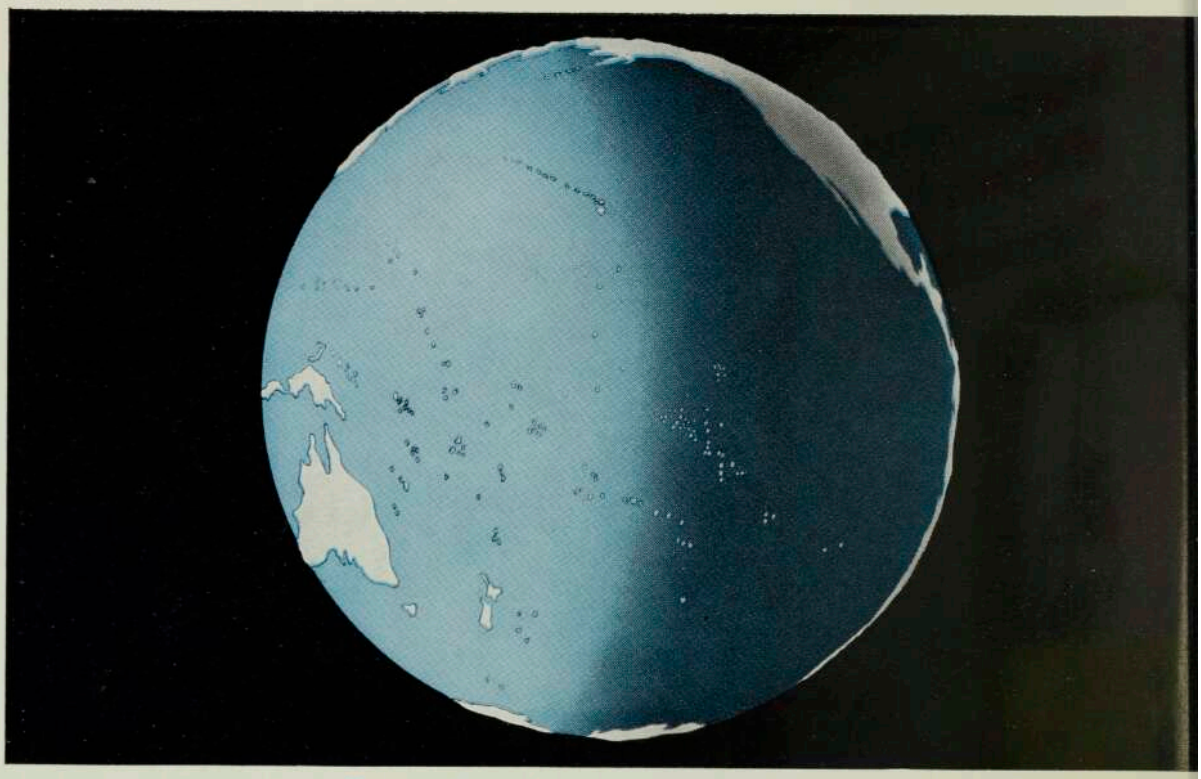

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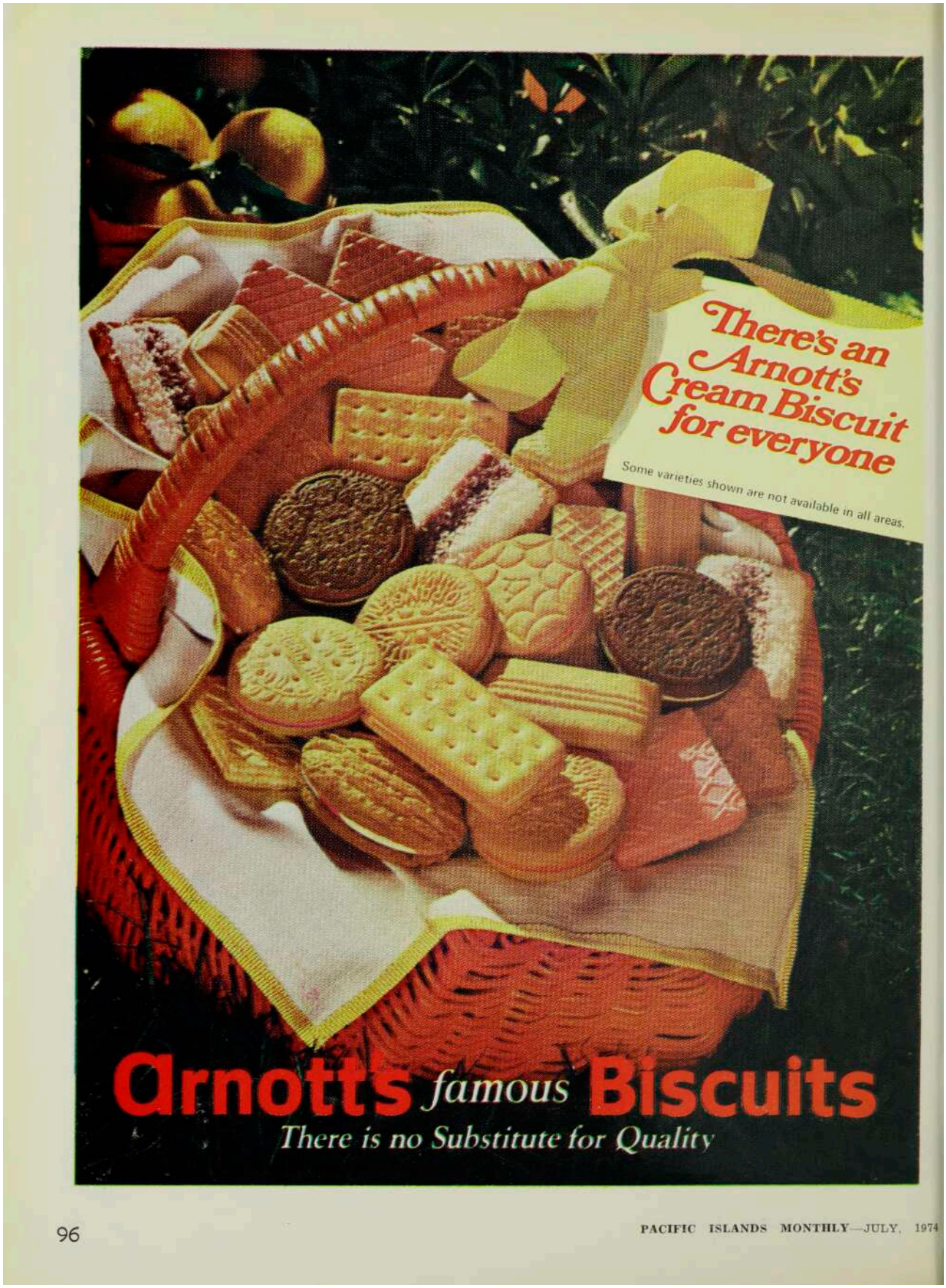

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Business and Development

Western Samoa moves towards stronger trade ties

From FELISE VA'A in Apia

After months of seeming lethargy, Samoa's Mata'afa government has some big things up its sleeve.

And about time. The general elections are only about 17 months away and the government will have to do something to earn the confidence of the next new batch of parliamentarians, expected, if Samoan politics run true to form, to number about half the strength of the *Fono*.

Indications that the government is up to something came from Mata'afa's most outspoken minister, Mr Sam Saili, Minister of Finance, Tourism and Economic Development.

Just returned from the annual board meeting of the Asian Development Bank, Saili said the government was trying to attract a fish canning company to Western Samoa.

It is not sure which company is the target but it is known for certain that Saili had had a close look at the fish canning operations of Bumblebee Co in Honolulu. He was more than impressed.

"Bumblebee is now using a new technique which eliminates the smell characteristic of fish canning factories," said the minister.

However, the proposal to attract such operations to Western Samoa is not new, since it was started by the previous Tamasese government. Then, the discussions had been with the Taiwanese—a fact which lowered the prestige of the Tamasese government, as Red China was then in the ascendancy.

The present government's discussions on the question of fish canneries seem to be mainly with the American companies.

Another notable announcement which Saili made was the possibility in the near future of a trade agreement with New Zealand.

On his way back from the ADB meeting, Saili had top-level discussions on this matter with the NZ ministers of finance, industries and commerce, overseas trade and customs.

Judging from Saili's statements, the NZ ministers seemed to have welcomed the idea of a trade agreement between the two countries. And why not? At the moment, New Zealand is Western Samoa's number one trading partner.

A trade agreement with New Zealand had always been one of Saili's favourite ideas, even before he entered parliament. Why he didn't try to bring this about much sooner is a surprise. Hand in hand with the trade agreement will be a reform of the tariff system.

The present system, giving preferential treatment to other members of the Commonwealth, will be changed to a single tariff system whereby all countries will get the same tariff, with the exception of those countries with which Western Samoa has a trade agreement.

"The single tariff system is a fairer system," said Saili. "Under it everybody will be equal, except that we will have to give preference to those countries which give us certain advantages under a trade agreement."

He said it wasn't fair to give preference to countries like Singapore and Hong Kong which did not import anything from Western Samoa.

But the trade agreement and single tariff ideas, like the fish cannery, still belong to the future.

The trade agreement would help to solve to a large extent Western Samoa's present problems of finding suitable markets for its agricultural produce, especially bananas. A fixed banana quota from New Zealand would enable Samoans to plan production.

The tariff system will enable Western Samoa to obtain the maximum trade deals with its partners. The fish cannery will certainly help Western Samoa's exports and as well create a lot of jobs for Samoans.

It seems that with the general elections approaching, the government party, under pressure from inside and outside, is gradually reversing its tough policy on economic controls.

With half its term gone it was not before time. In the first 18 months of its life, the Mata'afa government fell short of the country's expectations and looked to have few chances of being returned to power in the general elections at the end of next year. Mata'afa was not showing the high leadership qualities that he demonstrated during his first two terms as Prime Minister yet, last year, the country turned to him because of these same qualities.

