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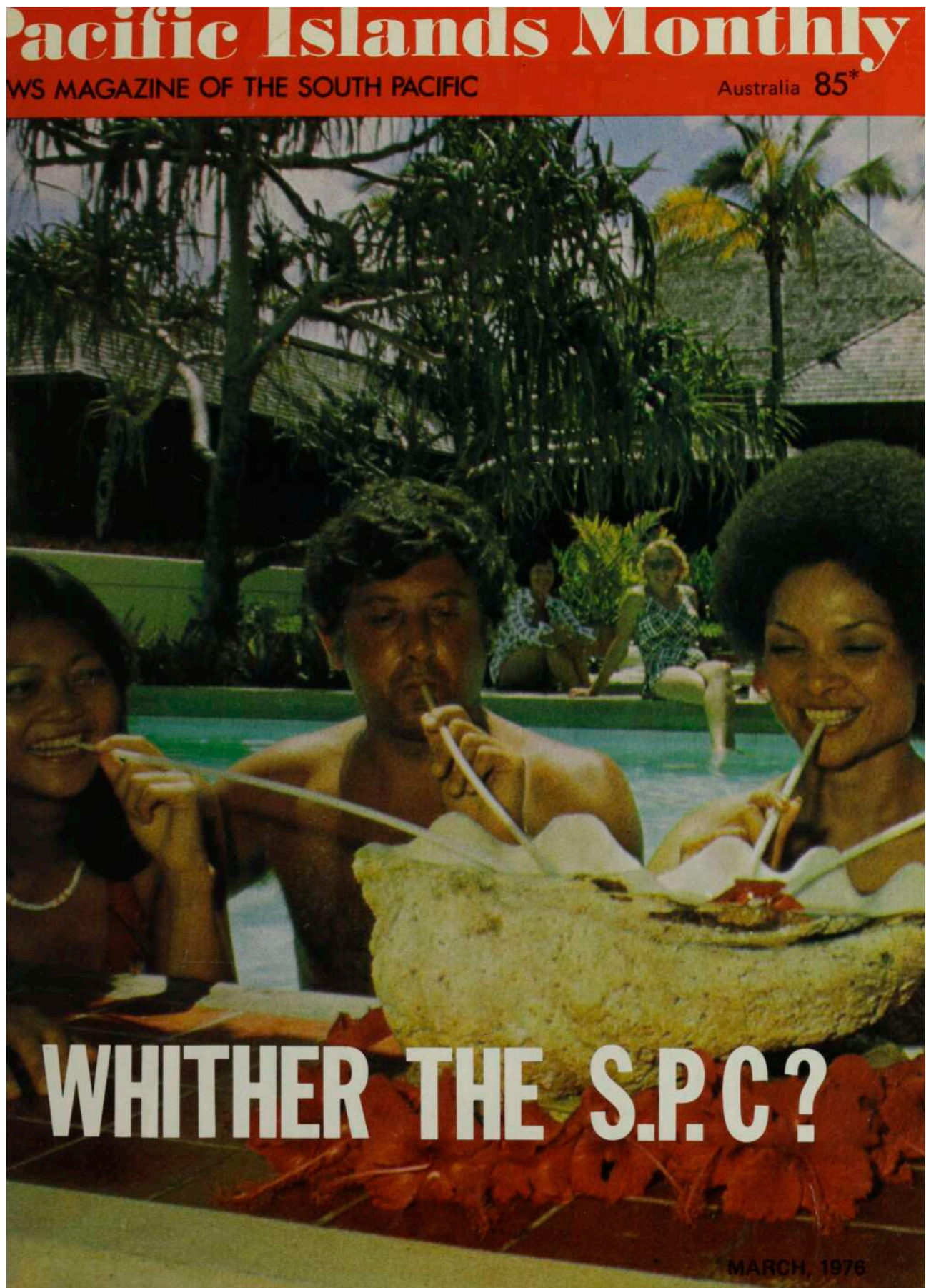
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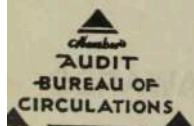
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March, 1976

PACIFIC ISLANDS MONTHLY—MARCH, 1976



Up Front with the Publisher

JUDY Tudor, former New Guinea gold-miner and planter, turned journalist, author and publisher (she was both editor and publisher of PIM for many years) pretends these days that she is retired. But as pretence is about the only thing she doesn't do well, nobody will be surprised to see her name in its usual place on the title page of the new edition of the Papua New Guinea Handbook when PIM brings it out at the end of this month.

She has compiled every edition since the first in 1954, and if my luck holds out and she doesn't take off on an extended tour of Africa or Alaska—for travel and writing are her two loves—she may agree to produce the next issue and even one or two after that. (Judy is 65, but the kind of person who will never be convinced she's even got started in life).

The 7th edition of the Papua New Guinea Handbook came out in 1974, but from this issue, the 8th, the handbook is an annual publication. Important changes in PNG policy are now happening with such regularity that you can't record all the information at any greater interval than 12 months and hope to keep it useful.

This fact has been made clearer to me in the last few months as I have listened to Judy's heavy breathing and sudden releases of breath while the concentrated job of research and compilation has gone on.

The monologue goes something like this, "We got the list of Ministerial responsibilities finally right, and they changed them again today!"

... Who the heck really knows about these Court procedures; I have four different versions ... I know that Provincial Government was supposed to be finished, but it isn't finished ... The National Capital Province still hasn't got a commissioner ... They've decided to close some overseas consular offices and it has taken us weeks to get the full details of the ones they've got ..."

You can only stick with it. From my own observations, at least Judy still has a better overall picture than most PNG public servants about

what's happening in PNG. Many of those are still struggling to keep up with their own problems arising from the changes. They have the added burden of getting policy carried out by a public service undergoing its own severe internal pressures.

I can understand Chris Ashton's fear, expressed in his long article in this issue, that PNG is in danger of splitting into parts, with some of the less-developed provinces returning to their traditional ways, and the influence of the central government not extending very far from Port Moresby.

Myself, I should imagine that it depends on just how separate the development is, because separate development under general guidelines laid down by central government is not a bad thing.

For the last 20 years in PNG we've somehow been given the impression that unless every part of the country continues to bound forward every year, the place is going backwards. Good enough while the money was pouring in from Australia and every little township scrambled for its share of development money, but those days are gone, for ever.

Fiji is more uniformly developed than PNG, but there are many parts of that dominion today that have not got out of a subsistence pattern, and nobody in government in Suva believes that the country is about to fall apart as a result. Life goes on in the Fiji provinces as it always did.

And the same may be said about Western Samoa, and Tonga, and many other scattered Island nations. The pressures, and the influence of government, decrease in proportion to the distance you get from the capital. And nobody wrings his hands about it.

—Stuart Inder

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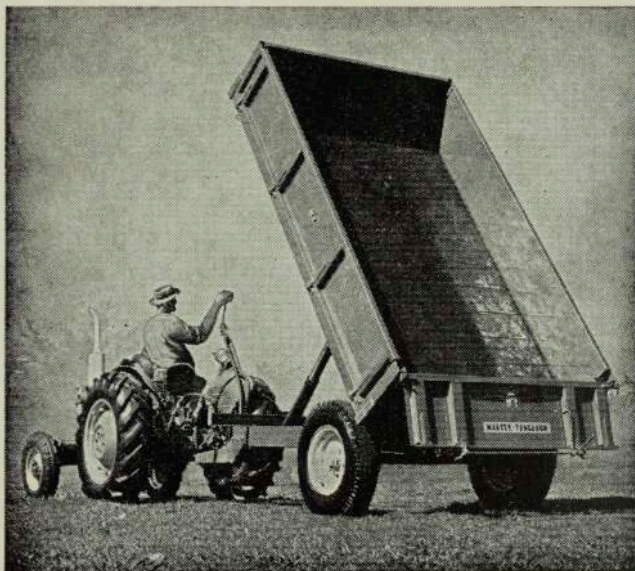
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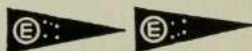
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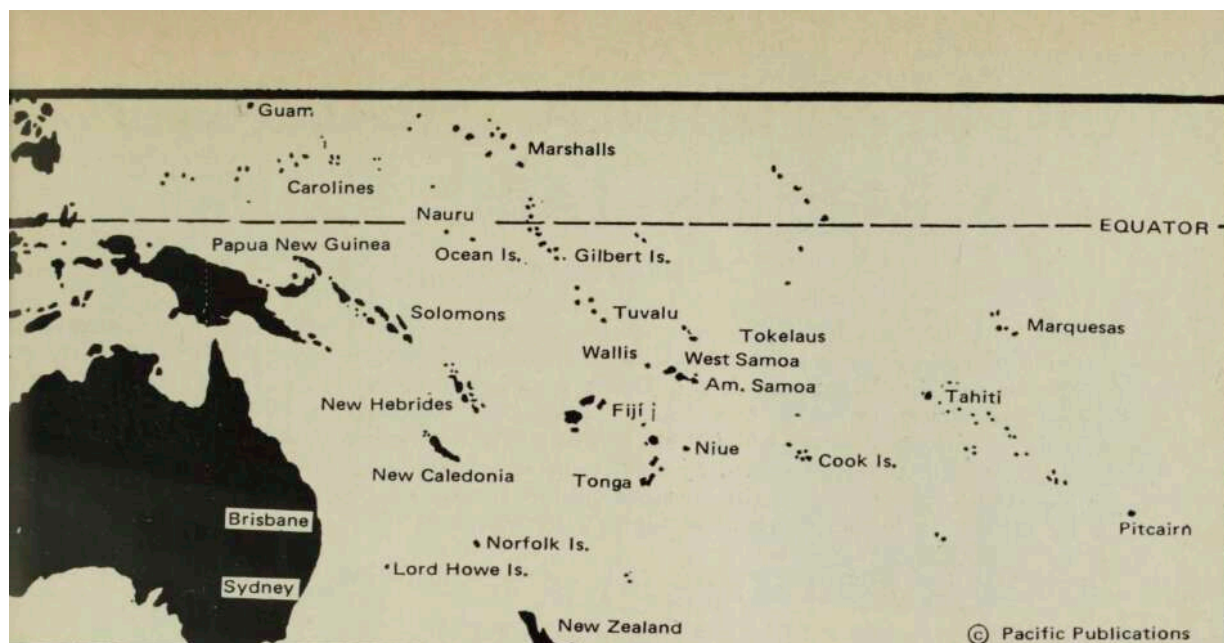


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OUR COVER

Sipping cider through a straw —it's enough to make anyone go green with envy at this trio, two beauties, Meliki Kaumaitotoya (left) and Irene Fong helping a guest to empty a clam-shell of a delicious draught. The picture was taken by David Eastman, of Arrow Films, Sydney, at the Regent of Fiji, one of Fiji's newest hotels, which opened its doors a few months ago on Denarau Island in Nadi Bay and has been swinging ever since. The extra-long straws, a Regent idea, help the drinker to carry out doctor's orders to keep away from drink!

PAPUA NEW GUINEA: 'HEADING FOR A BLEAK, UNSTABLE FUTURE'

By CHRIS ASHTON

To many Australians with strong attachments to Papua New Guinea, and who were spectators to the finale played out in Port Moresby last September, the single most striking symbolical act was the lowering of the Australian flag. Not a joyous occasion; nor was this intended. Above a tense, packed, silent stadium lowering clouds threatened a deluge that never came. Platoons of soldiers gave a dazzling exhibition of firing by column that excited awe, but not applause. A thin, reedy bugle blew as the ensign came down. It was the kind of theatre which the military does so well, heightened in retrospect by that large, ruddy presence in morning suit, the man who was so soon to make an indelible mark on Australian history, Australian Governor-General Sir John Kerr.

Among the PNG Government's official guests were numbers of weatherbeaten Australian faces, men and women with much of their adult lives behind them as missionaries, government officers or businessmen in a country adopted as their own. These were grave faces, some choking back tears, moved by the sense of occasion, by feelings of pride and loss, and regret for things left undone. It was all the more moving because Australians have a sense of themselves as earthbound people, not given to shows of feeling.

But in the wanton way that journalists have, my magpie mind was distracted from this by the territorial struggle to the side of the official dais, by police against cameramen and photographers, who were cordoned off in a small corral. It was an unequal struggle, which proved the truncheon far mightier than the camera lens. And for me, the most striking symbol of the transition had happened four days earlier, unexpected and unrehearsed.

The peace of Port Moresby, that dusty, sprawling and most improbable of capitals, was shattered by the roar of five Machi jets, the RAAF aerobatic team, streaking overhead in tight formation, turning and regrouping to criss-cross the city again. Inexplicably, it was this display of mechanical and human precision, its speed and grace and power, a spectacle unique to Port Moresby in the years I had lived there, that brought home the finality of what was happening.

I had shared, with the politicians, lawyers and fellow journalists who watched the bitter, elephantine progress of the constitutional debate, a feeling of jadedness, a cynicism born of watching for too long the political processes at play. It had soured the euphoria that indepen-

dence deserved. And yet I was profoundly moved.

I talked at length of the impression PNG's independence made upon me because with many others, Papua New Guineans and expatriate, it was a psychological watershed, a realisation of an end, and of something about to begin. For four years there had been speeches, reports, decisions and press releases; lobbying and politicking of public servants, politicians and their advisers in Canberra and Port Moresby.



Christopher Ashton spent several years in PNG as a broadcaster, film-maker and as a journalist representing a number of leading overseas newspapers. He is currently headed for South Africa to write a series for the Melbourne Herald group. Before he left, PIM asked him to distil his PNG experience in a special article and to say how he felt PNG would develop. This is the article.

But it wasn't that independence would serve to dilute the overwhelming Australian presence—its political and cultural pressures, its psychological weight and commercial dominance: a force for stability and a standing mockery of the boast of independence. Independence was important because it marked for me the time to go.

I had been in and out of the country since 1960; had settled in Port Moresby before Somare came to power; had experienced the euphoria of the coalition's early days in office when everything and anything seemed possible; and the challenges, mounted with increasing shrillness by the Papuan separatist movement and the radical bloc routed. I saw Bougainville's threat to secede, growing from strength to strength. I watched the constitutional debate as the same issues were argued time and again inside and outside parliament until one had the nightmare sense of being aboard the Flying Dutchman, doomed to sail on for ever without hope of reaching port.

Independence came at last—subdued, polite, well-orchestrated—with none of the atmosphere of Mardi Gras that foreign journalists had come to record for a waiting world. No dancing in the streets, no singing, no raised fists, no latent fear of violence. Few people ventured into the streets at midnight to see the fireworks or the 101-gun salute that ushered in the new nation.

By the end of the week the country had returned to work as if the celebrations had never been, and the foreign media departed, exasperated. The rugby league grand final at Port Moresby's Hubert Murray stadium the following Saturday was far more frenzied than anything we had seen the previous week.