His government has been blamed for one of Samoa's worst recessions as a result of stringent economic policies adopted soon after it took over from the Tamasese government.

As part of those policies it, in effect, abolished the bed-tax of $1 per night on hotel guests by reducing the

JAPANESE IN PNG COPPER SEARCH

PNG Minister for Mines and Energy, Sir Paul Lapun, has approved a plan for a group of Japanese companies to become involved in development of the Frieda River copper prospect in the West Sepik district.

Under the plan, the Japanese group, which is headed by the Sumitomo Corporation, will spend up to $5 million over the next five years in exploration, testing and engineering work.

If the Japanese companies spend the full $5 million, they earn a 40 per cent interest in the project. The remaining 60 per cent would be held by Mt Isa Mines, which has done the exploration work at Frieda River to date.

The Frieda River deposit is estimated to contain more than 300 million tons of low-grade copper ore.

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rate to zero to get round the legislation which set it up in the first place.

A lot of pressure to remove the tax was put on ministers by those interested in the tourist industry but the result had been a loss of revenue to the government which is already hard-pressed financially.

The government recently announced that it intends to introduce a new tax on tourists, beginning January 1975, if the necessary legislation is approved by parliament.

The new 10 per cent surtax on accounts is expected to rake in more from tourists than the old bed-tax but apparently government thinking now is that as it is spending a lot of money on tourist development, it is up to the visitor to contribute some of it. (See comment p 47.)

Another unpopular measure was the reduction in merchants' import allocations that kept supplies of imported foodstuffs in short supply for most of 1973. This was coupled with Price Control Board action that pegged retail prices of some goods below landed cost. This was changed towards the end of 1973 and there have been fewer complaints from merchants since.

Government instructions to the Bank of Western Samoa and other lending institutions resulted in a credit squeeze. It has been exceedingly difficult to gets loans for development and building although there is obviously a lot of money lying idle in the country.

The government floated its National Development Loan of $1 million in May, increasing interest rates and allowing investors to pay on the installment plan—20 per cent now and the rest by November.

The money will go on such things as urban and east coast roads and to provide capital for the Development Bank which makes loans for primary producers.

The government has cancelled (the official term is "suspended") the Asian Development Bank loan which was to be spent on improvements to the Apia water supply which, according to some accounts, would not be regarded fit to swim in, much less drink, in places like New Zealand. Recently the Deputy Director of Works, Mr Keith Mawson, said in an address to Rotarians that he had seen small, transparent fish come out of local taps—but he denied ever having seen eels.

Mr Saili said that the ADB loan was suspended while the government looked around to see if any money were available. What it really means is that the government has already decided to use some NZ aid money for the water supply.

Fortune up for grabs

From W. H. PERCIVAL in Rarotonga

A large and highly-concentrated field of manganese nodules was discovered on the ocean floor near Rarotonga in mid-May by Dr G. P. Glasby, a scientist leading an oceanic nodule-searching expedition through the south-west Pacific.

The most highly concentrated areas lie between 120 and 400 miles south-west of Rarotonga and the 100 per cent manganese concentration lies at a depth of 5,400 metres. Beyond these limits the nodule concentration drops to 50 per cent, then 25 per cent, and finally nil.

Dr Glasby, of New Zealand's Oceanographic Institute, with Dr H. Backer of West Germany and Mr M. A. Meylan, MSc of the Hawaii Department of Oceanography had arrived with the NZRV Tangaroa on May 15. The research voyage is being made under the auspices of the NZ Department of Scientific and Industrial Research.

Dr Glasby said there are three

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No tourist flood

From a Wellington correspondent

Officials of Air New Zealand's North American operations do not expect a "flood" of United States tourists to the Cook Islands in the near future.

It is expected that American travellers in the islands will consist mainly of "nook and cranny seekers" who want to "hop" through the Pacific Islands.

Although a party of American travel writers and agents have recently completed a five-day stay in Rarotonga, it is understood the resultant publicity will concentrate on the limited accommodation and the unspoiled nature of the islands.

main areas in the Pacific where these nodules are found—off Hawaii, in the Antarctic and south of the Cook Islands.

Manganese nodules are potentially valuable for the manganese and copper they contain. Sometimes traces of cobalt can be found in them and it is thought that some could contain minute percentages of uranium.

However, it is unlikely that the Cook Islands will "get rich quick" because of this spectacular find. Reasons? It takes a lot of time and a lot of money to develop a find of this nature.

Dr Glasby pointed out that once the densities are located, it has to be determined if the metal has been worked out of the nodules, and if it has not, the problem of raising them from three miles below has to be overcome. The setting up of a processing plant alone could take more than 15 years.

The nodule samples taken from the ocean floor measured about two inches in diameter and were of a dark-blue to black appearance. Their economic value depends on density and a viable proposition would be a million tons a year. Forty thousand tons a square mile were discovered in the area south of the Cooks, and this is within the economic requirements, said Dr Glasby.

To obtain samples, devices fitted with automatic grabs were lowered to the sea bed; the grabs were triggered and the samples caught. Photographs of the nodule beds were taken by an ingenious camera developed by a member of the scientific party. It was sent down and upon reaching the bed automatically flashed it the area and took the pictures—then it released itself and slowly surfaced. Once afloat, it relayed its position by a system of radio signals, a waving flag and light signals.

The Cook Islands oceanic survey had earlier been requested by Cooks Premier, Sir Albert Henry. When told of the discovery, Sir Albert commented: "If further investigations prove that the extent of the metal warrants mining, I will support a joint venture arrangement with New Zealand".

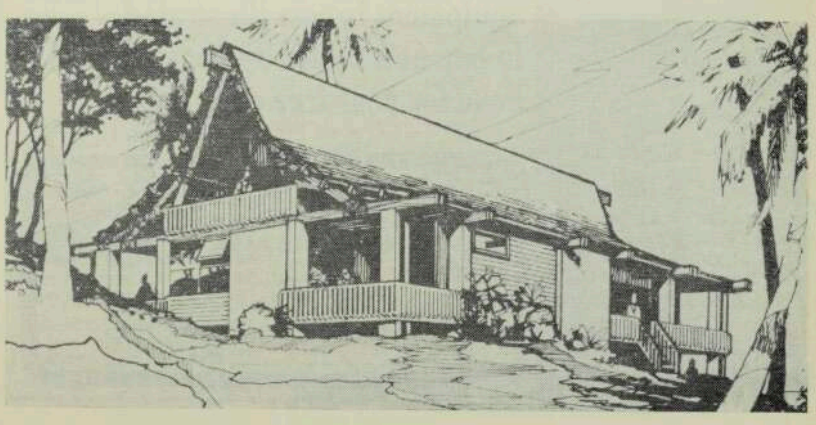
Many years ago the late David McBirney, an old Cook Islands' resident, discovered manganese nodules on Mangaia Island, 110 miles southeast of Rarotonga, but subsequent investigations proved that they were not present in commercial quantities.

Permanent home for the SPEC bureau

The South Pacific Bureau for Economic Co-operation (SPEC) is doing itself proud with its headquarters set in six acres of undulating land next to the University of the South Pacific and overlooking Laucala Bay in Suva.

New Zealand is paying $612,000 to design and construct the buildings. Australia has offered to provide the furniture and fittings. Roading and siteworks, estimated to cost $86,000 will be financed by SPEC's regular budget, to which all members contribute. The project includes two office buildings, a conference centre and staff houses. The aim is to fit the varied requirements into a complex reflecting the Pacific environment. Local materials will be used as far as possible. Work on the roads and siteworks started in February. Building construction is expected to start in September. The complex should be finished by the end of 1975.

● Pictured is an artist's impression of the completed building.



Fiji sugar sales look safe

By a staff writer

Fiji earlier this year sent a high-powered team to the United States to negotiate for a bigger sugar quota. The team may as well have stayed home as the US House of Representatives, surprisingly, in June, defeated a bill which would have extended for another five years the 40-years-old Sugar Act, which controls quotas. Thus, from 1975, Fiji as one of the 31 countries which has a quota in the US, will have to compete for a share of that market.

The quotas have been of immense benefit to producing countries, for the prices paid by the US have generally been higher than world prices. But in the last four or five years the world demand for sugar has risen to such an extent that producers can command higher prices outside the US quota. The London price on June 10 was £Stg 254.

Fiji should be in a position to take advantage of high prices on the US market in 1975. The estimated crop for the current crushing season is about 300,000 tons. Her commitments under the British Commonwealth Sugar Agreement and to New Zealand should leave plenty over for the US, although adverse weather has affected production.

The declared total need for the US in 1974 is 12.5 million short tons of raw sugar. Domestic producers, including Hawaii and Puerto Rico, were allotted about 6.3 million tons, and foreign producers the remainder.

Fiji did not react kindly early in June to a statement by the NZ Minister of Trade and Industry, Mr Warren Freer, that long-term NZ

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contracts with Fiji and Australia would ensure cheap sugar for New Zealanders for the next 10 years. The Fiji Prime Minister, Ratu Sir Kamisese Mara, accepted an invitation from the NZ Prime Minister, Mr Norman Kirk, to go to NZ to "discuss the agreement with a possible view to renegotiation". Ratu Sir Kamisese hoped to take up the invitation within a fortnight.

He said he would like a fair and reasonable price under prevailing circumstances. Presumably this was a reference to high world prices, given a kick along by inflationary pressures. He also said no country liked to feel it was still supplying the cheapest food.

The Fiji Sugar Corporation and the NZ Sugar Co Ltd made an agreement in 1973 for Fiji to supply New Zealand with 40,000 tons of sugar a year from 1974 to 1978. The arrangements were confidential to the contracting parties.

Fiji has supplied raw sugar to New Zealand for many years. In recent years she reached similar agreements with Singapore and Malaysia. The three agreements are aimed at giving security of outlet and price for the Fiji sugar industry.

Papua New Guinea took advantage of the recent visit by Ratu Sir Kamisese to ask Fiji to help it set up its own sugar industry. The Chief Minister, Mr Michael Somare, said Ratu Sir Kamisese and he had looked at the countryside, and Ratu Sir Kamisese told him PNG could go into the sugar industry without any problems.

Papua New Guinea should not have any trouble on the agricultural side of growing sugar. It grows a variety of "chewing" canes which are useful for breeding better commercial varieties of sugar-cane. In 1957, a US expedition went to PNG to look for some of these varieties.

One member of the expedition, Dr John N. Warner, senior geneticist at the experiment station of the Hawaiian Sugar Planters' Association, then told PIM it was almost certain that the sweet chewing canes originated in the New Guinea area. There was wild cane grown in New Guinea, which was suitable for breeding. Cane grown in Hawaii descended from cane collected by earlier expeditions to New Guinea.

Rice factor in PNG living costs

From a Lae correspondent

The consumer price index rose by 5.9 per cent in the March quarter, largely as the result of higher prices for oil imports, shipping freights and imported foods, including rice.

The bigger food bill gave some point to an address by the Chief Minister, Mr Michael Somare, to the people of Kaiapit, in the Markham Valley. He said that approval of his target of December 1, 1974, for independence would speed the process of developing a rice project in the Markham. The valley was quite capable of growing rice, he said, but the Australian Government had stopped it because Australia was growing rice. Australia had ignored the development of rice growing so it could export its own crop to Papua New Guinea.

The Chief Minister might also have said that tremendous efforts have been made in PNG since the end of the Pacific War to get a rice growing industry going. Some Europeans grew rice in Markham Valley but gave up as cattle ranching developed; indigenous growers, all the way from Mekeo to the Sepik, have also had sporadic enthusiasms for the crop.

None of these efforts has ever produced anything but a drop in the bucket of PNG's total requirements. One reason is that, traditionally, local farmers have favoured tree crops rather than annuals as the former do not require such sustained effort. Another reason is that it has now been proved that large mechanised projects can produce better rice at more reasonable prices than a multitude of small peasant effort primarily producing for themselves and selling their negligible surpluses. This has been shown in Fiji where the CSR rice project that was supposed to take the place of sugar in the Nausori area never got off the ground, and where the mill established by the company processed nothing but rice imported from USA. When the sugar mill closed those who had been employed in the industry spurned rice growing and simply got themselves jobs in Suva.

Fiji rice growing on a realistic scale never looked like a proposition until, in recent years, two feasibility projects were started in the Rewa and Navua River areas. Both projects were based on irrigated, heavily fertilised, weed controlled and mechanised methods. These methods are expensive but can be successful if the project is large enough, sufficient establishment capital is assured and the market is of sufficient size.

Mining Fiji's magnetite sands

A shot in the arm for Fiji's mining industry to complement the recovery of Vatukoula's gold-mining enterprise, could come from the nearby Ba River delta in magnetite iron sands.

The chairman of Southland Mining Ltd, Mr Maurice Messara, says his company's magnetite iron sands prospect in Fiji has been outlined in the last year as a deposit of commercial size. The development of the project, with a proposed production rate of 700,000 tonnes of concentrates a year, is contingent on the negotiation of a long-term contract with Japanese interests.

Under contracts for similar material recently negotiated in New Zealand, prices were about $US8 to $US9 a tonne fob. The iron sands are pelletised and then used as feed for the steel-making process, producing about the same tonnage of basic steel as iron ore.

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W. Samoa hopes for duty free zone

From FELISE VA'A in Apia

For many months past, a select committee of Western Samoan government "experts" has been carrying out a feasibility study on a proposed duty free industrial zone at Vaiusu. The study is nearly finished, and the government is now considering possible modifications before passing it on to parliament later this year.

The results of the study are as yet confidential, but reliable sources say it has been estimated that the minimum cost of the project would be at least $WS15 million, a substantial sum.

The project would be an attempt to attract overseas investors to set up business in the zone by allowing duty-free import of raw materials, generous tax concessions, and low Samoan labour costs.

The many concessions are expected to please the investors while Western Samoa is expected to benefit in many ways, including better employment opportunities for local people and more exports.

The idea of such a zone goes back to previous administrations though it is the present Minister of Finance, Sam Saili, who has tried to make it a reality.

Saili supports new industries, especially industries with export potential as he wants to see a better balance of payments position for Western Samoa.

But the project does not lack opposition, especially by some key members of the Opposition. Firstly, the project is regarded as utopian as money to finance it would be hard to raise. It is believed that if money is available, it will be needed to finance the next Five Year Development Plan, scheduled to start next year.

However, it is believed that the Minister does not plan to depend on local money for setting up the zone, but that he will try to get the money as a gift (and possibly as a loan if everything else fails) from the Japanese Government with which he has already been negotiating.

Apparently, the Japanese who are enthusiastic about the scheme have suggested that the Western Samoan Government first submit a preliminary proposal giving a general outline of the project. A Japanese mission would then go to Apia for a first-hand look. The Japanese would then be in a position to act.

Mr Saili told PIM while in Sydney on his way home from Malaysia, that the whole idea was to attract overseas capital and know-how, provide more employment and create an export trade. The goods emanating from Vaiusu would not be allowed on to the local market but would all be for export.

However, the Minister said, no decision had been made by the cabinet and forecasts on the success or otherwise of such a scheme were premature.

BSIP's goodbye to the Aussie dollar

The Solomon Islands have a currency problem, according to an English expert, but no financial crisis. It stems from the fact that the BSIP is to have its own currency shortly to replace Australian dollars and cents that it uses currently. It is thought that the local Melanesians might be suspicious of the new money.

Isn't it possible that the experts underestimate the Solomon Islanders, who in the last couple of generations have grappled with English half-crowns, American dollars, Japanese yen, Australian £.S.D. and Australian dollars, and have still managed to survive?

If it is going to produce all the expected traumas, why change over at all?

The BSIP Governing Council agreed in principle in 1973 to introduce BSIP currency at the beginning of 1976. Preliminary designs for the money have gone to England for further work.

A UK expert, Mr H. J. Tomkins, who has special responsibilities for currency and banking legislation in the Bank of England, has emphasised that a fundamental factor in successfully launching and establishing a distinctive Solomon Islands currency would be to get the confidence of the public, by convincing them that the external value of the currency would be maintained.

That would best be achieved he thinks, by ensuring that the currency is immediately convertible on demand into a currency of international standing, and an obvious choice of currency to back the Solomons currency might be the Australian dollar, long familiar and trusted.

The main economic advantage, apart from the convenience of having reserve stocks of notes and coin immediately available for issue against payment in Honiara, and perhaps other centres in the BSIP, would be the interest which would be earned on the currency backing.

Mr Tomkins also advised the BSIP Government on the introduction of banking legislation to regulate the entry and establishment of new banks.

JAPANESE NICKEL TALKS

The Paris-based mining company COFREMMI is to export nickel ore from New Caledonia, despite opposition from independent Caledonian operators at a time when their sales to Japan continue at a greatly reduced level.

Latest talks between Japanese buyers and Caledonian exporters took place in June in Sydney. Earlier, at a meeting in Noumea in April, there had been no agreement.

In Sydney, an eleven man Noumea delegation represented the eighteen island exporters, including the major operator, the Societe Le Nickel. Representatives of the Japanese Gokokai association of five smelting companies agreed to maintain the status quo on ore prices. The Japanese also agreed in future to buy 200,000 tons of ore from COFREMMI, part of the SOMMENI corporation installed in northern New Caledonia, around Koumac-Poum.

With negotiations subject to government control, the Japanese buyers this time indicated their purchasing intentions three years ahead, although the Caledonians still remain dependent on their yearly quota allocations from the French Mines Department.

New National Bank subsidiary for PNG

The National Bank of Australia has formed a subsidiary to operate in Papua New Guinea. The bank will be known as the Bank of South Pacific Ltd and on October 1, 1974, it will take over the six-branch network of the National. The principal branch is at Port Moresby. The others are at Lae, Boroko, Mount Hagen, Rabaul and Kieta.

Initially the new bank will be a wholly-owned subsidiary of the National. There is provision to issue shares to local people later. On the board are some of the "big names" in Australian commerce—Sir James Forrest, Mr R. R. Law-Smith, Mr J. L. Amies, Sir Rupert Clarke, Mr P. H. Finley, Mr Andrew Grimwade and Mr P. J. V. Ramsden.

The bank will set up a local training programme. The National has been in PNG for 17 years.

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Produce Prices

(Unless otherwise stated, quotations are in Australian currency, Australian dollar (June 11) equals New Zealand $1.0220 (buying), $1.0178 (selling); Fiji $1.2024 (buying); Western Samoa $0.9093 (buying), $0.8953 (selling); US, $1.4900 (buying), $1.4850 (selling); UK, 62.1426 np (buying), 61.6827 np (selling); French Pacific 133.10 francs (buying), 131.21 (selling); Tonga, ST1.0258 (mid rate).

COPRA

Copra industries are controlled through copra boards in PNG, the Solomons, the GEIC, both Samoas, Fiji, Tonga, the Cooks and the US Trust Territory. New Hebrides, French Polynesia and New Caledonia don't have boards and copra is either sold individually by growers to overseas buyers or used locally.

NEW GUINEA: — The board, with planters' reps, directs distribution and sales and pays planters. Shipments are made to UK, European markets and to Australia and Japan, and coconut oil mills on New Britain.

Latest prices per metric tonne, delivered main ports, were: hot-air dried, $334; FMS, $331; smoke-dried, $329.