The one unscheduled event that gave independence flair was the

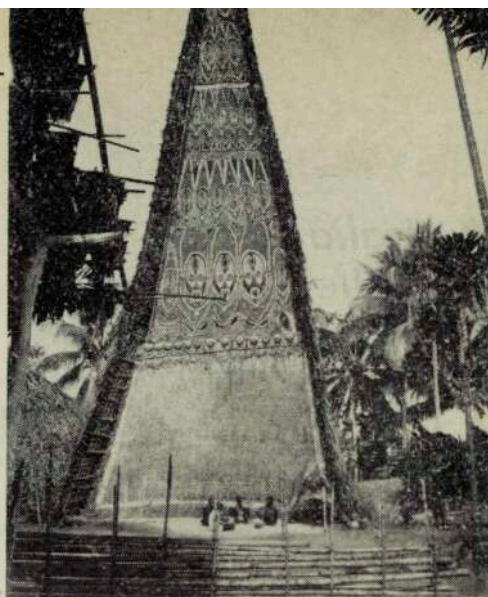
arrival of the First Lady of the Philippines, Imelda Marcos. She came on an unscheduled flight in a private aircraft too heavy for Port Moresby's runway on the morning of the great day. She brought 40 retainers for whom there was no hope of accommodation; she jumped the protocol queue in the presentation of credentials to the new Governor-General; tried to enter parliament as Prince Charles was opening it, and dispensed lavish gifts through her entourage wherever she went—imperial, diaphanous and pertinent. Australia's interest in PNG's independence was enshrined by the page one picture in the Sydney Morning Herald: Gough embracing Imelda.

It was time to go. I had come for the first time in 1960, the year when 17 African colonies won independence, the year of the Congo, the year of Harold Macmillan's Winds of Change address to the South African parliament.

But in Papua New Guinea the rift between white and black, ruler and ruled, was at that time complete and inviolable. I was told that the country was neither willing nor able to accept independence this century. Perhaps it would in the 21st, or alternatively, be absorbed into Australia as another state.

I remember the Highlands Highway, a rutted, four wheel-drive track; and seemingly tens of thousands of

This Sepik spirit house represents the traditional Papua New Guinea. Chris Ashton predicts, gloomily, that the less-developed areas of the country will slip back; that authority will revert more and more from central government to traditional leaders.



Highlanders along the road, all in traditional costume and headdress and carrying weapons, waving and cheering to the occasional passing truck.

I remember an expatriate Old Timer, a remnant of the Edie Creek goldrush, explaining that Papua New Guineans were the sons of Ham, to be hewers of wood and drawers of water.

I saw "boys" being thrashed by their "masters" for cheekiness; plantations paying labourers thirty

shillings a month and keep; and I remember the kiaps—the officers of the Department of Native Affairs—administering small kingdoms with no more than the white man's mystique and an arbitrary code of laws which at least had the virtue of being intelligible to the subject people.

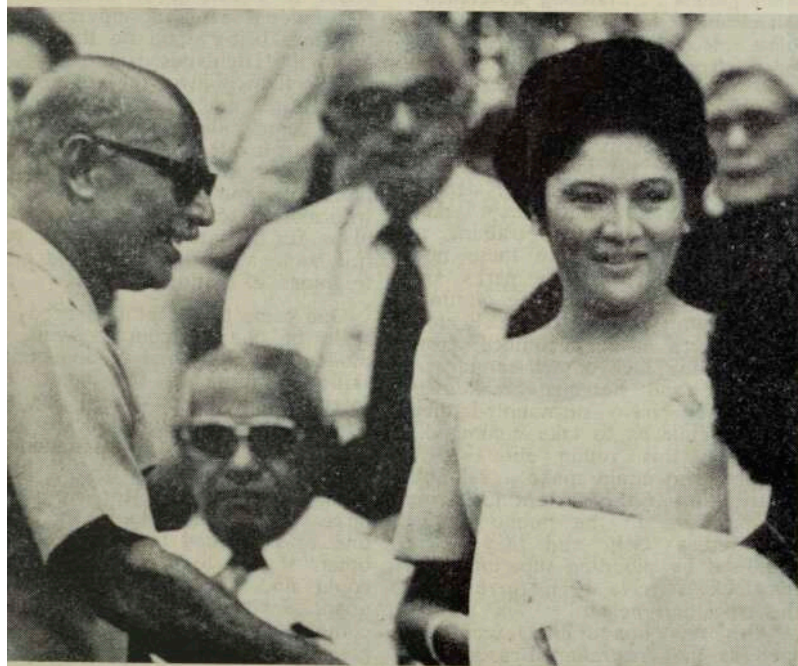
Though I single out the planters and the kiaps, they are, with the missionaries, much maligned by the new nationalism. Their contribution to nation-building, their hardships and meagre rewards, go unrecognised by the army of short-term expatriate (public servants, academics and white advisers) who have been lured with fat salaries and leafy bungalows, to serve the new government and foster nationalist ideals in its student elite.

During the development decade, the 1960s, I came and went at intervals. I saw the ban on alcohol sales to Papua New Guineans lifted in 1964. Politically, it was imperative that this should be done, but in implementation—the wholesale adoption of Australian drinking habits and trading hours, without thought of modification for black and white alike—it was the most socially-destructive blessing of our rule.

The 1960s also saw the beginning of a crash education programme the goal of universal primary education, a system geared to training clerks before tradesmen (who are still recruited abroad).

And the 1960s, the development decade, saw the growth across the country of factories and air-conditioned motels, of large-scale resource industries, of urban drift and urban unemployment.

It was the decade which saw the sudden burgeoning of the public service, modelling itself on the vast and



unscheduled . . . the arrival of the First Lady of the Philippines, who jumped the protocol queue, and dispensed lavish gifts". Here she's seen with PNG Governor-General Sir John Guise.

Australia did too little, too late

costly edifice in Canberra, to administer Australia's ever larger grant-in-aid. Surely no other colonial power opens itself to such censure for such mindless generosity?

The legacy of financial beggary Australia has left is one that neither country likes, and which both must bear for decades to come. Had Australia bequeathed instead a small, well-trained cadre of Papua New Guinean kiaps of the calibre of its officers of the 1940s and 1950s, Papua New Guinea would be better governed now.

In the decade of the 1960s I learned about the country and its people: by walking through the Baining of East New Britain; shooting crocodiles on the tributaries of the Markham; exploring limestone caves and climbing Mount Wilhelm in the Chimbu; sleeping in wet jungle or village rest houses; learning Pidgin from carriers over cooking pots of bully beef and rice.

If this picture has a ring of some latter day Sanders-of-the-River I make no apology, admit no regret. I learned more then of Melanesian custom and temperament, of the harmonies and tensions of village life, its bonds and bondage and erosion, than I did as a chronicler of Port Moresby's political merry-go-round in the past four years.

How to conjure up in the mind's eye the Port Moresby experience?

To those of us watching the Australian administration give way to the first indigenous government, it had a curious Alice-in-Wonderland quality. The cutting edge of change was supplied not by the would-be inheritors, unfamiliar with the machinery of power, but the outgoing rulers, whose belief in the mission of empire had expired, who sought only to extricate themselves as quickly and quietly as possible.

It was a time of confusion.

Some cabinet ministers had little or no formal education, lacked English, the language of government, and administrative experience. From the public service, the tertiary institutions and the ranks of failed candidates in the recent elections, came white advisers who spanned the ideological gamut, exercising immense power through these ministers good and ill.



Michael Somare's talent as a leader is to "make himself accessible, to hold the centre ground . . . resisting provocation". This picture of him with former Australian Prime Minister Whitlam, taken at Independence, is typical of Mr Somare's informality.

It was a time of sudden and often painful dislocation. Of Papua New Guinean university graduates in their 20s being thrust into senior departmental posts for which they lacked experience, maturity and training, to sink or swim. Some of these now ride their jobs for the perks and trappings of office, leaving administrative details to expatriate lieutenants. Others have succumbed, from pressure and lack of self-confidence, to drink and nervous breakdown; and a few have surmounted their initial handicaps to take command.

Among this young elite are a number who could make a valuable contribution if the current jockeying for positions in the public service ever settles itself, and they aren't penalised by plodding superiors with the luck to have been there when the transition began.

With few honourable exceptions, such as the Australian Broadcasting Commission and the Defence Force, Australia did too little too late to prepare the inheritors. The legacy is administrative chaos.

Port Moresby in the early years of the Somare Government had about it a feeling of unreality, of conventional wisdoms and frames of reference being stood on their head. From the Highlands came reports of tribal fights involving thousands from inside and outside the government came radical calls to nationalise Bougainville Copper and for the government to take over mining exploration; and from the Office of Information, came press releases of plans for a national airline, a central bank, a new currency and other trappings of nationhood.

One came to accept the speed and scale of change, coupled with the modest political and administrative skills of those at the helm. But foreign interlopers—world experts from international agencies and South East Asian correspondents—were baffled.

In a sense, Port Moresby was a large village, small enough for everyone who counted to know one another. If one took the trouble, one could find out practically anything about anyone's business. It was a community which thrived on the gossip of its inmates—political, commercial and sexual. Through indiscretion rather than design, Papua New Guineans set an example to the world in open government. It was

RESISTANCE TO ANY CHANGE

as if we all lived in different rooms of a large glass house.

The odd thing was how uninhibited everyone was in pressing on with their peccadilloes in full public gaze. But Port Moresby was also a very tolerant community, unimpressed by pretension. Even Sir John Guise cannot risk taking himself too seriously.

Prime Minister Michael Somare here sets a standard, in his willingness to meet and talk with anyone, to make himself accessible. His talent as a leader has been to establish a consensus, to hold the centre ground, to give conflicting ideologies and regional factions a sense of having a stake in the body politic.

Faced with direct threats to his authority, underpinned with threats of sabotage and violence, he resists provocation and proffers the olive branch.

Against the political fantasies of Josephine Abajiah, and of Simon Kaumi and his so-called Freedom Fighters Army, this was enough. Against the challenge mounted by the Bougainville secessionists it is not.

Appeasement has simply enabled the Bougainville secessionist leaders to consolidate their strength, to exploit Port Moresby's unwillingness to move against them. They are still far from making secession a reality. But their capacity to sustain low-level harassment against central government agencies and the mining operation, is now proven. The critical question is whether Somare will be willing to hold the line; or whether he will abandon his government's claim to the island and its treasure.

The future does not bode well for Papua New Guinea.

Of course there is no point in the former rulers bemoaning the shortcomings of their successors for failing to live up to the standards set for them. Papua New Guineans will govern themselves according to their own lights; they will find their own level.

What is not yet realised is the cost of doing things in the so-called Melanesian Way. There is an illusion, fostered first by the Australian administration but sustained by the coalition, that government is a cornucopia disgorging all the good things of the Western world. This is combined with a resistance to any change in traditional patterns of work and leisure, land usage and ownership, communal rights and obligations—an obstacle to the commercial affluence Papua New Guinea so desires. Such attitudes are entrenched not only in village life but

in the way Papua New Guineans run business and parliament and the public service.

Expectations run far beyond their willingness and ability to realise them.

I foresee Papua New Guinea emerging as the text model of the broken-backed state: a weak, unstable central government propped up by Australian aid and company tax to sustain an expensive, ineffectual public service whose writ runs barely beyond the country's major towns.

The richer, more-developed provinces like East New Britain will prosper by their own enterprise; the less-developed will slip back.

Authority will revert from government officers and magistrates to traditional leaders; and in the more volatile Highland regions, particularly the Chimbu, tribal fighting will be an integral part of the way of life, as it was before the white man came.

And I foresee the national preoccupation with material affluence, of rising expectations for goods and services, yielding to increasing concern with personal safety and security for property.

Papua New Guinea lacks a police force with adequate leadership, training and experience to cope with urban crime, now endemic to Port Moresby, or with tribal fighting. In this, more than any other function of government, Papua New Guinea is paying dearly for the way Australia has withdrawn, doing too little too late.

No evidence suggests that this government can remedy the neglect. Urban drift and urban unemployment have spawned gangs of "rascals" who with impunity prey upon the homes of the "haves", black and white alike. Neither harsher sentences nor weld-mesh fences nor watch dogs have stemmed the tide. The cost is the difficulty of recruiting—and holding—specialist skills from other countries, and increasing reluctance of Papua New Guineans to take postings in other parts of the country.

I take no pleasure in this bleak sketch of the future.

Papua New Guinea is so much a part of me that I would not bid it good riddance by throwing a bucket on it. I should far prefer to have cocked a snook at its doomsayers as I left. I count a number of Papua New Guineans among my friends. I prize the beauty and the rugged grandeur of the country they inhabit far beyond my own. I will return,

hoping when I do that time has proved me wrong.

Like many expatriates who have lived and worked in Papua New Guinea I have been caught in the spell of the village culture, a way of life that reflects a harmony with the seasons and a balance with the physical environment. I have brooded on what Western technology and culture have done to destroy that world, sometimes unwittingly and with good intentions; and at how empty is its promise of something better.

I don't suggest that Melanesian communities before the white man came were a garden paradise of noble savages. Disease, malnutrition, fear of sorcery and violent death, the constant guard against attack: these were facts of life of the pre-contact era, and no Papua New Guinean, least of all those for whom it is a living memory, mourns its passing. But it offered something which is lacking for many Papua New Guineans now: a sense of purpose and the self-respect that comes from realising oneself.

Papua New Guineans have taken from the West our obsession with material affluence, our neuroses and our self-doubts. For those blessed by circumstance and the talent for adapting to the new ways, who have learnt the skills to acquire the jobs and lifestyle of the white man's world, the transition is a rewarding, liberating experience. For those who hunger for the white man's world, placing no value on their own but lacking the skills of the new, the human wastage is appalling. It runs from the Form IV drop-out, languishing in an urban squatter settlement to the hundreds of villages denuded of their able-bodied men, communities in which the authority of the elders is ignored, where the traditional arts and crafts have yielded to cards and cartons of warm beer.

The impact of the Western world upon the Melanesian way of life has been recent, sudden and overwhelming. Village communities were ill-prepared to withstand the shock, to determine what could be absorbed to the benefit of their way of life without destroying the whole.

The century of colonial rule brought many new ways which Papua New Guineans have adopted as their own. It has also eroded much that was precious, whose loss is scarcely realised, whose value cannot be measured and which is now beyond recall.

● World Bank's warning:
See next page.

PORT Moresby has been given the financial message—get rid of the Australian economic system and find one of your own that you can pay for.

That basically is the message of the leader of the World Bank mission team, George Baldwin, at the end of the mission's three-week survey of Papua New Guinea.

"Papua New Guinea can never hope to achieve economic independence so long as its expectations and standards are geared to what Australia can afford instead of what the PNG economy can afford", he said.

Present preoccupation with falling produce prices and a disastrous

balance of payments he dismissed as a passing problem. He spoke of being favourably impressed by government efforts to face up to the financial problems—mentioning budget cuts and public service restructuring.

But he also said he was off to Canberra—no doubt to find out just how far Australia is prepared to underwrite the Somare government

Papua New Guineans get the financial message

From a Port Moresby correspondent

—Australian aid would be important in the World Bank's judgment on PNG, he told Post-Courier reporter Peter Jackson. He went on to say that five unspecified projects were in the pipeline.

And for once PNG politicians are starting to make mileage out of the Australian aid before the event.

Opposition leader Tei Abal called in February for Prime Minister Somare and Finance Minister Chan to go to Australia before the money men decide aid levels for PNG. It could be election year. It's also a bad time to talk to Somare who is trying to squelch the secession movement on Bougainville, site of the mine that provides more than half the country's revenue.

Not that the secessionists seem to worry the World Bank. Other countries had similar internal problems but these had not prevented the bank from making loans, Mr Baldwin said. This must be a relief to Papua New Guineans who are, at present, rather doubtful on the point.

Meanwhile, in spite of Mr Baldwin's somewhat off-hand dismissal of the current recession, the PNG economic position is grey indeed. The "tighten your belts" warnings that have peppered statements by Prime Minister Somare and Finance Minister Chan in recent months are finally reaching their marks.

But it has taken last February's gloomy facts to press home to the public sliding trade statistics, alarming drops in copra production, a K70 million fall in Bougainville's copper profit.

The first impact of hard times ahead came with the 1975/76 budget tax rises which cut wages back when they came into effect as a pre-Christmas gift to the government.

But now individuals are fully realising that money is not going to be around for a while, and that everyone, both the low and high-income earners, are going to have to keep trimming budgets as prices spiral.

Latest trade figures from the Bureau of Statistics show a K8.14 million trade deficit for November, 1975, compared with a K11.15 million surplus in November, 1974.

And the finance experts forecast continuing grim prospects for the next two years.

For the first five months of the 1975/76 year, the overall deficit was



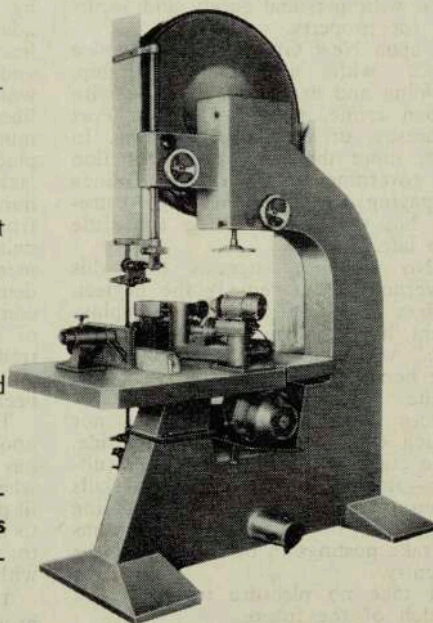
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K24.4 million, compared with a surplus of K45.6 million in the same period of the previous year. Copper, coffee, copra, tea and timber—the main exports—earned barely K140 million, a drop of K70 million on similar figures for 1974/75.

At the same time costs of major imports—vehicles, food, petrol and oil—were about the same as last year, about K64 million.

The main factor influencing trade figures was, of course, the poor world price for copper, which usually earns well over half the country's overseas revenue.

Total copper earnings during the first five months of this financial year were K60.4 million compared with last year's K102.8 million.

Bougainville Copper's annual profit, announced the day after the trade figures, reiterated the unpalatable news. The company's profit fell by almost K70 million, giving the government a meagre K18 million in royalties and tax, compared with K69.96 million in 1974/75.

On the primary produce side, the Minister for Primary Industry, Mr Moyamo Sali, announced that the Copra Marketing Board had not been able to fulfil its February contracts. Shortages had also forced the closure of the Coconut Products mill. Mr Sali said the board was worried that the losses would penalise the board and ultimately growers would miss out. He urged them to continue production in spite of low returns.

The Port Moresby Chamber of Commerce said it thought the solution lay in a review of the government policy on plantations so that production levels could be maintained. Present policy encourages the handover of expatriate-owned plantations to local owners, usually village groups.

Another gloomy aspect of the economic situation is the possibility of France, Belgium and Italy trying to block Papua New Guinea's membership of the Lome Convention. Membership of the convention, linking 46 former colonial possessions in Africa, the Caribbean and the Pacific is vital to PNG trade preferences in European Economic Community countries.

Yet at the same time as the depressing news built up, and the World Bank mission called for a changed system (sentiments applauded by Somare and Chan) the Australian-oriented arbitration system granted public servants a K60 a year pay rise based on wage indexation.

One of the brighter spots amid the grey has been the price of coffee. Growers are getting their best price for years and the Coffee

Next Month: The Solomons

Next month Denis Fisk takes a backward and forward look at the Solomon Islands. Don't miss his long, informative article.

Marketing Board and the Primary Industry Minister are urging them to make the most of it.

Frosts in Brazil, rain in Columbia, the Guatemala earthquake and the Angolan war have all contributed to the price rise, exporters say. There are indications of steady to firm markets for a few months still to come.

The other cheering prospect, but one that is not going to help relieve the immediate economic problems is the apparent success of the recent overseas mission on the National Investment and Development Authority. Labour and Industry Minister Gavera Rea says that European businessmen are interested in forestry, fisheries and agriculture and in setting up processing plants.

But the deals are still at the talking stage and the government will have to set to and work out specific projects and requirements for potential investors.

BOUGAINVILLE GETS BACK TO TALKING

From a Port Moresby correspondent

It is seven months now since Bougainville declared independence from Papua New Guinea. Three months before that, the first round of talks between the government and the secessionists in Port Moresby broke down when the government did not accept, as a pre-condition, that two ministers, Sir Paul Lapun and Mr Donatus Mola, who are Bougainvilleans, should not attend.

The secessionist group had passed a vote of no confidence in the two ministers.

At the height of pillage and destruction in Bougainville in January, the chance of a resumption of talks seemed inconceivable. At the last minute, however, commonsense prevailed and, with the wave of violence still sweeping across the island, both sides agreed to meet.

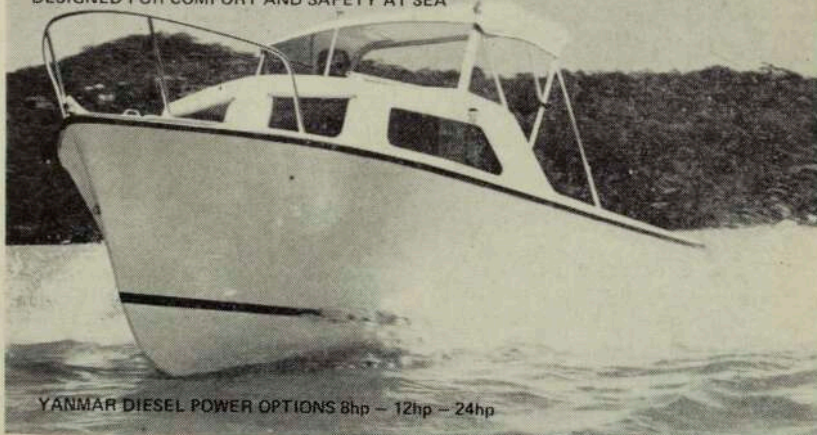
Ironically, the Prime Minister, Mr Somare, decided the government's stand during a quiet afternoon's golfing with his top advisers in Port Moresby.

Later, he announced that the government would be prepared to talk with the secessionists anywhere in Papua New Guinea. Previously,

Continued on p 73

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From FELISE VA'A in Pago Pago

IT seems such a silly thing that a petty argument over a matter of Samoan etiquette should be the cause of the death of a prominent American Samoan senator. Yet, this was not the first time a Samoan has lost his life over a matter of etiquette.

Samoans take their etiquette seriously. To follow it strictly is the aim of every Samoan *matai* (chief). To know it is the sign of wisdom. To be ignorant of it is a sign of stupidity. Hence, in every Samoan ceremony, much time is spent on debating matters of hierarchy, the form and content of ceremony. Often, harsh words are spoken between the debaters. Often, the debates end happily. Debates are to be expected in Samoan custom. It is not for nothing that Samoans are known as the finest orators in the Pacific. But once in a while the debates end at the point of a bush knife or the blast of a shotgun.

On Thursday, December 19, Senator Lualemaga Faoliu, a very high chief from the village of Aoloau, American Samoa, was sleeping with his wife at Satuiatua village, Upolu, Western Samoa. The chief had earlier been in high spirits: he had just completed the building of what is considered to be the biggest, traditional meeting-house in American Samoa. Tragedy had struck. At the very time of the dedication of the new building, his head *tufuga* (carpenter) had died, presumably of heart attack. So he, his wife, and a few orators had travelled to Western Samoa to accompany the dead body of his *tufuga*.

Now, at 5 am, an assailant went to the house where Lualemaga and his wife were asleep and shot the senator in the stomach at close range. The senator died in hospital. The police were alerted but the man, who was alleged to have shot the senator, had taken a bus and turned himself in at Tuasivi police station.

Lualemaga Faoliu

Death in a Samoan dawn— a matter of etiquette?

The man was Alainuuese Liu, 38, also a *matai*.

Telephone calls flew back and forth between American Samoa Governor Ruth, Senate President Salanoa and other American Samoan leaders, Western Samoa Prime Minister Tupua Tamasese and Western Samoan leaders. Final arrangements were made to return the senator's body to the territory as soon as possible.

At first, the Western Samoa government authorities planned to have several cabinet ministers and members of parliament accompany Lualemaga's body to American Samoa. But Governor Ruth apparently prevented the ministers' coming for fear of reprisals against them from members of Lualemaga's *aiga*.

Under the circumstances, it was better to take precautions. However, Cardinal Pio Taofinu'u, Bishop of Apia, accompanied the senator's body the next day.

It is not absolutely certain whether the Western Samoa Government asked him to do this risky task, or that he intervened in what could well have been the start of a bloody feud between members of Lualemaga's *aiga* and those of his alleged assassin.

In the old days, a murder of a high chief would have resulted in the instant extermination of the offender and his *aiga* and probably a war. The higher the chief the more widespread the war would be.

But this is modern Samoa. The law now takes precedence in the lives of most Samoans. Governor Ruth acted wisely in preventing the visit of the Western Samoan government dignitaries. Cardinal Pio exercised great heroism and accepted much personal humiliation by accompanying Lualemaga's body.

Thousands of American Samoans were at the airport to honour the dead Lualemaga. The body was immediately brought to the Senate where after a brief one-hour ceremony, it was taken to Aoloau for burial. Lualemaga's seat in the Senate has now been taken by former Delegate-at-Large, Fuimaono Asuemu.

When Cardinal Pio returned to Apia he described his reception by

the American Samoans to the *Samoan Times*.

"I could feel the anger and hatred in the hundreds of people that awaited us at Tafuna Airport", his Eminence said. "But I felt a great sense of peace because I knew I was with God".

He said the tension eased considerably and was replaced by the spirit of peace after he had appealed to them for forgiveness in Jesus Christ's name in a service at the Fono House at Fagatogo.

"The armed police escort that met me at the airport took me to the village of the dead senator, and the villagers were all prepared for trouble", he said.

"But a *matai* came out and said that even though they had felt the sting of what had happened and that they wanted an eye for an eye and a tooth for a tooth, it was hard for them because Christ had come through the messenger of peace and that it was time for them to drop their guns.

"And those that had guns dropped them".

The forthcoming trial is creating wide interest. What was the reason for the killing? According to one story, Lualemaga was shot because of Alainuuese's anger at the way Lualemaga had disgraced him in front of other chiefs at the kava ceremony following the reception of the *tufuga*'s body at his village on Savaii.

In a Samoan kava ceremony, authorities say that the two most important persons (according to the traditional hierarchy) in the ceremony are given the first, or the last cup of kava to be offered at the ceremony. Lualemaga was not given either the first or the last cup and became indignant at this. He thereupon scolded the master-of-ceremonies, Alainuuese Liu.

Apparently, Lualemaga used some strong words and made a fool of Alainuuese. For a Samoan orator to be made a fool of is considered the highest of indignities. It means he does not know his Samoan etiquette and that he is not fitted to express any opinion on such matters in future.

France's military showcase

From a Noumea correspondent

The French, while gradually building up their military presence in the Pacific, seem to be looking for opportunities to extend their influence. This at least seemed to be the message of two French missions in this region during January-February, gallantly raising the protection of their nuclear umbrella.

In New Caledonia, a five-man delegation from the French parliamentary committee on national defence made a three-day visit at the end of January. Before leaving Noumea, mission leader Albert Voilquin was asked about France's role amid the changing positions of the superpowers. The French parliamentarian was quoted in the Noumea press as saying that Britain's entry to the Common Market created a vacuum in the Pacific which worried such countries as Australia, New Zealand and others. He coupled this concern with the "advance of the Japanese and the problem of Papua New Guinea".

While French military strength is not enormous, Mr Voilquin pointed out, it was expected to increase. He referred to the Puma helicopters due to reach New Caledonia in July (for the rapid transit of armed men) together with the initial elements of a locally-based

Air Force. He also hoped the gendarmerie could be better equipped. At the same time the Noumea Governor's office reported that a helicopter landing site for military aircraft is to be built right in Noumea, at the Pointe de l'Artillerie, a bayside peninsula.

Mr Voilquin indicated that greater military efforts may be required. If for example, France establishes diplomatic relations with New Guinea, "we would seek to speak up for anyone who suggested it was necessary to re-inforce the system".

Another move to extend French influence was made by the French Secretary of State for Foreign Affairs, Mr B. Destremau, who visited Australia in early February.

Mr Destremau arrived expressing concern at the increasing insurgency in South-East Asia and the Russian build-up in the Indian Ocean.

After raising these frightening prospects for the Australians, he spoke of French power in the region and also discussed plans for a scientific and cultural agreement between France and Australia.

Other talks centred on the development of Australian uranium, as France is pressing to sell its technology for use in the building of any Australian plant for uranium-enrichment to produce nuclear power.

So, while loudly proclaiming she has no territorial ambitions, France is building up New Caledonia as a showcase for her armaments and from there seeking to extend her weapons trade and influence around the region.

Meanwhile, back home in New Caledonia, the Paris refusal to hand

N. Hebrides gives up the Games

The 1978 South Pacific Games will now be held in either American Samoa or Fiji. New Hebrides was a provisional choice made during the 1975 games in Guam. However, the New Hebrides now finds itself unable to meet the cost.

American Samoa delegates told the South Pacific Games committee their country could host the 1978 games. Fiji will not come into the picture unless American Samoa changes its mind. Fiji was host for the initial games in 1963.

out the \$A10 million needed to meet the 1976 budget deficit has highlighted Noumea fears that the territory is to be absorbed as a *departement* of France and see the introduction of income tax.