FIJI:—The board fixes prices on Philippines copra, taking into account freight, taxes, selling costs, shrinkage, etc. Prices recently were: 1st grade, $481.75; 2nd grade, $471.75; substandard (ss), $80.

WESTERN SAMOA: — The board makes payments to producers through its agents—local firms—and sells the copra on the open market with a portion to Abels Ltd, NZ. Recent prices per ton fob: 1st quality, $285; 2nd quality, $271.

TONGA: — All copra is sold to the board which sends it to Europe and the open market. Recent prices to growers were T$344.40 1st grade, and T$332.40 2nd grade, per ton. Per coconut 4.6 seniti.

SOLOMON IS:—All production through board at prices based on Philippines rates. Output goes to the UK, Japan, Australia and the rest to the open market. Recent prices were: $280 per ton 1st grade, $268.80 per ton 2nd grade and $257.60 per ton 3rd grade.

GILBERT AND ELLICE.—4c per lb (1st grade); 3c per lb (2nd grade).

NEW HEBRIDES: — Copra sold direct by planters to France and Japan. Official market price on June 7, Marseilles, was 362.5 French francs (per 100 kilos).

COOK IS: — Copra goes to Abels Ltd, of Auckland, who operate NZ's copra crushing mill. Prices for April-June, packed shipping weights f.o.b. were fixed at $NZ492.42 premium grade and $NZ489.67 standard grade.

NIUE:—All copra is sold to the Niue Development Board which sends it to Abels Ltd, of Auckland. Prices for January-June 1974 f.o.b. per ton will be $NZ251.22, 1st grade, hot air-dried; $NZ249.49, 1st grade, sun-dried; and $NZ248.20, standard grade.

US TRUST TERRITORY:—Price per short ton $US 252.50 (grade 1), $US 242.50 (grade 2), $US 232.50 (grade 3), delivered district centres; $240 (grade 1), $230 (grade 2), $220 (grade 3), picked up outer islands.

OTHER PRODUCE

BECHE-DE-MER. — Chang Sing Loong Co, Suva, quote 60c Fijian per lb (4 in. to 10 in.).

Honiara.—Best price paid is $1 per lb dried, for 1st grade; 70 cents per lb for 2nd grade.

CHILLIES.—Solomons, Honiara, long red dried 14 cents per lb, Tabasco 22 cents per lb first grade.

'Bird's eye' (under ¾ in.) sun-dried, FAQ Grade Raba Raba, up to 30 cents per lb (Eastern Papua). Other grades are Long and U/FAQ 15-19 cents per lb.

COCOA.—Islands rates are based on Ghana prices. Ghana price on June 13 was spot £stg 946 ton, c.i.f.; UK, Continent.

June 13, in store Rabaul, export quality, $1100 per ton; delivered ex wharf Sydney $1210.

Solomons.—Delivered to Agriculture Dept. offices in Honiara and Auki 25 cents per lb dried beans first grade, 20 cents second grade.

COFFEE.—PNG: Good quality. A grade, 51c, per lb; B grade, 49½c; C grade, 48c; Y grade, 48½c (ex-store Sydney).

EXCHANGE RATES

FIJI.—Through Bank of NSW, ANZ Bank, Bank of NZ, Bank of Baroda, First National City Bank, Aust $ on Fiji $ buying $A0.8307 = $F1.

COOK IS., NIUE.—New Zealand currency is used.

NEW HEBRIDES.—Through Bank of NSW, ANZ Bank, Commercial Bank of Australia, National Bank of A'asia, Barclays Bank, Hong Kong & Shanghai Banking Corp, Mosbert Bank. $A1 = 118.85 New Hebridean francs (buying); 117.28 (selling).

WESTERN SAMOA.—Through Bank of Western Samoa, controlled from NZ, $WS. Tala 1 = $A1.0101 (buying), $A1.1170 (selling).

TONGA.—Tongan dollar (pa'anga) = $A0.9749.

NORFOLK IS, SOLOMON IS, GEIC, NAURU, PAPUA NEW GUINEA.—Australian currency used; no exchange payable in transactions with Australia.

FRENCH PACIFIC COLONIES.—Pacific francs (CFP) are used in New Caledonia, Wallis and Futuna Is, and Fr Polynesia. French Bank, Sydney, on June 13, quoted: $A1 = 133.71 CFP (buying), 131.94 (selling). Paris-London: £1 = 11.80 francs (buying), 11.73 francs (selling). Pacific franc—London: £1 = 214.58 CFP (buying), 213.32 CFP (selling). 5.50 CFP to 1 metropolitan franc.

Banks should be approached for daily quotes.

W. Samoa.—Recently, WSTEC ground and dried beans, 60 sene per lb wholesale.

CROCODILE SKINS.—Honiara: $1.89 to $2.25 per inch.

GREEN SNAIL SHELL.—13-14 cents per lb.

LIMES.—Niue Development Board pays growers NZ3c per lb for 1st grade fruit and NZ1c per lb for 2nd grade fruit.

PASSIONFRUIT.—Niue Development Board pays growers NZ6c per lb for good fruit.

PAPUAN GUM DUMAR.—Steamships Trading Co Ltd, Samarai, quotes $A200 per long ton FOB Samarai.

PEANUTS. — PNG: Sydney agents reported recently f.o.b., Lae; Kernels—white Spanish 19c lb.

PEARL SHELL.—Torres Strait Pearlshellers' Assn has no recent quotes. **Solomons.** — Honiara, mother of pearl blacklip 15c 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. **Fiji.**—35c per lb.

PYRETHRUM.—NG growers 17c lb, flowers.

RICE (Aust):—**PNG:** Dried brown, 25 kilo bags, $295 per metric tonne. Vitamin enriched white, 25 kilo bags, $300 per metric tonne, all f.o.w. Sydney/Melbourne. **Pacific Islands:** Calrose med. grain, white, 56 lb bags, $170 a metric tonne. Kulu long grain white, 56 lb bags, $185 a metric tonne. All prices f.o.w. Sydney/Melbourne.

RUBBER.—PNG prices are based on Singapore rates which on December 23 were: No. 1 RSS (Malayan cents a kilo f.o.b.), February, 262.50-235.00; March, 260.00-233.50.

SANDALWOOD.—New Hebrides, landed on the beach, Vila and Santo, $180 per ton "on consignment".

SHARKS FINS. — Chang Sing Loong Co, Suva, offers 75c per lb for 1st quality, 45c for mixed quality.

TROCHUS.—BSIP 9-11 cents per lb. Fiji 8-9 cents per lb.

TURTLE SHELL.—BSI: No market at present.

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.

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For enquiries regarding the above please write or contact Mr. Allan Evans at:

BOB LILBURN REAL ESTATE, SUITE 1, CIVIC ARCADE, 231 THE ENTRANCE ROAD, THE ENTRANCE, N.S.W., AUSTRALIA. PHONE 043322380 OR A.H. 043321055.

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Shipping & Airways Information

SHIPPING

AUST - WEST IRIAN

Karlander New Guinea Line operates cargo service every nine weeks from Sydney to Jayapura.

Details: Karlander (Aust) Pty Ltd, 19-31 Pitt Street, Sydney (27-6301).

SYDNEY - NZ - FIJI/TAHITI - UK

Chandris Lines maintains a twice-monthly passenger service from Sydney via NZ, Suva or Papeete.

Details from Chandris Lines, 135 King Street, Sydney (28-2451).

SYDNEY - LORD HOWE IS - NORFOLK IS - NEW CALEDONIA

Karlander operates 21-day service from Sydney to Lord Howe and Norfolk Is.

Details from Karlander (Aust) Pty Ltd, 19-31 Pitt Street, Sydney (27-6301).

Chargeurs Caledoniens operates three-weekly cargo service Sydney-Norfolk Island-Noumea.

Details: Hetherington Kingsbury Pty Ltd, 37-49 Pitt Street, Sydney (27-1671).

SYDNEY - NZ - FIJI - HAWAII - CANADA - US

P and O liners call at Auckland, Suva and Honolulu on eastbound and westbound voyages between Sydney and the US; occasional calls at Pago Pago, Tonga, Papeete, Yokohama, Vila, Hong Kong, Honiara.

Details from P & O Australia Ltd, 55 Hunter Street, Sydney (2-0317).

SYDNEY - NZ - FIJI - TONGA - VILA - NOUMEA - SAMOAS - TAHITI

Shaw Savill liners 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).

Sitmar Cruises operates a South Pacific cruise programme to include most of the above ports plus the Solomons.

Details from Sitmar Line (Australia) Pty Ltd, 22-30 Bridge Street, Sydney (27-4521).

Royal Viking Line, with luxury cruise ships Royal Viking Sea, Star and Sky, cruises the Pacific from Sydney, calling at most of the above ports plus Port Moresby and Rarotonga.

Details from Wilh. Wilhelmsen Agency Pty Ltd, 13-15 Bridge Street, Sydney (2-0517).

AUSTRALIA - NEW CALEDONIA

Sofrana-Unilines operates a fortnightly service from Sydney to Noumea.

Details from Sofrana-Unilines, 37 Pitt Street, Sydney (27-2031).

AUSTRALIA - NEW CALEDONIA - NEW HEBRIDES

Sofrana-Unilines' ships call regularly at Melbourne, Sydney, Noumea, Vila and Santo.

Details from Sofrana-Unilines, 37 Pitt Street, Sydney (27-2031).

Polynesie maintains three-weekly passenger sailings—Sydney, Noumea, Vila and Santo.

Details from Omni Traders & Brokers Pty Limited, 261 George Street, Sydney (241-2872/6).

AUSTRALIA - FIJI

Sofrana-Unilines operates Sydney-Fiji every 28 days.

Details from Sofrana-Unilines, 37 Pitt Street, Sydney (27-2031).

Nauru Pacific Line operates cargo/passenger service to Fiji and South Pacific ports.