The Caledonians realise that current Paris manoeuvres will take further control away from the deficit-plagued territory and put it into Parisian hands. At the same time they resent the possibility of having the Paris system of income tax imposed upon the islanders, with "an army of public servants to police it" and the scandals this system involves, as when a recent French prime minister was forced to resign over allegations concerning his own personal tax avoidance.

With Paris refusing to fund the deficit, and the Caledonian Territorial Assembly knocking back the governor's proposals for higher local taxes, a three-man "unofficial" mission from the Assembly flew off early February to have "private" talks with French Minister for Overseas Territories Olivier Stirn.

And all the while the Caledonians can only express their futile anger over the way Paris has led the territory to spend billions of francs in preparation for new nickel smelting factories in the north and south of the island, which still show no hope of being realised.

Meanwhile, the Caledonian budget,

Continued on p 76

THE CONDOMINIUM CONDEMNED

The Pacific Conference of Churches at its meeting in Port Moresby (see p 31) moved into the political arena with a vengeance, passing two vigorously-worded resolutions, one demanding "immediate self-government" for the New Hebrides, and the other condemning nuclear tests in the South Pacific.

The resolutions read:

● "We, the Pacific Conference of Churches, in the name of justice and Human Rights condemn the manner in which the British and French Governments have unduly maintained their political domination over the New Hebrides; and in solidarity with the indigenous move for immediate self-government and eventual independence of the New Hebrides, urge Britain and France to take immediate constructive steps towards building up a political unity and achievement of independence for the New Hebrides. We request the member churches and the ecumenical organisations represented here to bring the needs of the New Hebrideans to the attention of their respective Governments".

● "We, the Pacific Conference of Churches, condemn the continued use of the Pacific by foreign powers still occupying areas of the Pacific for nuclear weapons testing, storage, waste dumping; the mining of uranium for destructive purposes; and the disregard of the stated wishes of the people of the Region for self-determination in this matter. The Assembly also endorses the resolution of their Executive Committee (Feb, 1974) for the creation of a Nuclear Free Pacific Zone".

Prime Minister blackens Fiji's political blue-print

From ROBERT KEITH-REID
in Suva

A chilly silence, broken only by one scornful remark from the Prime Minister, greeted the publication in early February of what is probably the most significant political document concerning Fiji since the country won independence from Britain nearly six years ago.

It was the report by a Royal Commission of three British lawyers on how the Fiji system of political representation had worked since Independence Day in 1970, and how it should be changed.

"I thought that they (the commissioners) tried to please everybody, and reports that try to please everybody generally don't please anybody" was the immediate brief public reaction of Prime Minister Ratu Sir Kamisese Mara.

And then he clammed up on the subject and the rest of the members of his Alliance Party took the hint.

Over in the Opposition camp, National Federation Party boss Siddiq Koya and his colleagues were equally as quiet.

All that Mr Koya would allow was that his party was studying the slim volume of the Royal Commission's views 'very carefully' and were not ready for immediate comment of any kind.

But while the PM had indicated some measure of personal displeasure, the NFP chief had in some informal moments given a clear impression of being rather taken with the report. For while it has not gone all the way along the path of the NFP's thinking, it has gone one-third, or maybe even half the way.

The NFP wants all considerations of race to be eliminated from the electoral system. The commission says this should be the case in voting for just under half of the seats in the House of Representatives.

The House now has 52 members of whom, as the Constitution now stands, 22 must be Fijian, 22 must be Indian and eight must be people who are neither Fijian nor Indian—the six per cent who form the "others"—Europeans, part-Europeans, Chinese and other Pacific Islanders.

The commission says that tiny Rotuma should get its own reserved seat, raising the total to 53; that the eight reserved for the "others" should be cut to three; that Fijians

and Indians should keep the 12 seats they each get on pure communal grounds; and, most important of all, the so-called national or cross-voting constituencies should be abolished.

Instead, they would be for people of any race instead of being decided by a complex three-votes-for-each-voter system which ensures that 10 are reserved for Fijians, 10 for Indians and the balance for the "others" who are formally described as the General Roll voters.

However, unlike the election for the communal seats, the non-communal seats would be filled by a single transferable vote method used in Malta, Eire and Northern Ireland.

This feature, the commission theorises, would remove some of the controversial racial distinctions in the present system while ensuring that no one racial group gets any overwhelming political advantage at the undue expense of any others.

Although its leaders would deny it, fear of domination by Indians is the real strength of the Alliance, the grouping of Fijian, European, part-European and Chinese communities which, with a not-inconsiderable segment of Indian support, constitutes the party that has ruled Fiji without a break since 1965.

Its only serious rival for power, the National Federation Party, like the Alliance, claims to be multiracial, but unlike the Alliance has never been able to support its claim with very convincing evidence. Both Indians and non-Indians in their hearts regard the NFP as a thoroughly Indian party to be treated as such at voting time. Its avowed goal is the abolition of communal voting but its protestations that this would not automatically mean Indian control of the country haven't for one moment been accepted by non-Indians.

Back in 1970, in a statement made at the London conference at which independence terms were agreed, the Alliance did indeed admit that a common electoral roll was a "desirable long-term objective". Since the NFP stand was for immediate common roll voting both parties had to make do with the compromise that has served so far.



Mr Koya . . . he was quiet.

But, as a further compromise, both also agreed that the system should be reviewed by a Royal Commission mid-way through the parliamentary term following the next general election.

The election was in 1972 and the Royal Commission—Professor Harry Street, Sir William Hart and Professor Bryan Keith-Lucas, arrived in Suva last August. Their report was lodged with the Fiji Governor-General, Ratu Sir George Cakobau, in late December, mulled over by him for a few days and then passed on to the Prime Minister. He in turn sent it straight for printing in the strictest secrecy.

A Fiji Times editorial, complaining about delay in publishing the report and calling for the immediate release to the press of cyclostyle copies, earned a rebuke from Ratu Mara.

Since English language newspapers were not as widely read in Fiji as the Times liked to think it would have to wait for the report's translation and simultaneous release in all languages, he said.

But the report's final official publication came as a bit of an anticlimax; finding a leak, the Times had gleefully front-paged the meaty bits of it a week earlier.

The three commissioners have produced a document which, considering the complexity of the document, is admirably short and simple, if not pleasing to all.

As one witness commented, "Race is a very important fact of life in Fiji" and was the dominant theme to consider in formulating alteration to the voting recipe.

Despite tensions, the commissioners found an undoubted degree of harmony in many quarters, but added that still more time was needed to overcome misunderstandings and mistrust that could not be ignored.

"For the moment the electoral system must in our judgment retain a considerable racial element" they said. "The question is what steps can be taken now to start moving towards a more truly democratic system, a process which may well not be completed until programmes of race relations and education have shown their effect. But it is not now possible to forecast politically when that can be".

The commission rejected claims for separate Muslim and immigrant Pacific Islanders political representation as being something which would be a mistake to meet since only further racial elements would be brought into the voting mixture.

But Rotuma, the little island 350 miles north of the main Fiji group, and populated by 3,000 Rotumans should get its own reserved seat purely on the grounds of remoteness from the rest of the country.

The communal element still needed would be preserved by the retention of the 12 Fijian and 12 Indian communal seats, the commissioners said. They recommended the reduction in the number of "general" communal seats because they didn't think the number of general voters' seats could be justified by their numbers.

What general electors would lose

would be balanced, the commissioners maintained, by the chance to win some of the 25 non-communal seats.

The change could be achieved, the three commissioners said, by creating five constituencies, each returning five members without regard to race or religion.

However, some "rather surprising" information disclosed that there was only a difference of 10 in the estimated number of Indians eligible to vote in the 1972 election (111,860) and the number of Fijians (111,870), while the figure for General voters was 11,270.

Furthermore, while Indians still outnumber Fijians, the Indian population is increasing less rapidly than the Fijian. If present population trends continued Fijian numerical superiority could be restored in a few years time.

Questioned after the report's publication, Ratu Sir Kamisese refused to be drawn except to clear up one very vital point.

The report has quoted extracts from the NFP's submissions, and these quoted extracts from a statement the PM had made at the 1970 London conference. The statement, the NFP submitted, amounted to an Alliance undertaking to write the report into the Constitution.

The quotation, Ratu Sir Kamisese

stressed, was "out of context". He had made it very clear in London that it was for parliament to take anything out of the report for writing into the constitution.

In Fiji, the will of Parliament does not necessarily reflect the wishes of the party forming the government.

Any change to the Constitution needs not only the backing of three-quarters of the members of the House of Representatives, but also three-quarters of the members of the Senate. Any vote for change must include at least six of the eight senators nominated by the Great Council of Fijian chiefs.

Opposition from only three chiefs would amount to a complete veto of an amending bill that might have the unanimous support of the House of Representatives and the rest of the Senate.

Such a veto is quite possible since some chiefs would buck the party line to prevent what they might regard as a weakening of the Fijian position.

A House of Representatives meeting was due to start on February 16 and the report was expected to be tabled formally to Parliament then. Then, it has to lie before the House for three months before it can be debated.

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Tropicalities

What's in a name?

In sophisticated western societies, writes a special correspondent, parents have the frustrating task of choosing from a relatively-limited range the Christian names to bestow upon their unprotected offspring.

Think of all the mutilations of that grand old name Mary—Marie, Maree, Mary-Ann, Mary-Jo, Mary Joan and all the variations on the theme of Linda—Lynne, Lynn, Lin, Lynda, Lyndal, Lindie-Lou . . .

The Cook Islander, in his wisdom, has found an answer to the problem of human nomenclature, which must, when one considers the almost unlimited hours spent by peoples of advanced nations in choosing names for their children, rank with many of man's brilliant solutions to great and fundamental problems.

Cook Islands names, if in the vernacular, often have meanings, which, if literally translated into English, seem bizarre to the European. These names are often based upon the belief that names linked to unpleasant experiences or to undesirable physical characteristics will serve as a protection against the same evils befalling the bearer of the name.

Hugh Hickling, who for a time was headteacher and resident agent on Mangaia, recorded some examples in an article published in the *Journal of the Polynesian Society*.

Included were Matamaki—sick face; Akacakofe—breathless; Vaevae-kino—bad legs; Tangatakino—bad man; Aungakino—bad smell; Tangatutui—worthless; Matemutukore—dead without end, and Makikino—bad sickness.

In more recent times, the choice of names, if in English, also seems to fall into habit patterns which are unusual by European standards. Occasionally some prominent European resident found that his surname had been given to some child (as a first name), even although the child's existence was previously unknown to him.

In other instances, events of note, the more desirable occupations or

just mere whimsy seem to dictate the choice of names. Fiji, Wellington College, Middlemore, Fly River and Kaingaroa Forest are names which tell their own story when one knows that relations of those particular children were, respectively, trained at the Fiji School of Medicine; attended Wellington College on scholarship; served as a Polynesian missionary in Papua New Guinea and worked in the pine forest in New Zealand, all sending remittances home to the family in the Cooks.

Social aspirations are reflected in names such as Wireless, Sergeant, Skipper, Clerk, First Assistant, Major and Constable. One can visualise the happy moments which lead to names like Boys' Brigade Picnic; Merry Christmas, New Home, Morning Star Hotel, Party and Lucky Trip. However, one wonders about the derivation of the names of a pair of Mangaia twins—Lucky and Unlucky, of Startnow and New World, of Timesup, Bagsashore, Early to Start, Wake Up and Just Alive. Finally, as I never saw firm evidence of their existence, I regard as apocryphal those two characters who were often spoken about in Rarotonga a decade or more ago, namely, Louse and Behind the Empire Theatre.

Paris on the doorstep

A new communications antenna installed at Nouville, across the harbour from Noumea, will have significant benefits for the transmission of telex, radio, TV and telephone links through New Caledonia and the New Hebrides.

The new antenna measures 32.5 metres in diameter and was installed in December at a cost of about \$A5 million. The "Telspace" antenna has been provided by the French Department of Posts and Telecommunications. Apart from the speeding up of telex messages, the new antenna will open up telephone links to any part of the world, 24 hours a day.

Communications will be considerably improved by travelling via satellite rather than short wave. In view of the 20,000 kilometre distance between Paris and Noumea, sound and visual images transmitted from

metropolitan France will need to pass via two satellites above the Indian and Pacific Oceans relaying, no doubt, through the ground station in Hong Kong on the way.

Allowing this speedy and permanent contact between Paris and Noumea, however, the new Telspace antenna at Nouville will obviously bring metropolitan France into much closer contact with her Pacific possessions. As predicted a few months ago, the Caledonians will soon be living "Paris time" with television by satellite enabling them to shiver in the snowy French alps all through the hottest months in the tropics.

In the end the Caledonians may even be brought to forget that they ever lived surrounded by English-speaking neighbours in the South Pacific!

The DA outlaws the 'pokies'

The outlawing of poker machines by Marianas District Administrator, Mr Francisco C. Ada, was received with mixed feelings. Hotel managers in Saipan found their revenue suffered considerably. But the DA's decision was no doubt welcomed by crime fighters, who had seen crime figures rise spectacularly since the machines were introduced in June, 1974.

In Saipan, burglaries increased by 132 per cent, grand larceny by 84 per cent, and forgery, robbery, attempted burglary, attempted grand larceny and petty larceny by 400 per cent. Apart from any moral issue which might have been raised against the machines, those crime figures were convincing.

Mr Robert Maloney, manager of the Royal Taga Hotel (72 rooms) put the decline of revenue in his hotel at 30 per cent, but would not quote a dollar figure. His hotel had lost business since 1971 when other hotels started to open, and the "pokies", "like a shot in the arm", closed the gap a little, he said.

The Saipan Continental Hotel, 184 rooms, the biggest in Saipan, said outlawing of the machines had not adversely affected business to a great extent.

Mr Ada, announcing his decision to outlaw the machines, said the 277 machines in the Marianas were "detrimental to Marianas society".

A local public opinion survey, which covered 350 adults, showed that 84 per cent believed poker machines should not be allowed on Saipan. High school students were against them to the tune of 78.5 per cent. About 25 per cent of 532 high school students admitted their families were having money problems because of the machines, while a local banker attributed 25 per cent of late payments to them.

Around 14 years ago, Fiji saw the red light when poker machines were making their presence felt in the clubs and banned them. New South Wales is stuck with them as the government has grown to rely on the income from taxing the machines.

Relics of history

Skeletons and weapons which might have belonged to 17th century Spanish sailors have been discovered in the Paea district of west coast Tahiti—an amazing coincidence one might think with Pacific Publications' latest book, Robert Langdon's *Lost Caravel*, only a few months old.

The relics were found some months ago along a cliff face, a suitably accessible yet hidden spot for the landing of either an official expedition or shipwrecked men.

Among the first objects found by the Tahitians was an axe, described as Spanish in style and a gun. There was also a helmet, which seemed to correspond with the description of those worn by 17th century Spanish soldiers.