Details from Nauru Pacific Line, 227 Collins Street, Melbourne (654-4977); Interocean Swire, 8 Spring Street, Sydney (20-522); Dalgety Shipping, 291 Elizabeth Street, Brisbane (31-0331).

Karlander (Aust) Pty Ltd operates three weekly cargo services from Sydney for Suva and Lautoka.

Details from Karlander (Aust) Pty Ltd, 19-31 Pitt Street, Sydney (27-6301.; Dalgety Shipping, 461 Bourke St, Melbourne (600731); Burns Philp (SS) Co Ltd, Suva and Lautoka.

AUSTRALIA - TAHITI

South Pacific United Lines with Lama and Newfoundland maintains a regular service from Sydney to Papeete.

Details from Omni Traders & Brokers Pty Limited, 261 George Street, Sydney (241-2872/6).

AUSTRALIA - PNG - BSIP

Conpac Pacific Express (Burns Philp and AWP Line) operates three-weekly cargo service from Melbourne (direct) Sydney and Brisbane to Port Moresby and Lae. Tenos calls at Brisbane southbound.

Details from Burns Philp and Co Ltd, 7 Bridge Street, Sydney (2-0547).

New Guinea Australia Line's vessels operate from Sydney and Brisbane to Port Moresby, Lae, Rabaul, Kavieng, Honiara, Kieta, Gizo, Madang and Samarai.

Details from Interocean Swire, 8 Spring Street, Sydney (20-522).

New Guinea Express Lines with two ships operates three-weekly Melbourne, Sydney, Brisbane, Port Moresby, Lae, Rabaul.

Details from New Guinea Express Lines, 37 Pitt St, Sydney (241-1396) and 72 Eagle St, Brisbane (21-9333), Westralian Farmers Transport Pty Ltd, 459 Collins St, Melbourne (35-4366), Breckwoldt's Shipping Agencies in Port Moresby, Lae, Rabaul.

Karlander New Guinea Line's two cargo vessels call at Melbourne, Sydney, Brisbane, Lae, Madang, Wewak, Manus, Kimbe.

Details from Karlander (Aust) Pty Ltd, 19-31 Pitt Street, Sydney (27-6301); Dalgety Shipping, 461 Bourke St, Melbourne (600731).

AUSTRALIA - NAURU - MARSHALL ISLANDS - GEIC - GUAM

Nauru Pacific Line operates regular six weekly cargo/passenger liner service from Melbourne and Sydney to Nauru, Majuro, Tarawa and Guam.

Details from Nauru Pacific Line, 227 Collins Street, Melbourne (654-4977); Interocean Swire, 8 Spring Street, Sydney (20-522).

AUSTRALIA - PNG - FAR EAST

E. and A. Line passenger ships make monthly round voyages from Melbourne, Sydney and Brisbane calling at Port Moresby, Manila, Hong Kong, Keelung, Kobe, Yokohama (Tokyo), and Rabaul.

Details from P & O Australia Ltd, 55 Hunter Street, Sydney (2-0317).

FAR EAST - FIJI - NEW ZEALAND

New Zealand Unit Express (CNC, MOL, RIL) operates a three-weekly cargo service from Hong Kong to Lautoka, Suva, NZ ports, Manila, Kaoshiung, Keelung, Hong Kong.

Details from Interocean Swire, 8 Spring Street, Sydney (20-522).

Royal Interocean Lines operates monthly passenger/cargo service with three ships from NZ to Bangkok, Pt Kelang, Singapore, Djakarta to Fiji (alt. months) and NZ.

Details from Interocean Australia Services, 261 George Street, Sydney (2-0573), Burns Philp (SS) Co Ltd, Suva and Lautoka.

FAR EAST - PNG - BSI - NEW HEBRIDES - NOUMEA - TAHITI - SAMOA

China Navigation Co's vessels operate a regular cargo service from Hong Kong to Rabaul, Wewak, Madang, Lae, Port Moresby, Honiara, New Hebrides, Noumea, Papeete and Samoa.

Details from Interocean Swire, 8 Spring Street, Sydney (20-522).

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).

Messageries Maritimes operates five cargo services a month from north and Mediterranean European ports to Papeete and 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, owned by Cook Islands Shipping Co Ltd, operates three-weekly freight service between Auckland and Rarotonga with occasional calls at Aitutaki and Lyttleton.

Details: Silk and Boyd, Box 131, Rarotonga, or CIS Co, Box 448, Auckland.

TONGA - SAMOA - FIJI - AUSTRALIA

Pacific Navigation Co Ltd operates a monthly cargo service between Nukualofa, Apia, Suva and Lautoka to Sydney.

Details from Karlander (Aust) Pty Ltd, 19-31 Pitt St, Sydney (27-6301).

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NZ - FIJI TONGA - SAMOAS - TAHITI

Union Steam Ship Co of New Zealand operates a fully containerised service Auckland, Suva, Pago Pago, Apia and Nukualofa every 14 days.

A service is operated Auckland, Lautoka, Suva, Apia, Nukualofa, Auckland approximately every two weeks.

Papeete, Apia, Nukualofa are serviced at 14 day intervals from Auckland.

A 26-day service is operated from Auckland to Papeete.

A two-weekly service is operated from Auckland to Suva and Lautoka.

Details from any office of the Union Steam Ship Co, Fiji, Tonga, Samoa, Auckland.

NZ - NORFOLK

USS Co vessels operate 26-day cargo service Auckland, Suva, Norfolk Is, Onehunga.

Details from Union Steam Ship Co of NZ Ltd, PO Box 12, Auckland.

NZ - N CALEDONIA - N HEBRIDES - FIJI - WALLIS IS - NG - BSIP

Sofrana Unilines with four ships operates to Vila and Santo; to Honiara and New Guinea; and to Noumea.

Details from Sofrana-Unilines, 42 Customs Street, Auckland (73-279), P.O. Box 3614. Telex: NZ 2313.

NZ - FIJI - US

Crusader cargo ships call at Levuka and Honolulu on NZ-US west coast trips and at Suva and/or Lautoka on US-NZ southbound trips.

Details from Blue Star Port Lines (Management) Ltd, P.O. Box 192, Wellington (7-0179).

NZ - FIJI

Fijian Swift operates a regular 18 day service from Auckland to Suva and Lautoka.

Details from Reef Shipping Agencies Ltd, P.O. Box 13-315, Onehunga, NZ. (Phone 663-918, 663-928).

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 the Panama Canal to Papeete, Noumea, major PNG ports and Honiara, occasionally to Tarawa, Vila, Santo, Kieta, Jayapura and Yandina.

Details from Bank Line (A'asia) Pty Ltd, 1 York St, Sydney (27-2041).

US - SAMOA - AUSTRALIA

Pacific Far East Line operates a three weekly freighter service from Pacific coast ports to Pago Pago, Sydney, Melbourne, Tasmania and Brisbane, returning via Auckland, Pago Pago, to Pacific northwest ports, Vancouver, San Francisco and Los Angeles. (No passengers carried).

Details from PFEL, 50 Young Street, Sydney (27-4272).

US - SYDNEY - GEIC - HONOLULU

Columbus Lines operates a three weekly cargo sailing from West Coast, US to Australasia, returning via Tarawa, GEIC and Honolulu to Nth America.

Details from Columbus Overseas Services Pty Ltd, 333 George Street, Sydney (29-2101).

US - FIJI/TAHITI - AUSTRALIA

Bank Line Ltd operate regular cargo services from US Gulf ports to Australia and NZ. Calls at Suva, Lautoka and Papeete on demand.

Details from Bank Line (A/asia) Pty Ltd, 1 York St, Sydney (27-204).

Pacific Far East Line cruise ships operate regularly from San Francisco, Los Angeles, Honolulu, Moorea, Papeete, Rarotonga, Auckland, Opua, Sydney, and return via Suva, Niuafoou, Pago Pago and Honolulu to San Francisco.

Freight is carried on these passenger liners.

Details from PFEL, 50 Young Street, Sydney (27-4272).

US - TAHITI - SAMOA

Pacific Islands Transport operates a five/six weekly cargo service from North American west coast ports to Papeete, Pago Pago, Apia.

Details from Trans-Austral Shipping Pty Ltd, 19 Pitt Street, Sydney (27-2441).

AIRWAYS

TRANS-PACIFIC SERVICES

SYDNEY - FIJI - TAHITI - MEXICO

Qantas, with 707s, operates twice weekly out of Sydney to Mexico City via Nadi, Papeete and Acapulco.

SYDNEY - FIJI - TAHITI - CANADA

Qantas, with 707s, operates once weekly out of Sydney.

SYDNEY - FIJI - HAWAII - CANADA

CP Air, with DC8, operates twice weekly services out of Sydney.

SYDNEY - NZ - HAWAII - US

Air-NZ, with DC10's operates from Sydney to Los Angeles, via Auckland and Honolulu twice weekly.

PanAm operates two 707 freighter services weekly from Sydney to San Francisco via Auckland and Honolulu.

SYDNEY - NZ - TAHITI - US

Air-NZ, with DC10s, operates from Sydney to Los Angeles, via Auckland and Tahiti twice weekly.

SYDNEY - FIJI - HAWAII - US

Qantas operates four times weekly and return between Sydney and San Francisco via Fiji and Honolulu with 747Bs; 707s operate three times weekly and return to San Francisco via Honolulu. Additional 707 service Sydney/Nadi Tues and Sat and return.

British Airways with VC10s, operates from Melbourne and Sydney to Los Angeles and return five times a week.

SYDNEY - US (via NOUMEA, FIJI, NZ or TAHITI)

UTA operates out of Sydney on Thu, Sat and Sun, return on Sat and Sun.

SYDNEY - US (via N CAL, FIJI, HAWAII)

PanAm, with 747s, arrives Sydney from Los Angeles, via Honolulu and Nadi three times weekly and leaves on return flight the same days.