The skull of someone who might have worn the helmet was also found. It had obviously been pierced by a heavy-calibre bullet. This will pose an interesting riddle.

Big show at Rotorua

The South Pacific Festival of Arts, at Rotorua, NZ, from March 6 to 13, will be possibly the biggest assembly yet of Islands talent. Twenty-one countries and territories are represented in the programme of song, dance, drama and music.

There will be about 200 individual items as well as composite programmes which will enable audiences to see Melanesian and Polynesian performances, combined with Micro-esian, Indian, European, Aborigine or Chinese performances.

'Hello' say the Samoans

The Samoan Council of Women in New Zealand is looking for a year of achievement this year—the year after IWY (International Women's Year). With 87 members—there were only five at the inaugural meeting in 1973—it is aiming at setting up a community centre in south Auckland, which will be the nerve centre for good work for Samoan women in NZ.

The council aims at encouraging members to play an effective role in the community, promoting under-

standing among women of all races, encouraging education and preserving the Samoan culture.

A friendly "hello" is the theme of the council, according to the secretary, Mrs Odille Maea. The Samoan people are very shy, they want to mix, but they are worried about saying or doing the wrong thing. She hopes that New Zealanders will help the council to achieve its aims.

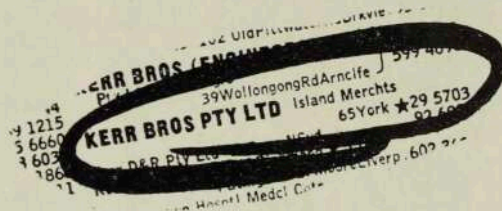
Mrs Maea regards education as particularly important to Samoans. It had been found that children born in Samoa who went to NZ did much better in education than Samoan children born in NZ.



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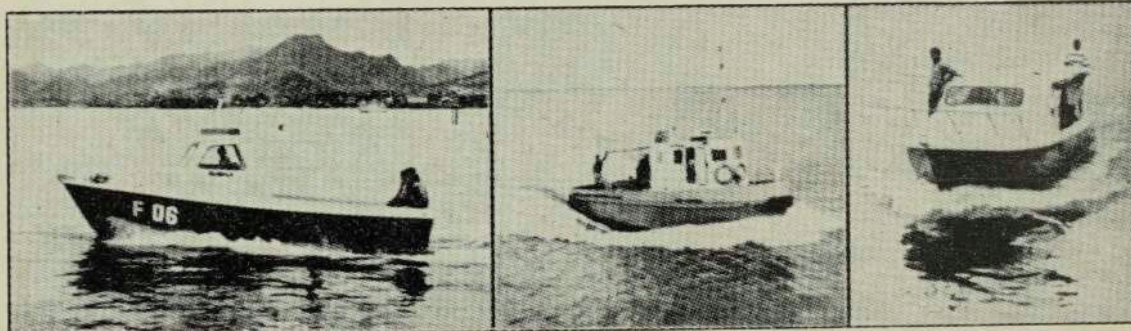


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The Editor's Mailbag

CHURCH'S ROLE IN NEW HEBRIDES

I was saddened and dismayed when I read in your January issue (p 21) the letter from my friend David Burt on the Church's role in the New Hebrides. Saddened because I believe he mistakes the involvement of individual Christians in New Hebrides politics for the Church itself supporting a particular political party. Dismayed that he appears to give such a blanket endorsement to the remarks of Messrs Joffick and Curtis, whom he admits he has never met. The thought of such men having political power in the New Hebrides makes me shudder.

Last September I concluded 10 wonderful years of life in the New Hebrides. I am grateful that during those years many New Hebrideans extended their friendship to me, and I think I have come to some understanding of their hopes, their fears, their desires and their needs. For nearly six years I was an elder in the Presbyterian Church—active in worship, work, and the discussions and planning of church committees. Pastors and elders earned my constant respect for their readiness to keep politics out of church services and meetings, despite their natural keen interest in the rapid development of political life in the country.

I agree with David that the Church as such should not be permanently allied with any political party, though it might support a party on particular issues. But I strongly favour the participation of individual Christians in political parties, and believe that many pastors and elders are very able to make a major contribution in the New Hebrides.

During His earthly ministry Christ showed His concern for the **total** well-being of men and women. He fed the hungry and healed the sick; He denounced wealthy and politically-powerful men who treated the poor unjustly and misled their followers. I believe the Christians who are involved in New Hebrides politics are following His example. They are not (in general) seeking earthly power, but are expressing their concern for their fellow men and women and are working to help them. Many are dedicated men already making significant sacrifices for their people.

I thank God that pastors, priests, elders and other Christians have been called to serve in the new Territorial Assembly.

BOB HINDLE
Oakleigh, Vic.

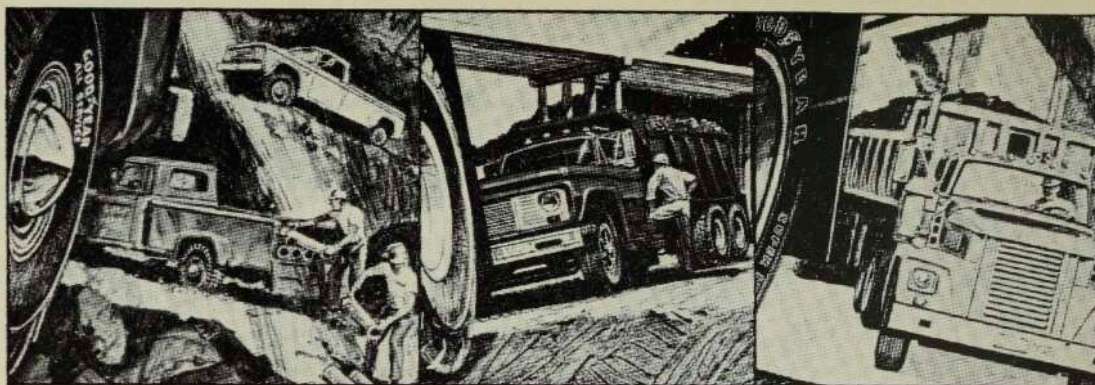
THE LOST CARAVEL

The letter by David Call in the December 1975 PIM (p 21) claims that Langdon's hypothesis about the influence of a lost Spanish caravel is "psychologically unsound" because "castaways simply do not found dynasties, no matter how 'culturally superior' they may assume their civilisation to be". This seems not to accord with historical facts in the Pacific or elsewhere.

H. E. Maude's *Evolution of the Gilbertese* (Polynesian Society, Wellington) shows how a small group of Samoan castaways and their descendants established the major dynasty of the southern Gilbert Islands. Peter France's *Charter of the Land* (Oxford University Press, Melbourne) quotes an instance of a strange castaway being found by a Fijian tribe whose chieftaincy was vacant and chose this person on the spot as their chief, as they assumed he was supernaturally superior.

Jean Guiart (*Structure de la Chefferie en Melanesie du Sud*, Paris) shows how many New Caledonia tribes are headed by immigrant Tongans, at least some of whom were castaways. Rarotongan (Cook Islands) tradition tells of the immigrant Tangiia having become dominant over the island, sending for a higher-ranking person from another island (*Pa Ariki*) to be brought as high chief over them all because Tangiia himself was not of sufficiently high birth. All these examples were long before European times.

Cases of this kind are numerous in the Pacific, some involving people of the same ethnic or "racial" type, some not. They seem to be dependent on several factors—perhaps the main three are technical superiority, organisational superiority and supernatural superiority. Whether the superiority is real seems not to be



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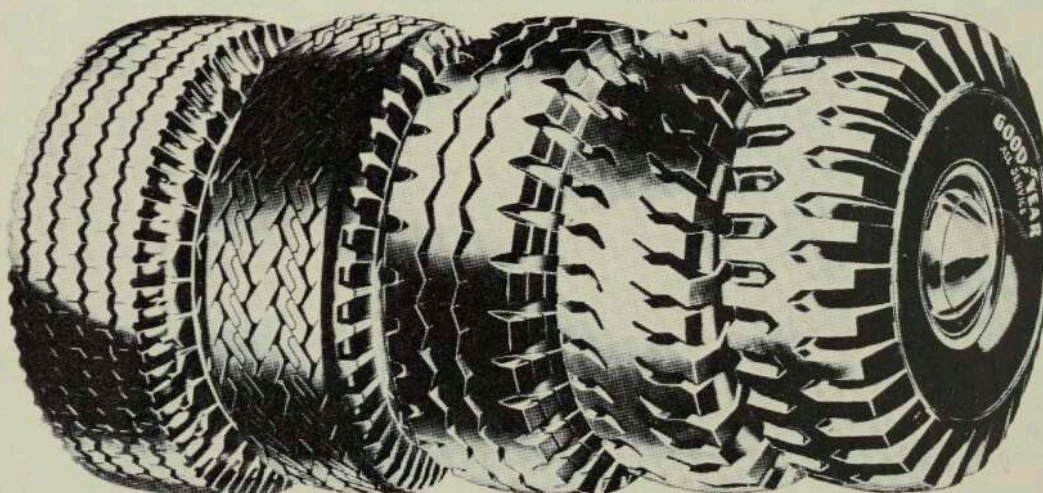
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A558



The Rev John Williams . . . converted an Island chief to Christianity in one night's conversation.

early as important as whether it is believed or assumed—both by the dominant and the subordinate group. I have myself been taken for a returned ancestor to whom people tried to accord various superior attributes and powers, while working among the coastal Orokaiva of Papua. And a colleague and I were known to be personal representatives of the President of the USA in a village in the Markham Valley Papua New Guinea where we were undertaking research. The fact that we refuted this only confirmed the "fact" for the people who said at they knew we were not allowed to admit the real reason for our presence.

Such treatment is very tempting to the ego, and anyone landed permanently and in isolation in such a situation would be likely to respond by giving the leadership expected, provided it was reasonably skilfully carried out, and provided the immigrant married locally, it could easily occur that he would not only maintain leadership in his lifetime, but pass it to his children. And there are many cases of this having happened in the Pacific (and probably elsewhere for that matter).

Would strong European men in large numbers accept the leadership of a 13-year-old girl of their own culture and society? This is precisely what Frenchmen in thousands did with Joan of Arc. Would one of the most modern, industrialised, "developed", "educated" nations on earth

voluntarily elect a foreign-born person of low class as their leader and let him change their whole social and political system? This is what the Germans did with Adolf Hitler.

Cases of the acceptance of foreign or low-class, or otherwise unusual persons in leading roles are many in world history. Sometimes this acceptance of the leadership of a stranger resulted from military dominance, but usually it did not, as in most of the cases cited above.

The English missionary John Williams converted the Atiu chief Rongomatane to Christianity in one night's conversation on board ship—without even going ashore. No force was involved, only assumed supernatural superiority which both sides accepted. Nor was it a fraud—both parties believed deeply. Rongomatane thereupon converted not only his own people but those of neighbouring Mauke and Mitiaro in a matter of days.

The Tahitian missionary Papeiha, with one Tahitian friend and no weapons, subordinated warlike Rarotongan chiefs in a relatively short time to his presumed superior religion. The Manihiki castaway Elikana (or Eriteina) did likewise in Tuvalu, long before European colonials, missionaries or businessmen ever established there.

The non-religious sea-captain Bully Hayes established a "kingdom" in Tobi in Eastern Micronesia last century; the Frenchman (actually Corsican) Marcantoni was accepted as chief of Huahine in the Society Islands as were many others—white, black and yellow, indigenous and foreign, in various parts of the Pacific. In many such cases the influence was great and leadership roles passed to those families.

The detailed origins of such families may or may not be remembered (and often is not); all that needs to be remembered is that they were people of distinction (sometimes the details are better forgotten, especially if they were foreigners from an unknown place).

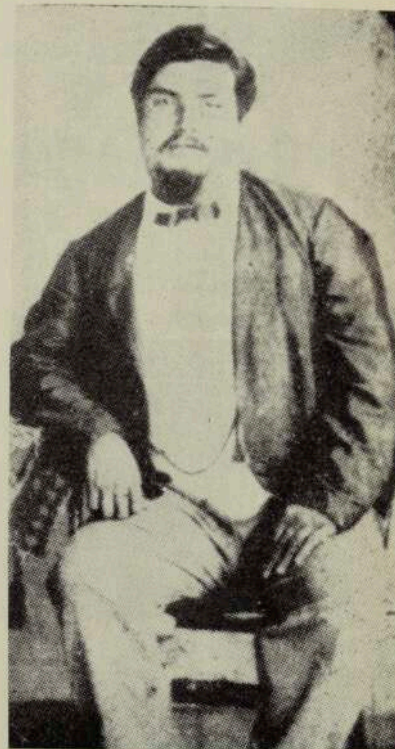
As Mr Call's letter acknowledges, and as Langdon demonstrates more fully, it is very likely that some early European (and probably Japanese and other) ships which disappeared in the Pacific "found hospitable islands where their crews survived and eventually reproduced". If they did, given the fact that they were lighter-skinned (which all Polynesian societies regarded as a sign of superiority for quite other reasons which were understandable, though wrong), and the fact that they had some items of better technology (eg knives, needles, some useful boat-building techniques and possibly

guns) and the probable fact that they considered themselves superior and thus responded positively to any acts of subordination, it is very likely indeed that they would be treated and accepted as superior.

The takeover of power would probably not be direct, but by marriage to the highest ranking woman available—giving the offspring acknowledged superiority by both criteria (as seems generally to have occurred in the cases cited, eg Samoans in the Gilberts, Tongans in New Caledonia etc as well as with well-documented cases of later Europeans).

In fact, if European or Asian sailors landed in the Islands with even simple equipment, it would be surprising if a good percentage of them or their children did not attain positions of leadership and influence. If they did, they would be sought as marriage partners for women of the most prestigious families and their offspring would have every chance of achieving and retaining positions of power. In fact, it would be surprising if they did not achieve substantial influence both on the history and the culture.

Robert Langdon, with the enthusiasm of one who has made a dis-

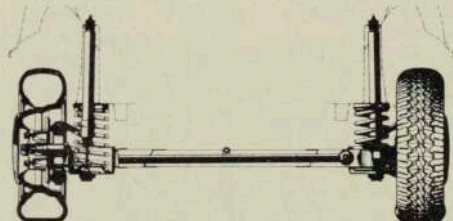


Bully Hayes, who established a "kingdom" in the Caroline Islands.

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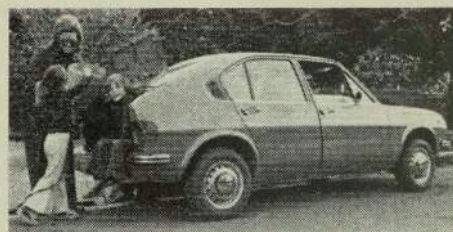
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covery, may well have overstated his case and represented some possibilities as probabilities or certainties. Each of the possibilities he has raised now needs detailed checking and one hopes it will get it.