PanAm, with 707s operates four days a week return trans-Pacific service out of Sydney to Los Angeles, via Noumea and Honolulu. Mon, Wed, Fri flights to Australia go to Melbourne and return to Sydney the same day.

MELBOURNE - FIJI - US

Qantas with 707s and 747s operates Melbourne/San Francisco via Fiji and Honolulu three times weekly.

MELBOURNE - NZ - HAWAII - US

Air-NZ, with DC10s, operates weekly from Melbourne to Los Angeles via Auckland and Honolulu and return to Sydney.

BRISBANE - NZ - HAWAII - US

Air-NZ with DC8s and DC10s operates weekly from Brisbane to Los Angeles via Auckland and Honolulu and return to Sydney.

NZ - FIJI - HAWAII - US

Air-NZ, with DC10's, operates weekly from Auckland to Los Angeles, via Fiji and Hawaii and return.

NZ - AM SAMOA - TAHITI or HAWAII - US

PanAm, with 707s operates out of Auckland via Tahiti three times weekly, and twice via American Samoa. Out of American Samoa, PanAm operates to the States three times weekly and out of Tahiti to the States four times weekly.

AUSTRALIA-FAR EAST

SYDNEY - PNG - FAR EAST

Qantas operates a weekly 707 service from Brisbane to Hong Kong and return, and a weekly service from Hong Kong to Port Moresby and return.

PACIFIC-FAR EAST

NAURU - MICRONESIA - JAPAN

Air Nauru operates a weekly service Nauru-Ponape-Guam-Okinawa-Kagoshima and return. with a Fokker F28 jet.

Details: Air Nauru, Nauru Government Office, 227 Collins St, Melbourne.

JAPAN - TAHITI - PERU

Air-France, with 707s, operates twice weekly Tokyo-Lima via Papeete, and return.

AUSTRALIA-PACIFIC ISLANDS

(For other schedules touching these islands see 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

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fortnightly to Tarawa and return.
Details: Air Nauru, Nauru Government Office, 227 Collins St, Melbourne.

BRISBANE - FIJI

Qantas operates a 707 direct from Brisbane to Fiji on Sat and Fiji to Brisbane on Sun.
Air Pacific with BAC1-11s operates weekly from Suva via Nadi, Vila and Honiara to Brisbane on Fridays, returning to Suva on Saturdays via Honiara, Vila and Nadi.

SYDNEY - LORD HOWE IS

Airlines of NSW, with flying-boat, operates temporary return service from Rose Bay, Sydney, to Lord Howe.

SYDNEY - NEW CALEDONIA

Qantas and UTA operate Sydney to Noumea four times weekly and return.

AUSTRALIA - NEW ZEALAND

British Airways with VC10s, operates weekly Brisbane to Auckland and return, and a weekly service Melbourne to Auckland and return.

AUSTRALIA - NZ - AM SAMOA - HAWAII

PanAm, with 707s, operates two flights weekly, one from Sydney and one from Melbourne, to Auckland, Pago Pago and Honolulu and return.

SYDNEY - NORFOLK IS

Qantas, with DC4s, operates three times weekly. More in holiday periods.

AUSTRALIA - PNG

TAA and Ansett, with 727s each operate times a week from Brisbane, Sydney or Melbourne to Pt Moresby.
On Tues, Thurs, Fri, TAA Fokkers fly townsville, Cairns, Port Moresby and return same day to Brisbane, Sydney and Melbourne.
Ansett, with Fokker, operates Cairns, Port Moresby, Cairns, Townsville, Sun, Wed and Thurs.

NEW ZEALAND-PACIFIC IS.

(See also trans-Pacific services.)

NZ - AM SAMOA

PanAm, with 707s, operates from Auckland Pago Pago and return twice weekly.

Air-NZ with DC8s operates a direct flight vice weekly to Pago Pago and return.

NZ - FIJI

Air-NZ operates a daily service to Nadi and return.

NZ - FIJI - COOK IS - TAHITI

Air-NZ DC8 leaves Auckland Tuesdays for Nadi, Rarotonga, Papeete, returning over same route, arriving Auckland Wednesday.

NZ - TAHITI

UTA, with DC8-62, operates from Auckland and return twice weekly.
Air-NZ, with DC8s, operates twice weekly from Auckland and return.

NZ - NEW CALEDONIA

UTA operates weekly from Noumea on and return on Wed.
Air-NZ, with DC8s, operates from Auckland-Noumea on Sunday and returns the same day.

NEW ZEALAND - COOK IS

Air-NZ DC8 leaves Auckland Sundays for Rarotonga, arriving Saturday. Return flight leaves Rarotonga Saturday arrives Auckland Sunday.

NZ - NORFOLK IS

Air-NZ, with chartered DC4 operates to Norfolk Is every Sunday and Thursday. A Qantas service returns every Saturday and Wednesday.

AUCKLAND - SYDNEY - SINGAPORE

Air-NZ DC10 leaves Auckland via Sydney for Singapore twice weekly and returns same days.

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AUCKLAND - SYDNEY - HONG KONG
Air-NZ operates to Hong Kong from Auckland via Sydney twice weekly. Return service operates same day via Brisbane.

NADI - RAROTONGA
Air-NZ operates from Nadi to Rarotonga every Wednesday, and returns Tuesday.

INTER - TERRITORY SERVICES

TAHITI - EASTER IS - CHILE
LAN-Chile, with 707s, operates from Santiago to Papeete Mon and Thurs. Thurs flight calls at Easter Is. Return flights Thurs and Mon with Mon flight via Easter Is.

FIJI - GEIC
Air Pacific, with 748s, operates from Suva to Tarawa via Nadi and Funafuti on Wednesdays and alternate Sundays and returns to Suva via Funafuti and Nadi on Thursdays and alternate Mondays.

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 with a Fokker F28 jet.
Details: Air Nauru, 227 Collins St, Melbourne.

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 748s, operates three services a week.

PAPUA NEW GUINEA - SINGAPORE
Qantas, using 707s, operates once weekly from Port Moresby to Singapore via Darwin and return.

WESTERN SAMOA - TONGA
Polynesian Airlines, with 748s, operates three services weekly from Apia to Tonga.

FIJI - N HEBRIDES - BSIP - P MORESBY - BRISBANE
Air Pacific, with BAC 1-11s, operates from Suva on Sun, Wed and Fri, via Nadi to Vila and Honiara, the Sunday service extending to Port Moresby, returning Mon, and the Friday service extending to Brisbane, with return Saturday. Flight departs Honiara on Mon, Wed and Sat for Suva.

FIJI - TONGA
Air Pacific with BAC 1-11s and 748s operates from Suva to Nukualofa four times a week. Saturday service operates via Nadi.

FIJI - WALLIS/FUTUNA
Fiji Air Service operates charter services to Wallis and Futuna Is.
Details: Fiji Air Services, P.O. Box 1259, Suva (22-666).

HAWAII - AM SAMOA - TAHITI
PanAm, with 707s, operates from Honolulu to Pago Pago three times weekly; to Tahiti direct twice weekly. PanAm, with 707s operates to San Francisco from Papeete via Honolulu twice weekly; to San Francisco via Pago Pago and Honolulu weekly. Papeete flights operate from San Francisco via Honolulu and Pago Pago weekly and to Papeete from San Francisco via Los Angeles four times weekly.

HAWAII - MICRONESIA - OKINAWA
Continental-Air Micronesia with 727s operates from Honolulu three times weekly via Johnston, Kwajalein, Majuro, Ponape, Truk, Guam and Saipan; weekly to Okinawa from Guam and Saipan.

NEW CALEDONIA - FIJI
UTA operates out of Noumea to Nadi and return twice weekly.

NEW CALEDONIA - NEW HEBRIDES
UTA, with Caravelles, operates five return services a week, out of Noumea to Vila.

NEW CAL - WALLIS IS - NEW CAL
UTA, with Caravelles, operates on the first, second and fourth Sat of each month from Noumea.

NEW GUINEA - IRIAN/JAYA
Air Niugini operates DC3s Madang via Wewak to Jayapura and return Jayapura to Madang alt. Tues.

PNG - SOLOMONS
Air Pacific, with BAC 1-11, operates Sundays Honiara to Port Moresby and Mondays Port Moresby to Honiara.
Air Niugini operates to Honiara from Rabaul via Kieta and return on Sat, and from Port Moresby on Thurs, returning Fri. These services are under licence from Qantas.

TAHITI - US
UTA, with DC10 and DC8 operates from Papeete four times weekly.
Pan Am with 707s, operates regular return services to San Francisco, via Los Angeles; to San Francisco, via Honolulu; and to San Francisco, via Pago Pago and Honolulu.

W SAMOA - AM SAMOA
Polynesian Airlines, with 748s, operates between Apia and Pago Pago 21 times weekly.

TONGA - NIUE - W SAMOA
Polynesian Airlines with 748s, operates weekly service from Tonga to Apia via Niue.

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.

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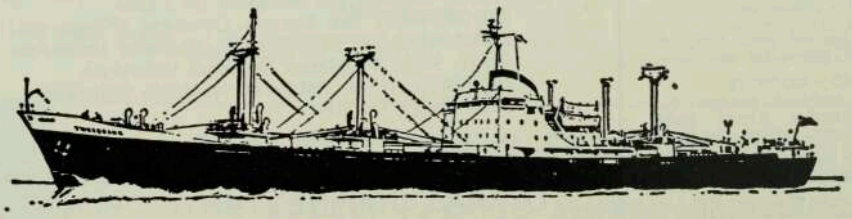

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INTERNAL SERVICES

FIJI

Air Pacific, with HS748s, BAC 1-11s and Herons operates regular services to Labasa, Taveuni, Nadi, Suva and Savusavu.