Personally I'd be surprised if the conclusion doesn't show that, despite some undoubted exaggerations and some wrong guesses, Langdon has made a tremendous contribution to the history of the Pacific.

R. G. CROCOMBE
Professor of Pacific Studies
University of the South Pacific,
Suva, Fiji.

WANTED!

Would anyone having any knowledge (a) of the Allied International Copra Pool, operated during a part of World War II and headquartered in San Francisco in 1943 and (b) Major A. D. Sinclair, formerly of the New Zealand Army, former District Officer at Christmas Island in the Central Pacific, known to have lived in Vancouver; dead or alive, please communicate with the undersigned.

LESTER GAYNOR
52 Burgess Avenue,
Westwood, Mass 02090
USA.

BOUGAINVILLE DISPUTE

Your story on Bougainville (PIM, Dec, p 9) sounded like a cricket match report. The headline, "Mr Somare ahead on points in the Bougainville contest" set the tone of the story which continued to tell us that the so-called "secessionist leaders" were being so badly beaten by Mr Somare on points that they "seemed most pathetically eager to accept the promise of another round of discussions . . ."

Some people might regard a game of cricket as a matter of life and death but I don't think the people involved in the Bougainville dispute find it as amusing as a game of cricket.

Even if your correspondent is right in saying that Mr Somare is ahead on points, what is that going to prove? Is it going to end the dispute? I think not. Instead I think it is going to prolong it. After all, much of the Bougainville issue is based on pride and dignity, especially on the part of the Bougainvillians. They are not just about to come crawling back to the government to

say that they give up. A story like yours is going to make them react otherwise.

I think your correspondent will be doing Mr Somare and everybody else a lot more service if he refrains from dishing out point-by-point accounts of how the Prime Minister is winning and how badly the other side is losing and simply reports the facts. Everybody wants to see the dispute ended and **THAT** will be the real victory for the Prime Minister and his government. If the issue is taken merely as a point-scoring exercise, I think we can settle down to a long drawn-out affair.

The Bougainville situation may well be a "contest" but if such in-

sensitive media treatment prevails, there will be no winner.

CAROLUS KETSIMUR
Boroko, PNG.

A NEW INDER

Tell Stuart Inder, Up Front, he should do himself and us a favour and get a new sketch at the top of his column; does nothing for him. Something a bit more pacific.

FATHER MATTHEW KELTY.
Bogia,
Madang, PNG.

● *Stuart Inder admits he's getting older and that it's time he updated his image. It won't however, make him look, or feel, any more pacific.*



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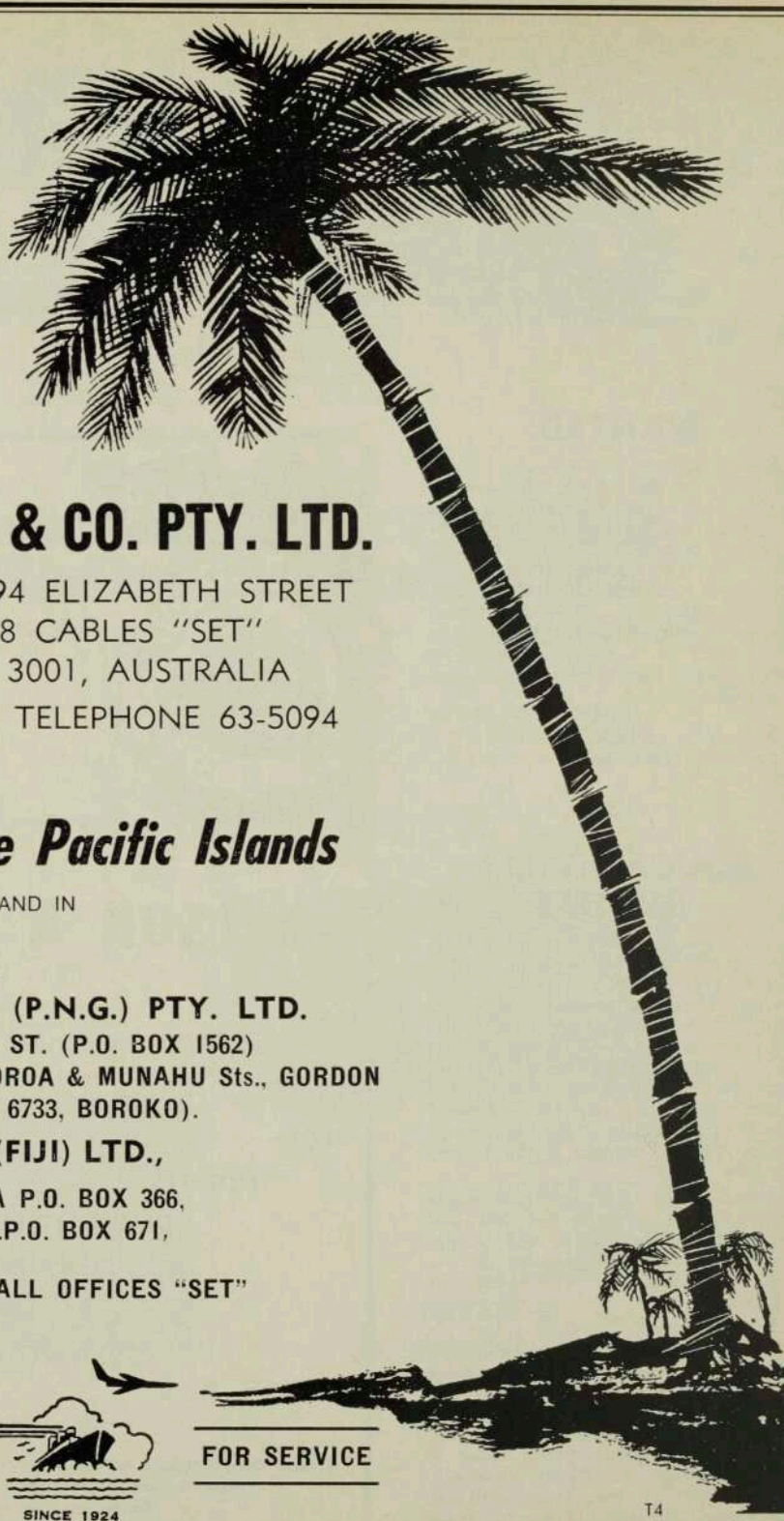
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AN 'OLD CHEF'S' RECIPE FOR A NEW SOUTH PACIFIC COMMISSION

By T. R. SMITH, a former Secretary-General of the SPC

The South Pacific Commission has existed for 29 years because, on balance, the Islanders, for whose benefit it was first set up, have believed that it has been, and can still be, useful to them.

The number of times during the 29 years that doubts have arisen as to whether it is being useful enough can be measured by the number of proposals for review conferences during that time. Now, once more, a review conference is planned, but unless this one is something vastly different from the wishy-washy talk-fests that have been called conferences in the past, the plans should be dropped now.

We don't need carefully-drafted resolutions which smooth the ruffled feathers of governments, but swift agreement on action which will give Pacific Islanders what they both need and want.

Stuart Inder writes (PIM, Dec 1975, p 3) that the commission is near death because nobody now knows what it is supposed to do.

Unless we find out quickly what we must do, and make sure that it can do just that, it should be allowed to die quickly. When aged organisms and organisations inhibit necessary change, they must die to allow space for the vigorous new growth which will assure the needed change.

Those, and I am one, with a strong attachment to the old commission, can yet hope that it will burst into new life, discard its dead wood and get on with the job it should do. That hope, and nothing else, justifies a new conference to review its work.

A conference, however plain-spoken it is, will be a waste of time and money unless the preparatory work for it has already been done properly. That means that ideas on what the SPC should do, what it can do, and what methods it should use, should be thought out, tossed around in the Pacific and sorted out beforehand. Conference time will otherwise be frittered away in talk and manoeuvres to suppress schemes which are too vague or impractical for acceptance.

Similar preparatory work for the South Seas Conference in 1947 was done quite thoroughly but it was done mainly by officials in Canberra and Wellington.

There was no other way then of finding out what the Islanders them-



Mr Smith photographed when he took the oath of office as SPC Secretary-General in January, 1958.

selves believed they needed, and therefore wanted.

Today, responsible Island leaders are well informed on what they and their people want, and they are well able to make 90 per cent of the proposals for the review conference. They should do so.

No longer need the commission act as "adviser" to colonial governments on the "development" of subject peoples. That function is obsolete and the word "advisory", which has hung uselessly and confusingly round the commission's neck for nearly 30 years, should be dropped. The job now is to carry out decisions made by Islanders.

Should the word "development" also be dropped?

I think not, but it should be re-interpreted. It has a restrictive effect, particularly when it limits, to economic and social development plans, any thoughts on what the SPC might do.

It would not be untrue to say that the missionaries were the first people organised to bring technical aid to the Pacific Islanders, and the missionaries frequently spoke of "civilis-

ation" as their purpose. The (British) "Report on Aborigines" of 1837 quoted with approval the words of the Rev W. Whewell, who said: "It is not to be doubted that this country has been invested with wealth and power, with arts and knowledge, with the sway of distant lands . . . for some great and important purpose in the government of the world. Can we suppose otherwise than that it is our office to carry civilisation and humanity, peace and good government and, above all, the knowledge of the true God, to the uttermost ends of the earth".

That the organisers of the London Missionary Society in 1795 saw their purpose as not limited to the saving of souls is shown by one of their rules which said, in part, that "Godly men who understand the mechanic arts may be of signal use to this undertaking as missionaries, especially in the South Sea Islands and other uncivilised parts of the world".

The first party of 30 men which the society sent to Tahiti in 1796 included only four ministers. The rest comprised six carpenters, two shoemakers, two bricklayers, two weavers, two tailors, a shopkeeper, a harnessmaker, a gentleman's servant, a gardener, a surgeon, a blacksmith, a cooper, a butcher, a cotton manufacturer, a hatter, a draper and a cabinet maker.

Neither then nor now would the Tahitians have asked for such a selection of "technical experts", but the missionaries must have thought that the skills of those men represented a fair cross-section of the arts of civilisation.

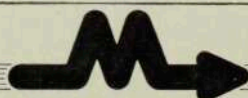
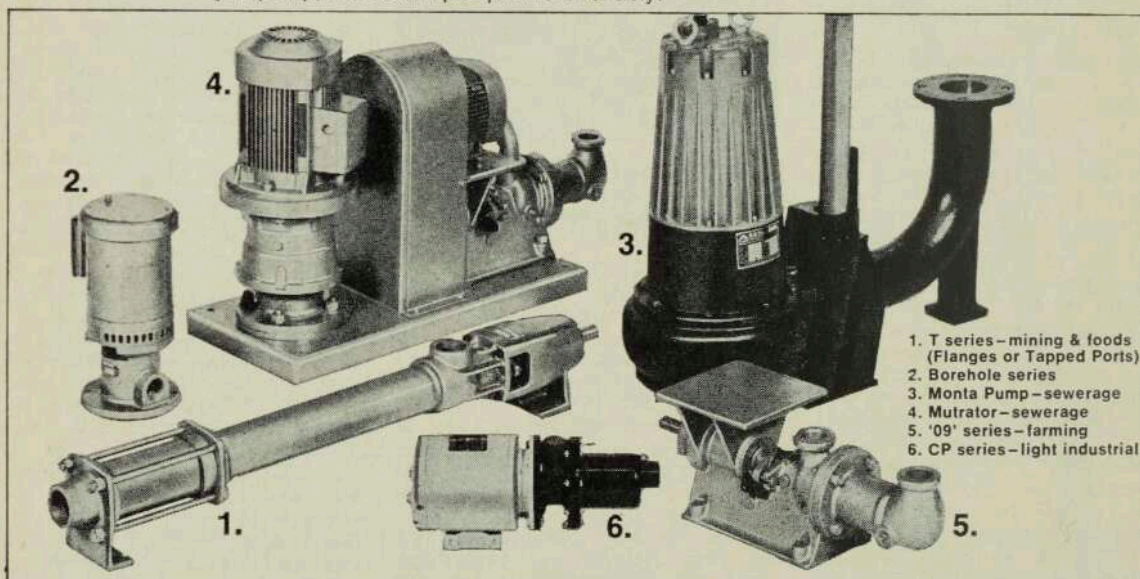
It would be a baseless insult now (and perhaps it was then) to describe the South Pacific as an uncivilised part of the world, but perhaps we may speak of civilisation if we first sterilise the word and then use it as some anthropologists do today.

In that sense, civilisation means the whole body of accumulated knowledge, technology practices and institutions by which, in about the last 5,000 years, the majority of Asian and European peoples have changed from neolithic farmers and

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nomads to members of the modern, compartmented and specialised, but integrated and balanced society.

Without entering the discussion on how long people have lived in the Pacific, we can say that during most of the 5,000 years the development of Western civilisation has taken, Pacific Islanders were isolated and quite unaware of what was happening on the European-Asian mainland. Though they developed their own agricultural, navigational and other technologies, as well as their own social systems, they knew nothing of Western civilisation.

As Europeans used the term, they were uncivilised. They had a lot to learn from the newcomers and, of course, they quickly learned a great deal. Establishment of the South Pacific Commission in 1947 was in part a recognition that they could be helped to learn more, and in part an acceptance by Western peoples of an obligation to help more effectively.

But, as Fiji's Prime Minister, Sir Kamisese Mara, has said, the SPC was a child of its era—the colonial era. Its constitution and its methods were devised with the intention that it would advise and help the administering governments in the discharge of the responsibility which they accepted. It was, as was said, auxiliary. Limitations were therefore imposed on its scope, and appointees to its governing body were never the men who made policy for their governments.

The South Pacific Forum was founded partly to get away from those limitations. It has the right freely to discuss political questions, and its members are political leaders with authority to decide policies binding on their governments.

The South Pacific Commission still has the weakness of an auxiliary and advisory body when the authorities it was established to advise have already shed most of their responsibilities.

There is considerable truth in the charge that colonialism implied exploitation and repression, but those who stress that aspect tend to forget that it also implied help, instruction and protection. Within the area bounded by its limitations, the South Pacific Commission has given a solid measure of help and instruction, but it has not been concerned with protection.

The word protection, as I use it here, has nothing to do with defence in military terms. It is a necessity in our divided and specialised commercial community in which men are organised into interest groups to protect interests common to their

members. From trade unions to farmers' federations and manufacturers' associations, innumerable such groups protect the interests of their members with little or no concern about the consequent injury to the members of other groups.

To preserve equilibrium and peace in the modern state, a government regulates trade practices, controls prices and wage rates, guards human rights and provides the complicated administrative machinery necessary to preserve law and order. In the colonial era, the colonial governments accepted the obligation to protect the interests of their Island subjects. A century ago planters in Queensland and Fiji exercised their undisputed right to exploit the labour of unprotected Islanders. The Western Pacific High Commission and the British Navy were marshalled to protect the naive and unorganised Melanesians.

For most Pacific Islanders the colonial era has ended, but can they, with their new governments, yet fully protect their own interests? The South Pacific Forum stands as proof that leading men among them are convinced that some additional power is needed.

Conflicts between shipowners and trade unions in New Zealand or Australia have at times left some Islanders critically short of food and other supplies, and have caused economic loss when produce decayed because the ships needed for conveying it to market were laid up. Steps to protect metropolitan interests restrict opportunities for Islanders to migrate in search of work or to run their own ships.

No one is likely to dispute the right to come into the South Pacific of those concerns which are spending billions of dollars on development of the technology for taking mineral nodules from the sea floor. In our society they have the right to reap the profits of their enterprise.

But how far do we recognise the right of the inhabitants to benefit from the natural resources of their region? The Law of the Sea Conference has noticed the right. Will it, in the end, be able to provide effective protection?

Western peoples have brought much of their developed technology to the South Pacific and applied it in the solution of oceanic problems. But there has been insufficient recognition of the need for new techniques specially adapted to solve Island problems.

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● Continued on p 75

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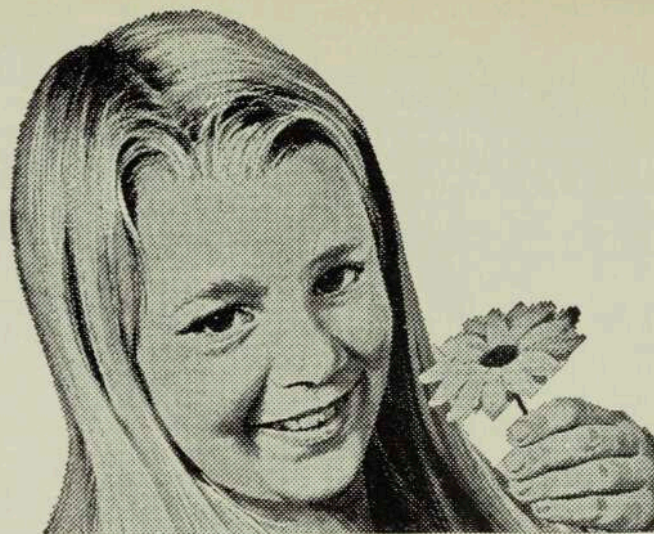
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A CHRISTIAN REALITY

It was no dream when Pacific Churches bridged the gap

From ROXANNA COOP in Port Moresby

The third assembly of the Pacific Conference of Churches in Port Moresby in January climaxed with an air of achievement and expectancy after 10 days of an uncertain search for "God's Mission in a Changing Pacific Society".

The image of church relationships that emerged was one of solidarity, marked by a new official collaboration of Roman Catholics and Protestants of the region.

Unifying forces seemed to be at work everywhere. French and English-speaking peoples, clergy and laity, men and women, all seemed to pull together signifying a new beginning for the Pacific churches.

The most notable achievement was the acceptance of Roman Catholic churches into membership, an historic action in that regional unity had only been accomplished previously by the Caribbean Conference of Churches.

Catholics entered through the Episcopal Conference of Bishops of the Pacific (CEPAC), an association of 10 dioceses and 12 bishops—the dioceses of Suva, Samoa, Tarawa, Marquesas Islands, Cook Islands, New Caledonia, Wallis and Futuna, New Hebrides, Tonga and Tahiti.

The Rev Sione 'A Havea of Tonga, a Methodist and a participant throughout the 15-year history of the PCC, confessed that the getting together of the churches of the Pacific was "something I never dreamed would happen in my lifetime."

"It is very clear that our unity is more than our differences . . . We are entering a new stage in our conference of churches", he said.

Bishop Patelisio P. Finau of the Catholic Diocese of Tonga called it a great achievement . . . we Christians have been working in isolation too long, even within the same countries". He commended the atmosphere of trust that grew during the Waigani assembly, dissipating many long-held fears of Roman Catholic domination.

The Vatican observer, Fr Basil Leeking, enlarged the context of the decision by quoting a letter from

Pope Paul VI to the Roman Catholic Church following the World Council of Churches fifth assembly at Nairobi. In this letter the pontiff urged Roman Catholics "to be more committed to the search for the restoration of the complete unity of Christians".

Unity was discerned in many quarters. French-speaking churches were guaranteed a bi-lingual member of staff of the secretariat, further assured by the election of John Doom of French Polynesia as general secretary-designate to succeed the present general secretary in the event of retirement during the next five years.

Laity, especially women, pressed for greater participation in the decision-making bodies of the churches. The assembly itself witnessed a greater shared leadership in that only half of the 50 delegates were clergy and, altogether, half the lay representatives were women.

Of the clergy, at least half represented a new generation. "The older power of ministers is left behind, and there are more young leaders", according to Doom. The assembly was, in effect, a reunion of 12 graduates of the regional Pacific Theological College, launched only 10 years ago.

Even the dry spell of the assembly was marked by deliberations that amended constitutional provisions and conference structures to accommodate the unifying trends.

For those who asked about the purpose of it all, one clear sign emerged in a concrete resolution of support for the political liberation of the New Hebrides.

The delegates from 17 churches urged the condominium powers, Britain and France, to take "immediate constructive steps towards building up a political unity".

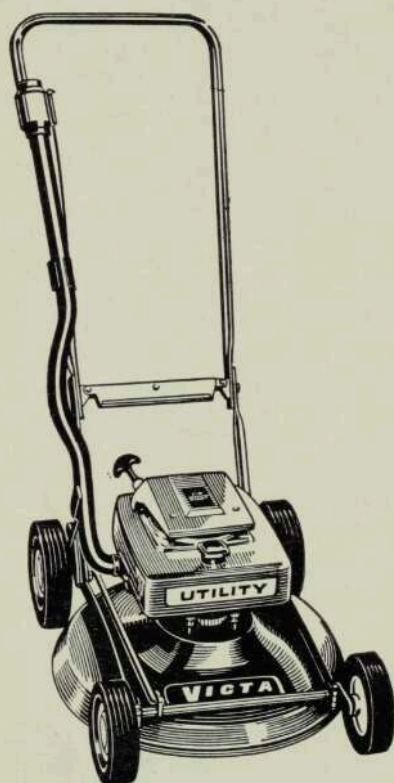
The Rev Kingsley Gegeyo, executive secretary of the Melanesian Council of Churches of Papua New



Bishop Patelisio Finau, RC Bishop of Tonga (left) and Bishop Jabez Bryce, Anglican Bishop in Polynesia, also a Tongan, at the assembly . . . an outward sign of an inward unity!—Photo: John Garrett

VICTA

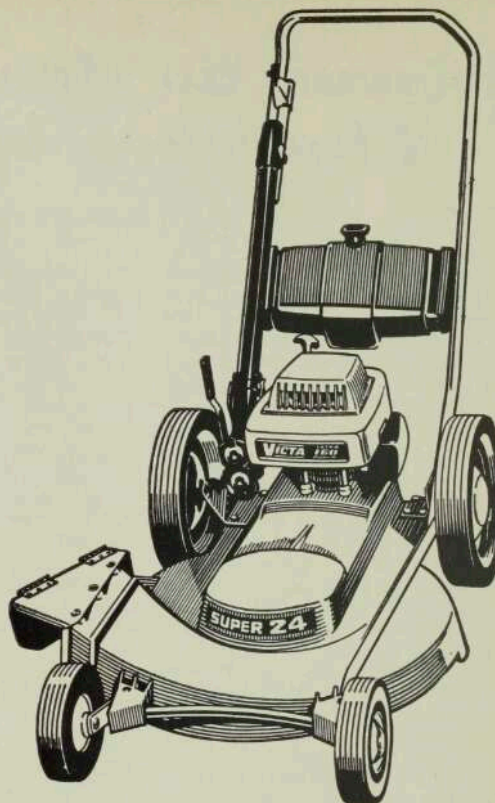
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Guinea, one of 50 observers at the assembly, humorously reflected on the potential power of Christian unity when he told delegates he liked to remind PNG Prime Minister Michael Somare that he represented but one and three-quarter million people.

Unanimous action was taken at the assembly on the frequently divisive issue of a nuclear-free zone. Delegates from the French territories supported a resolution condemning nuclear weapons testing and "the disregard of the stated wishes of the peoples of the region for self-determination in this matter".

A commission report observed that people of French Polynesia are "deeply divided" over the nuclear-testing issue because of related improvement in the number of jobs available and the standard of living.

Reflecting on the assembly's stand, Doom said, "It is good to let people know, but action is difficult, especially when politics is involved . . . The people must have their own responses. Otherwise we have imperialism of the churches".

Overseas observers from Australia, Britain, New Zealand and the United States were tentative about their offers to internationalise the mission of the churches.

Aware of the neo-imperialism of



Mrs Kila Amini, general secretary of the National YWCA of Papua New Guinea . . . shared problems of social injustice. The sketch, by Sibyl Lloyd, was done in 1969.

initiatives from the west, they expressed their solidarity with movements for economic and political liberation and invited the delegates' churches to originate new mission structures that would most effectively meet Pacific needs.

The caution was in light of the fact that denominations have attained regional co-operation in the Pacific.

The Rev Paula Niukula, of Fiji, explained, "If we have a strong solidarity, we will not need to worry about a new colonialism of the churches". Observing that the present trends of internationalisation of mission are along denominational lines, he stressed the importance of building Pacific unity before "denominational links are hardened".

At the same time, the assembly nullified a 10-year-old identification with the World Council of Churches by eliminating a constitutional provision for membership which suggested that relationship to the world body was desirable.

PCC membership is now simply open to all churches, national councils of churches and ecumenical organisations in the Pacific which "accept the basis and functions of the PCC". Sharing of resources with the WCC was not altered, and a consultation on priorities for continued project funding followed at Popondetta.

Commenting on the state of the PCC, the newly-elected chairman, Bishop Jabez Bryce of the Anglican Diocese of Polynesia, said, "We are like the governments of our countries. We are taking up the reins of

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the churches for the first time, and the directions are not yet clear. The churches have to re-examine why they exist".

Reflecting the bishop's impressions, the out-going chairman, the Masiofo Fetaui Mata'afa of Western Samoa commented that the assembly had been "awakened to a new state of awareness of the things which go on around us . . . and aroused to a state of confusion because new standards and sets of values in the Pacific today are not clear cut".

Still, the directions seemed to point clearly toward the values of total human development, justice and human dignity.

The coming together of leaders lifted "critical awareness of what we can do in our own countries to develop our own resources", according to the Rev Baiteki Nabetai, theological college principal in the Gilbert Islands and a "youth" observer.

Mrs Kila Amini, general secretary

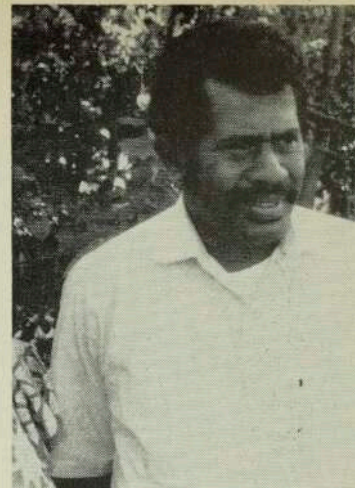
of the national YWCA of Papua New Guinea, appreciated sharing problems of social injustice with the people involved in particular situations, noting that it was not until she met a New Hebridean at the International Women's Year meeting in Mexico City that she became fully aware of New Hebrideans' lack of citizenship privileges.

Low wages in the face of high inflation and unfair distribution of lands were also cited as areas for the churches' collective as well as local examination.

Niukula, staff co-ordinator of the PCC Family Life Programme, warned the delegates against continuing to say "that's their problem" in response to the social and political concerns of certain Pacific countries.

"The land problems in Tonga and the political problems of the New Hebrides are also my problems", he said, pleading for the sharing of concerns, personnel and resources.

Other resolutions passed for im-



The Rev Sitiveni Ratuvi . . . defined "evangelical imperialism".

plementation by churches and the on-going programmes of PCC included a request for consciousness-raising to help Pacific peoples interpret the forces affecting their lives and detect changing human values.

Consciousness-raising and mutual discussion were affirmed as styles of education appropriate for young people, as distinct from "the lecture type of teaching by elders" in the commission report on human values.

Styles of evangelism were challenged along with education by the Rev Sitiveni Ratuvi of Fiji, a staff member of the PCC Church and Society Programme, who said, "We must evangelise with our lives . . . or we will be guilty of another kind of imperialism—evangelical imperialism".

The fact that the unprecedented political stand on the New Hebrides came through the Commission on Evangelism was another sign of the wholeness implicit in assembly proceedings. The report included not only recommendations for self-study and renewal of the churches but also suggestions for "prayer, planning and action" to confront "forms of injustice and oppression" in Pacific countries.

The concept of church and society programme was new to some delegates who complained they were not aware of resolutions from the 1971 assembly at Suva.

They directed the Church and Society Programme to co-ordinate action on questions of injustice affecting the region and to confer with churches outside the region where they can co-operate in meeting problems of financial and economic exploitation.

Fr Patrick Murphy, of the Catholic Bishops Conference in PNG, was

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named co-ordinator of the Church and Society Programme with Mrs Amini as chairman for the next five years in a move to strengthen its objectives.

Bishop Finau contended that the assembly had discerned "the aspirations of people", and it was now the churches' job to put them into action.

Bishop Finau's statements on development and human values early in the assembly called for sweeping changes in church and society.

"Discussing the problems of the Pacific means looking at the root problem of justice because to develop people without justice is hopeless", he said.

"The emerging Pacific countries have to be wary of still being 'colonial' in mentality—of blindly and docilely accepting all the worst features of western materialism", he argued.

The Catholic leader told delegates to "beware of the new and the old local oppressors whose oppressive roles are camouflaged because they are local people".

"These oppressors are worse than the western oppressors", he declared, "and here we have to look at the *matais*, the chiefs and nobles in our island societies".

He emphasised that in the Pacific "we have to preserve our person-centredness and community-centredness as against individualism", but he urged delegates to go beyond—"to feel compassion and become contemporary critics".

The membership application of CEPAC was accepted after being deferred at the Suva assembly. At the same time—and for the first time—two national councils of churches were received into membership, both including Roman Catholics. These are the Solomon Islands Christian Association and the Fellowship of Christian Churches in Samoa.

Church of Christ of the New Hebrides was also accepted, bringing the total member bodies of PCC to 21.

The Rev Posenai L. Musu, of Western Samoa, who has served as general secretary for the past year, was confirmed in his post.

Members of the new executive committee, in addition to Bishop Bryce, are Fr Brian McDonald-Milne of the Anglican Church of Melanesia, Revs Iosia Taomia of Tuvalu, Lalomilo Kamu of Western Samoa, Fred Karlo Timakata of the New Hebrides, Pasteur Waimo Passil of New Caledonia and Mrs Kila Amini of Papua New Guinea.