Fiji Air Services, with Britten-Norman Islander and Beechcraft Baron aircraft, operates services to Castaway and Plantation village resorts, The Fijian hotel, Korolevu Beach hotel, Flagship Beachcomber hotel, Levuka, Lakeba, Matukoula. Charter flights operate to anywhere in the Pacific.

Details: Fiji Air Services, P.O. Box 1259, Suva (telephone 22-666).

FRENCH POLYNESIA

Air Polynesie, with Fokker F27 Friendship, Twin Otters and Islanders, operates to Bora Bora, Huahine, Moorea, Rangiroa, Raiatea, Manihi, Takapoto, Hiva Oa, Ua Huka, Maupiti and Tubuai, Rurutu.

Details from Air Polynesie, P.O. Box 314, Quai Bir Hakeim, Papeete, and UTA offices.

Air Tahiti, with light aircraft operates shuttle service from Papeete to Moorea and charter service to Raiatea, Bora Bora, Huahine, Rangiroa and Manihi.

GUAM - US TRUST TERRITORY

Continental-Air Micronesia with 727s operates regular service connecting Honolulu, Okinawa and Guam with Saipan, Rota, Yap, Palau, Truk, Ponape, Kwajalein, Majuro and Johnston Island. Details from Air Micronesia, Saipan.

Air Pacific International Inc (not connected with the Fiji-based Air Pacific) with Piper Navajo and a deHavilland Heron, operates regular services linking Guam, Saipan, Tinian, and Rota, and charter services are available to other Trust Territory islands.

Details, Air Pacific International Inc, P.O. Box 7689, Tamuning, Guam, 96911, USA.

Lagoon Aviation Inc with Grumman Widgeons, operate charter services for the Marshalls district, based on Majuro.

GILBERT AND ELLICE ISLANDS

Air Pacific, with Herons, operates regular services between Tarawa, Butaritari, North Abiteuea and Abemama.

PAPUA NEW GUINEA

Air Niugini, with Fokkers and DC3s, operates network of services between all major centres Papua New Guinea. These services connect with Ansett and TAA's 727 Australia-PNG services.

DC3 aircraft are available for charter within PNG.

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Further details from T.A.L., P.O. Box 108, Goroka, Papua New Guinea.

Melanesian Airline Company Pty Limited (Macair) operates throughout Papua New Guinea. Details: PO Box 556, Lae.

Crowley Airways Pty Ltd operates throughout Papua New Guinea. Details: P.O. Box 34, Lae. Offices also in Rabaul, Kieta, Kavieng, Madskins, Port Moresby.

Bougainville Air Services operates daily throughout Bougainville. There are nine regular services Kieta-Buin. Details: Arawa, Phone 6-159; Buka, Phone 16. Box 298, PO, Kieta.

NEW CALEDONIA

Air Caledonie with Twin Otters, and Islanders operates regular services to Houailou, Isle of Pines, Isle Ouen, Kone, Koumac, Lifou, Mare, Noumea, Ouvea Touho, Mueo, Belep, Tiga.

Details from Air Caledonie, Noumea.

NEW HEBRIDES

Air Melanesiae with Britten-Norman Islanders and Trislander operates to Santo, Malekula Norsup and Lamap, Aoba (Walaha and Longana), Pentecost (Lonorore), Erromanga, Tongoa, Aneityum, Tanna, Epi, Sola and Vila. Direct connections are available to and from Santo for all international flights arriving in Vila.

Details from Air Melanesiae P.O. Box 72.

SOLOMON ISLANDS

Solair, with Beech Barons and Islanders operates to Auki, Avu Avu, Babanakira, Barakoma, Bellona Is, Fera Is, Gizo, Honiara, Kira Kira, Marau, Munda, Parasi, Sege, Yandina, Santa Cruz, Mono, Rennell Is, Choiseul Bay, Ballalae and Ringi Cove.

Details from Solomon Islands Airways Ltd, Box 23, Honiara, BSIP.

TONGA

Tonga Internal Air Service, with Britten-Norman Islander aircraft, operates from Fua'amotu, (airport for Nukualofa) to Vava'u (daily except Sunday) and Eua (twice daily except Sunday). Aircraft available for sight-seeing and regional charters.

Details from Tonga Tourist and Development Co, PO Box 91, Nukualofa, Tonga.

COOK ISLANDS

Cook Islands Airways Ltd, with a Britten-Norman Islander, operates seven flights a week between Rarotonga and Aitutaki. Service will be extended to Atiu, Mangaia and Mitiaro when airstrips are built. Scenic flights over Rarotonga and its reefs are also available.

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Deaths of Islands People

Mrs Lusiana Qolikoro

Mrs Lusiana Qolikoro, mother of the Fiji Prime Minister, Ratu Sir Kamisese Mara, died in Suva on June 9. She collapsed in church and died later in hospital. Mrs Qolikoro is from Lomaloma, in Vanua Balavu, Eastern Lau.

Many people called at the official residence of the Prime Minister at Veiuto to pay their last respects to Mrs Qolikoro, and his office received many messages of condolence.

Arrangements were made to bury her next to the grave of another son, Mr Josateki Wainiqolo, who was first manager of the Cicia Plantation Co-op Society.

Mr Calvert Warren

The death occurred on May 24 on Pitcairn Island of Calvert Warren, aged 85. His death reduces the dwindling population of the island to 71, which includes two Royal Air Force personnel recently arrived to monitor the atmosphere for the French nuclear tests.

Mr Warren is survived by his son, Anderson, Pitcairn's back-up radio officer, and Erma Christian, wife of the Government Secretary, Ben Christian. The name Warren was not among the Bounty mutineers, but was brought to Pitcairn by an American seaman off a whaling vessel.

Rusiate Vuruya

Rusiate Vuruya, a prominent Fijian Rugby footballer in the late 40s and early 50s, died at Namuana, Kadavu, in June, aged 52. He toured New Zealand in 1951 and Australia in 1952 with Fijian teams. In his heyday, New Zealanders against whom he played rated him as one of the best No 8 forwards they had ever met. Rusiate served in the Fiji Police Force for many years.

Mrs Mona Laing

The death occurred on Norfolk Island on May 24 of Mrs Mona Laing, a resident of the island since 1927 when she and her husband James arrived from New Zealand. Mr Laing died some years ago. Mrs Laing, who was 81, leaves two sons, both living on Norfolk Island.

Mr K. Anderson

Mr Karlo Anderson, an old identity of the Cook Islands, died recently. He managed the A. B. Donald Ltd copra estate, Manuae Islands, for 15 years, then went to live at Vaimaanga. He took a keen interest in sport, and was official referee for all soccer matches in Rarotonga.

Mr P. Raihman

Mr Peter Raihman, social reformer, sportsman and church leader in Fiji, died in Suva recently, aged 84. He worked for the government for 30 years. He was a founder of the Indian Reform League, and was a senior circuit steward for the Dudley Methodist Church.

Judge A. McCarthy

Judge Alfred McCarthy, for many years Chief Judge of the Cook Islands, died on May 17 at his home on Mauke Island. He was in his late 80s. He retired in 1953 and went to live on the island. He and his wife recently returned to Mauke from a holiday in New Zealand.

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Postscripts

FIJI RETALIATES AGAINST U.S.

Fiji has cut the number of flights Pan American Airways operated through Nadi from six to four a week. This is in retaliation against the refusal of the US Government to grant landing rights in US territories in the Pacific Islands, American Samoa and the Trust Territory, to Air Pacific.

PNG CIVIL AVIATION CHANGES

Papua New Guinea started licensing its own pilots, air traffic controllers and aircraft maintenance engineers on June 1. PNG now also issues its own certificates of airworthiness. The licence requirements are to Australian standards. Also from June 1, the Australian air navigation regulations were replaced by PNG civil aviation regulations.

KNIGHTHOODS FOR PNG MEN

After a 10-year drought, Papua New Guinea came back into the business of creating knights with a gallop, in the 1974 Queen's Birthday Honours. Maybe it was another way of PNG emphasising its self-governing status.

Australia was very reluctant in the whole post-war period, to recommend anything higher than a C.B.E. in PNG and the present Australian Labor Government turns thumbs down on such social distinctions although its new Governor-General, Sir John Kerr, sneaked his honour in just before his appointment, as a resident of non-Labor New South Wales.

The two knighthoods on PNG recommendation went to Paul Lapun, present Minister for Mines and Energy. He was elected to the PNG House of Assembly, in 1964, which makes him one of the longest serving politicians in the current government.

He was born in Bougainville and served as a teacher in Catholic mission schools before entering politics. He fought successfully for a percentage of royalties from the Bougainville Copper Ltd enterprise to go to the original owners of the land and has been in the forefront when it came to seeing that Messianist-thinking Bougainville gets a fair slice of the PNG cake. The honour—the first to a New Guinean—can be regarded as a sop to the big, now important, island as well as to the recipient personally.

The other PNG knight is Horace Lionel Richard Niall, now living in retirement near Sydney. He went to New Guinea as a cadet patrol-officer in 1927, served in every capacity in the field and was a District Commissioner 1950-1964, during which time he did much to lay the foundations of the very pleasant city of Lae, which had been completely obliterated during World War II. He was elected to the House of Assembly in 1964 and became its first Speaker.

His knighthood is a tribute by Chief Minister Somare's present government not only to Sir Horrie Niall but to the old service to which he belonged.

The previous post-war knighthoods in PNG went to Sir Donald Cleland, then Administrator of the territory, in 1961, who now lives in retirement in Port Moresby; and the late Sir Alan Mann, a former Chief Justice.

FOUR RESCUED FROM MIDDLETON REEF

Middleton Reef, about 170 miles north of Lord Howe Island, claimed another victim on April 28, the 38 ft ferro-concrete yacht, Sospan Fach (Welsh for "little saucepan"). But the four people on the yacht were able to find sanctuary in the wreck of a Japanese fishing boat, the Fuku Maru No 4, about a mile away. That was their home till they were found by the Tongan fishing boat, Ata, on June 10. They lived on food salvaged from the Sospan Fach.

Rescued and taken to Ballina, on the NSW north coast, were Irfon Nicholas, 35, owner and skipper of

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Micronesian status

(Continued from p 13)

ternal self-government and the right to draft and adopt its own constitution and establish local courts to administer local laws.

Tentative agreement was also reached on specific areas of land to be retained for military purposes by the US and on a seven-year plan of US financial help to the new government of the Northern Marianas (which, some hope, could begin to function as early as July 1976). The tentative agreement is for $US13.5 million per year, made up of $US8 million to help meet cost of government operations; $US1.5 million for economic development loans, one third of it going to small farmers and fishermen and co-operatives, and $US4 million a year to capital improvement projects.

In addition it was expected that a wide range of services and assistance under regular US federal programmes will be available to the new government.

Although the fine detail of what is meant by the term "free association with the United States", which is the aim for Marshalls-Carolines, has never been spelled out, what the Marianas are aiming for already has a precedent. The Caribbean island of Puerto Rico has had US Commonwealth status since 1952. It has its own House of Representatives and a Senate, chooses a resident commissioner to sit in the federal House of Representatives in Washington who has, however, no vote. Puerto Ricans are US citizens and are subject to nearly all US laws except those covering internal revenue.

the Sospan Fach; Christine Braham, 23, of Adelaide; Peter Lindenmeyer, 18, of Melbourne and Geraldine Yorke, 19, of Auckland. The Sospan Fach left Auckland on April 7 to sail for Australia without a clearance from the customs or marine authorities. It had no engine, or radio and only one set of sails. The Ata, with a Tongan crew, is owned and operated by Peter Warner, well known in the South Pacific for his marine interests in Tonga.

TRIMARAN RESCUE

Two men were rescued and their drifting trimaran, the Capricorn, was abandoned off New Caledonia late in May after one hull was gashed by an unidentified object in the sea. The men were 48-year-old Britisher Fred Howard and 24-year-old Dominique Longheon, of France, who were sailing from Brisbane to Noumea via the Surprise Islands, about 190 miles north-west of New Caledonia, when the mishap occurred. They drifted for a week before being saved by a French air-sea rescue operation, after a Japanese ore carrier had picked up their distress signals.

FLYING-BOAT SALVAGEABLE

The Airlines of NSW Sandringham flying-boat which was badly damaged during a storm at Lord Howe Island on June 9 is salvageable. (See report on p 83). The manager of the airline, Mr P. Steadman, said he was very pleased with a report from structural engineers who flew to Lord Howe to examine the flying-boat. There would be a consultation with insurance assessors. Mr Steadman said it would be at least two months before the flying-boat was repaired. In the meantime, a temporary air link will be maintained with the island with another Sandringham. That aircraft, sold to West Indies interests, was to have left Australia in June, but her departure has been deferred.

WOODCHIP MILL OPENED

Annual sales of $6 million are expected from the Jant woodchip mill at Madang, Papua New Guinea to the Japanese Honshu Papua Co. The mill was officially opened in June. Investment in the project over 10 years is expected to total $18 million. Timber for the mill is drawn from a 83,000-hectare lease between 10 and 25 miles from Madang. The company staff, now 424, is expected to reach 1,200 by 1977.

Some of the cleared land will be used for agriculture, but most of it will be replanted with trees. The PNG Minister for Natural Resources, Mr Bruce Jephcott, who officially opened the mill, said the PNG Government would regulate how forest resources should be used for the maximum benefit of the PNG people.

The District Commissioner, Mr Benson Gegeyo, said the opening of the mill showed the great potential of the Madang district. Through co-operation, all parties involved, the government, and people and Jant would reap many benefits from the enterprise.

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Index to Advertisers

A.N.Z. Bank	51	Daiwa Line	105	I.B.C.	2	Pioneer Electric	54
A.R.C.	46	Darcey B. F.	108	Interocean N.Z. Ltd.	103	PNG Printing	109
Aggie Grey	108	Dunlop N.Z.	70	International Dateline Hotel	108	Qantas	19
Allied Manufacturing & Trading Industries	17, 55	Fisher & Co.	112	Jardine Matheson	4, 5	Q'ld. Insurance	22
Arnotts	106	Gas Supply	38	Kambara Kissen	43	Refuge	108
Burns Philp (South Sea)	108	G.E.C.	78	Karlander Line	111	Samoan Hideaway	108
Bacardi	18	G.M.H.	30	Kerr Bros	23	Sen Company	53
Bank of Hawaii	28	George Hudson	48	Kikkoman	93	Shannon Investments	109
Bank Line	106	General Corp	60	Knox Schlapp	87	Sofrana Unilines	104
B.A.C.	89-92	Gillespie Bros	58	Macquarrie Industries	41	Southern Pac Ins	109
Bob Lilburn	102	Ghirardelli Chocolates	20	Massey-Ferguson	86	Sunbeam	69
C.I.G.	63	Goodyear	88	Matthews & Johnson	29, 31	Swire, John	42, 94
Capt. Hathaway	87	Grasslands	100	Nedlloyd	80	Tatham, S. E.	40
Clae Engines	50	Hagemeyer	59	Nelson & Robertson	49	Tonga's Port of Refuge	108
Clarion Shoji	72	Halvorsen	80	Nissan	cov. iv	Toshiba	34
Com. N. G. Timbers	74	Handi Works	44	P.A.A.	82	Toyo Kogyo	cov. ii
Consolidated Chemicals	84	Harris Book Co.	75	Pacific Line	107	Toyota	56, 57
Daiwa Bank	110	Hastings Deering	26	Pacific Machinery	98	Turners	111, 112
		Honda	cov. iii	Park View Motel	108	Union S.S. Co.	107
		Hyster	95			Warburton Franki	48
						Welcome Homes	44

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REGISTERED AT THE GPO SYDNEY FOR TRANSMISSION BY POST AS A NEWSPAPER — CATEGORY B.

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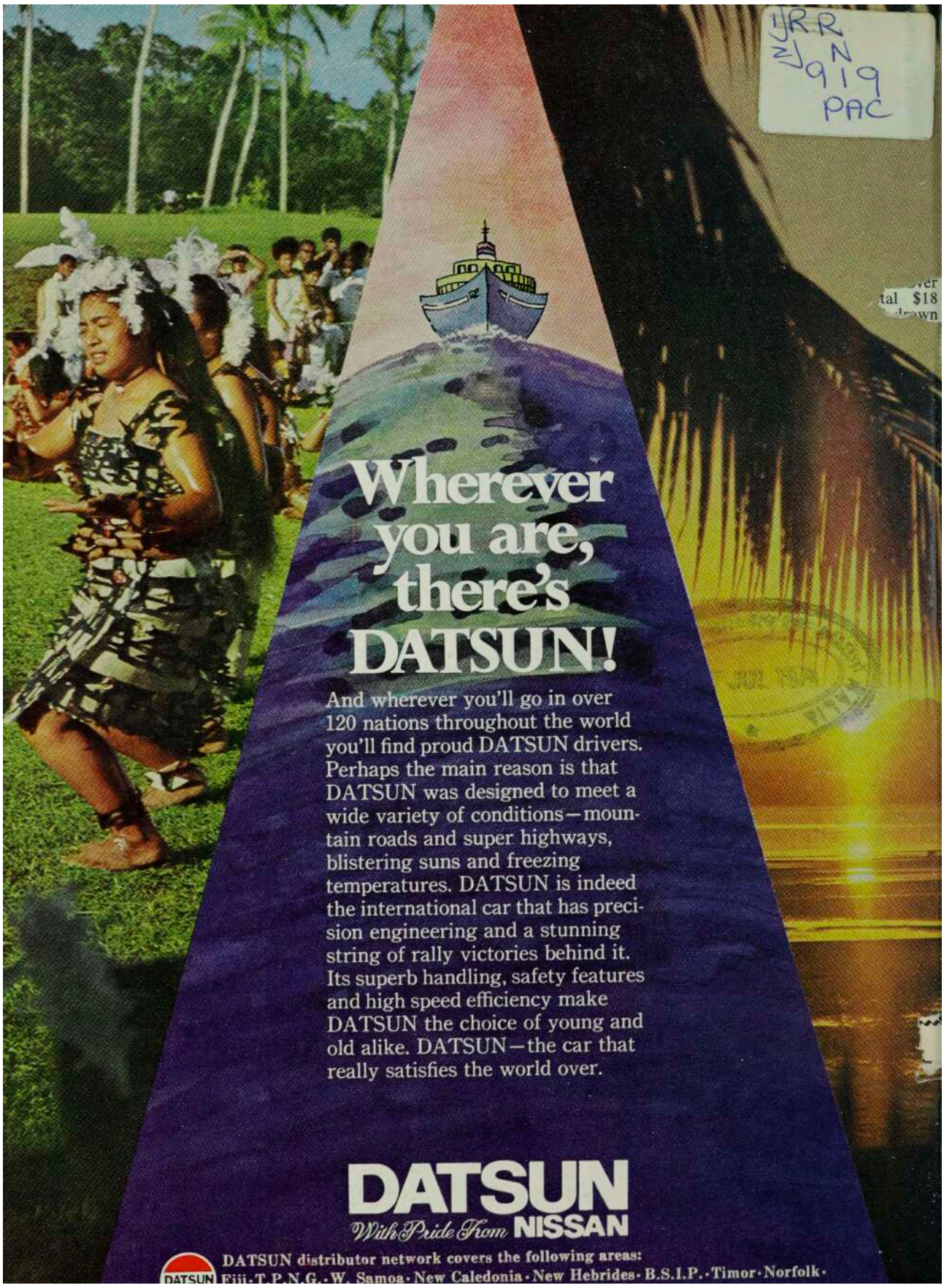

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