The United Church of Papua New Guinea and the Solomon Islands hosted the assembly.

Church in politics: a call for justice in N. Hebrides

From NUMA ALU of Port Moresby

Churchmen attending the Pacific Conference of Churches plunged into political affairs in an unprecedented move, calling on the French and British governments in the New Hebrides for immediate constructive steps towards giving the condominium self-government.

The assembly also directed action on injustices in the region and to meet problems of financial and economic exploitation.

The tone of Pacific political involvement was set by Papua New Guinea's Governor-General, Sir John Guise, when he opened the conference.

Sir John said the Christian Church must become part of the village people if it was to hold its own in the Pacific against other Eastern religions such as Islam, Hindu, Buddhist or even a national religious movement.

He said that, while he respected the western Christian idea of keeping the Church separate from politics, it was difficult at times for leaders to succeed in separating the national Christian churches from everyday village politics as well as national politics.

Temporal and spiritual matters had been interwoven in the village community and were not separated, he said.

Throughout the conference, there were pointed references to the plight of Island people under the inflexible French in the Pacific—particularly in the New Hebrides and New Caledonia.

Behind the scenes too, there was some lobbying among host groups, and French territory delegates were obviously keen to get publicity overseas for views that couldn't be aired so easily at home, and to garner support for the anti-French cause.

The delegate from New Caledonia was outspoken to local newsmen in support of the nationalist cause, but refused to allow his name to be used.

He said it was for political reasons, which pulled some sympathy, but it was a slender excuse.

The French administration wouldn't have to do much detective work to put a name to the quotes when they knew there was

only one New Caledonian at the conference.

He confirmed that an independence movement against the French administration was gaining strength in New Caledonia. The New Caledonian Kanak people, now a 60,000 minority in a population of 150,000 were battling the French Government plan to make New Caledonia another "department" or district of France.

"The French have not prepared us for independence", he said. "But we want independence sooner or later and the French know that".

He said there were not enough local people trained to take up top positions now being held by the French.

"We have no doctors, no architects, no economists and no engineers to run the country", he said. "They use us mostly for communication between offices".

A New Hebridean delegate to the conference was also outspoken on the French Government's attitude in the area.

The General Secretary of the Presbyterian Church of the New Hebrides and vice-president of the New Hebrides National Party, the Rev Fred Timakata, said his people were facing similar problems to those faced by the New Caledonians. The colonial rule in New Hebrides had caused a division between the whites and the blacks.

He said the whites had the privilege of citizenship while the blacks, who were the people of the land, were denied the right to citizenship.

Mr Timakata criticised the French as being dominant in his people's homeland.

"If my party gets into power, our first move will be to rationalise the two governments into one and move towards independence from there", he said.

The party would also see that the New Hebrideans' identity and citizenship were recognised, once it got in.

At present, all governmental affairs were decided by the French and the New Hebrideans were just ignored.

From the Islands Press

A letter by S. Kulu, in the Tonga Chronicle:

I firmly disagree with the recent motion submitted in the Legislative Assembly that divorce be prohibited in the Kingdom. If this be the case, living in sin should also be prohibited and the cost of damages awarded should be even made higher.

From a letter by A. S. Tranter, in the Gilbert Atoll Pioneer:

I am compelled to write this letter out of sheer disgust and revulsion at the calibre of "karate" motion picture that is being flooded into the cinemas of our Colony. They appear to represent not only blood-gushing violence born of hate and revenge, but pornography at its most disgusting.

From an editorial in the PNG Post-Courier:

Papua New Guinea waters abound in riches, especially tuna, yet the nation has no tuna industry. It's incongruous. Even more so when you consider the fact that during the past five years other countries have dragged millions of pounds of tuna out of PNG waters and this nation has received minimal returns. This absurdity is further compounded by the fact that the nations who fish here send tuna back to PNG—in cans. And it doesn't finish there. Prawns caught in PNG waters are processed in Australia and sent back here for sale. The same applies to desiccated coconut.

Extract from a New Year message by the Cook Islands Opposition leader, Dr Tom Davis, as reported in the Cook Islands News:

The promises of wealth from manganese nodules and other imaginary sources of wealth have come to nothing. I will offer one of these nodules to the Museum where you may go and view it as useless piece of rubbish. In viewing it you might think of how we were fooled into believing that this was going to give us great wealth. Let us ask for protection from such foolishness in the future.

From a letter in the Cook Islands News from Miss Venetia K. Lowinski, of Thames Valley, New Zealand, complaining that her Maori girl companion on a visit to Rarotonga was subjected to abuse:

... All I can say is that I am bitterly disappointed by this racial attitude shown towards my girl friend by a number of your people ... You are no longer humble like the Maori people that I know in New Zealand, nor are you even anywhere as advanced both socially and economically. Instead, you have developed this loud-mouthed attitude that you are something extra special ...

Philip Wage Kakamo of Mount Hagen complains in the PNG Our News about the rising cost of brides:

... Where I come from, Okapa sub-province, married men beat their wives after arguments over domestic matters. They think they have the right to treat their wives the way they want. This way of thinking stems from the fact that men spend a lot of money on bride prices. A wife is made to do big and heavy jobs while the husband sits around doing nothing. He becomes the boss instead of both sharing together.

A tribute to Tongan workers from the personnel manager of Cadbury Schweppes Hudson Ltd, of New Zealand as reported in the Tonga Chronicle:

Mr Brown said he would like to employ more Tongan workers if he could. He still maintained the description of Tongan workers in his firm as "worth their weight in gold". They worked hard and the men are very good in their different jobs.

From a report in the Samoa Times of a prison escape by four inmates of Tafaigata prison:

One source said it was a sight to see overweight warders trying to catch up with much fitter prisoners as they dodged and sidestepped through the prison's new banana plantation.

From the PNG Post-Courier:

The Public Service Association general secretary, Mr Jacob Lemeki, has said national businessmen should be wary of going into partnership with expatriates. Mr Lemeki said expatriate businessmen had caused an economic crisis by exploiting nationals to qualify for the tax holiday. He was supporting comments by the East Sepik Provincial Commissioner, Mr Tony Bais. Mr Bais said last week that expatriates were using nationals as "window dressing".

What the Prime Minister of Fiji, Ratu Sir Kamisese Mara, thinks about sport, as reported in The Fiji Times:

... Sport was a great meeting ground of different races. Fellowship also on the sports field gave a unique opportunity for people to get together in pursuit of a common aim. People learned to appreciate each other's good qualities and perhaps to understand, if necessary to make allowances for, and even to influence, attitudes with which they were not in sympathy, he said. Tolerance was another important aspect of sports ... "But, in addition to all this, sports needs active encouragement from all of us", he said.

One of the points made by the Norfolk Island Council to the Royal Commission on the island's constitutional future, as reported by The Norfolk Islander:

Norfolk Island's legal position as a territory of Australia is a matter of law on which the Council does not comment. While appreciating that a finding on the law in this regard is of great importance, Council holds the view that this relationship should be established, not by any accident or design to be found in legal history, but by operation of the will of the people of Norfolk Island.



Magazine Section

THE KOKODA TRAIL, A GREAT TRACK TO TAKE – IF YOU DON'T WEAKEN!

Kokoda is a pleasant community in a delightful mountain valley, worth a visit for its scenery alone even if it were not the scene of some of the most gallant actions in World War II.

Some mornings when you wake up the forest is wet and dripping with rain and the ground is muddy underfoot.

Sometimes the sun is fiercely hot as soon as it rises and, by eight o'clock, dust and heat are pressing around you.

On the wet days leeches and insects hiding in the long grass wriggle through the eyelets of your boots and bite into your flesh.

On the hot days the sun burns your nose bright red.

Kokoda has no public accommodation or facilities for tourists. However, it has a weekly air service from Port Moresby and air charters can be arranged.

One way to see the Kokoda Trail is to fly to Kokoda and walk to Port Moresby over the unbelievably impossible terrain, slippery mud, water-logged flats, creek beds and swamp moss forest where the 39th Battalion earned fame. Should you respond to this challenge, remember that many people have tried and failed.

Kokoda means, for most people in Papua New Guinea, an heroic jungle campaign of World War II, when Australian and other Allied troops succeeded in turning back a Japanese advance only 40 miles from Port Moresby.

But the Japanese attack had been going on for more than two months then. It started 33 years ago on July 21, 1942, with a landing at Basabua, a beach near Gona on the north coast of the Northern Province.

The first group of invaders consisted of about 3,000 Japanese troops with more than 1,000 native carriers and some horses. Lightly equipped for quick progress, they set off immediately for Kokoda where the mountain pack-track started. Some rode bicycles. Soon after, the main Japanese force followed.

The Kokoda Trail, a pleasant track meandering over Papua New Guinea's Owen Stanley Range or a blood-soaked battlefield writ large in Australian military history. Maclaren Hiari, a Papua New Guinea journalist, in this keenly-researched article, takes PIM's readers, tourists or pilgrims, along the trail, supplies history and hints on how to make the journey with the least possible discomfort.

The attacking enemy force drove back a platoon of the 39th Battalion in a series of skirmishes, and occupied Kokoda on July 29, after a fierce battle.

The 39th Battalion consisted of only 480 officers and men who, nevertheless, succeeded in recapturing Kokoda on August 8.

Within days, they were again driven out, having, for the second time, waited in vain for reinforcements to be flown in.

Meanwhile, an AIF infantry brigade had arrived at Port Moresby and was sent to help the forward troops. But it was unable to advance as a whole and, attacking in small units, was overrun and thrown back.

The Japanese pushed on towards Port Moresby.

Then Lt-General Rowell took over command of the New Guinea Force and improved organisation of supplies, reserves and transport.

Throughout August and September, the Japanese continued to pour into the bases which they had now established on the north coast. By September 12, they had 5,000 men in the forward zone. Yet, only four days later, their advance on Port Moresby was halted and turned into a retreat.

They had just forced the Australians back from Ioribaiwa Ridge to Imita Ridge, within a long day's march from Port Moresby.

Then reinforcements arrived from a second AIF brigade. The enemy was ambushed and turned back. On November 2, the Australians, led by Major-General G. Vasey, recaptured Kokoda.

By January 23, 1943, Japanese resistance in Papua was at an end.

That's what the history books say about the Kokoda Trail.

But, in the memory of those who lived through those dark days, the Kokoda campaign was more than a near-suicidal retreat under a vacillating command, which somehow turned into victory.

The men who fought in Papua New Guinea look back on a time of greatness. They remember the unbelievable speed of the Japanese advance into Papua New Guinea and the way the enemy made light of the allegedly "impassable barrier" of the Owen Stanley Range.

They remember the physical misery of struggling and fighting along a steep, slippery, malarial jungle track which seemed never-ending to soldiers fighting against impossible odds.

They remember the wounded who were agonisingly carried on stretchers along this track.

But most of all they remember the cheerfulness of their comrades—and their incredible courage in battle.

Today, the Returned Servicemen's League has built a war museum at the southern end of the Kokoda Trail which was turned into a national walking track in 1972, to give pleasure to tourists and the people of this country.

But the name Kokoda will always spell courage and heroism to those who remember:

Today, trail walkers are required to carry a load-weight of no more than 17 kilograms. This includes a lightweight sleeping bag or blanket, waterproof ground sheet, small bu-



In the thick of it . . . an Australian War Memorial picture of troops and carriers resting on the Kokoda Trail.

tane stove, dehydrated foods, water bottles, first-aid kit, camera and boots fitted with metal grips.

Maps can be obtained from the Department of Lands and Surveys or Plan Drawing Service Limited in Port Moresby. The Director of Civil Defence and Emergency Services should be advised of your plans as a precautionary measure.

Walkers need practice or training before commencing the walk over the challenging Trail.

The Kokoda Trail varies considerably and, apart from the wide variations in gradient, there are considerable variations in surface (rocky, slippery mud, water-logged flats, creek beds, swamp moss forest). The Trail, in places, is difficult to define with over-grown kunai grass but some sections have been cleared.

"The average bush-walker should find little difficulty with the conditions, though boots equipped to handle steep muddy slopes are strongly recommended. These boots are also good for crossing creeks and rivers with slippery stones and logs", said the former Executive Director

of the National Parks Board, Mr Neville Gare, after walking the Kokoda Trail in 1972.

Most river and creek crossings are satisfactory, particularly in the Kagi, Nauro section where log bridges are maintained. The distance of Templeton Crossing and Iora Creek Crossing resulted in bridge construction and maintenance at minimal level. There is a tendency for the Iora Creek to rise during the wet season. No moves have been made yet to erect suspension bridges.

Overnight accommodation is available on the route at Isurava, Olola, Kagi, Efogi Number 1, Menari, Nauro and Uberi villages. The standard of the rest-houses varies but the one at Menari was erected for visiting magistrates. There are also shelter huts scattered along the route, built by the local people. You will find some of these huts on the maps of the Trail.

A small number of hazards, signs and indicators of the Kokoda Trail marking and signposting will be shown in some cases on good clear maps.

Airstrips are in operation at Kagi, Efogi, Menari and Nauro as well as Kokoda itself. This means that the middle of the densely-populated forest of the Kokoda Trail has a weekly air service operated by Aerial Tours connecting with Port Moresby so that walkers can finish the walk after two days trek from the other end.

Radio communication is available en-route with a transceiver at Efogi Number 1 village operated by the Department of Agriculture, Stock and Fisheries and connected to the Department of Posts and Telegraphs in Port Moresby.

Using this communication system, it is possible to charter an aircraft to Efogi or other nearby small jungle airstrips to pick up passengers. The cost will depend on the size of the aircraft.

The central section between Efogi Number 1 and Menari villages are particularly interesting points on the route. Efogi 1 is probably the best place and visits to the nearby hamlets or a rest in the nearby village or by the rivers are worth experiencing.

There is little evidence of the war-time campaign, but good research and interpretation could make it interesting for the walkers in places like Templeton's Crossing, Ioribaiwa, Imita Ridge, Isurava, Alola, Brigade Hill, Mayola Ridge and of course, Kokoda and Owers Corner.

While rain must always be expected, there are some glorious, fine mornings in which to enjoy the mountain views, the mist rising from valleys and the varied vegetation, birds and insect life of the moss forest, rainforest and even the swamps along the route.

Bird life is profuse and many walkers will want to take time to study these and the interesting vegetation.

Food is available at the villages.

The walk can probably be completed in from five to 10 days depending on the hiker's intention. The route covers about 60 miles or more. Elevation ranges from 1,000 feet to 6,700 feet through a range of vegetation from river swamp to moss forest.

The Kokoda Trail has always been a challenge to the people of Papua New Guinea, particularly those from the Northern Province.

From early age, children in Australia learn stories of the Kokoda Trail battles. Papua New Guinea children also learn about these stories as their fathers still talk about them.

● Continued on p 43

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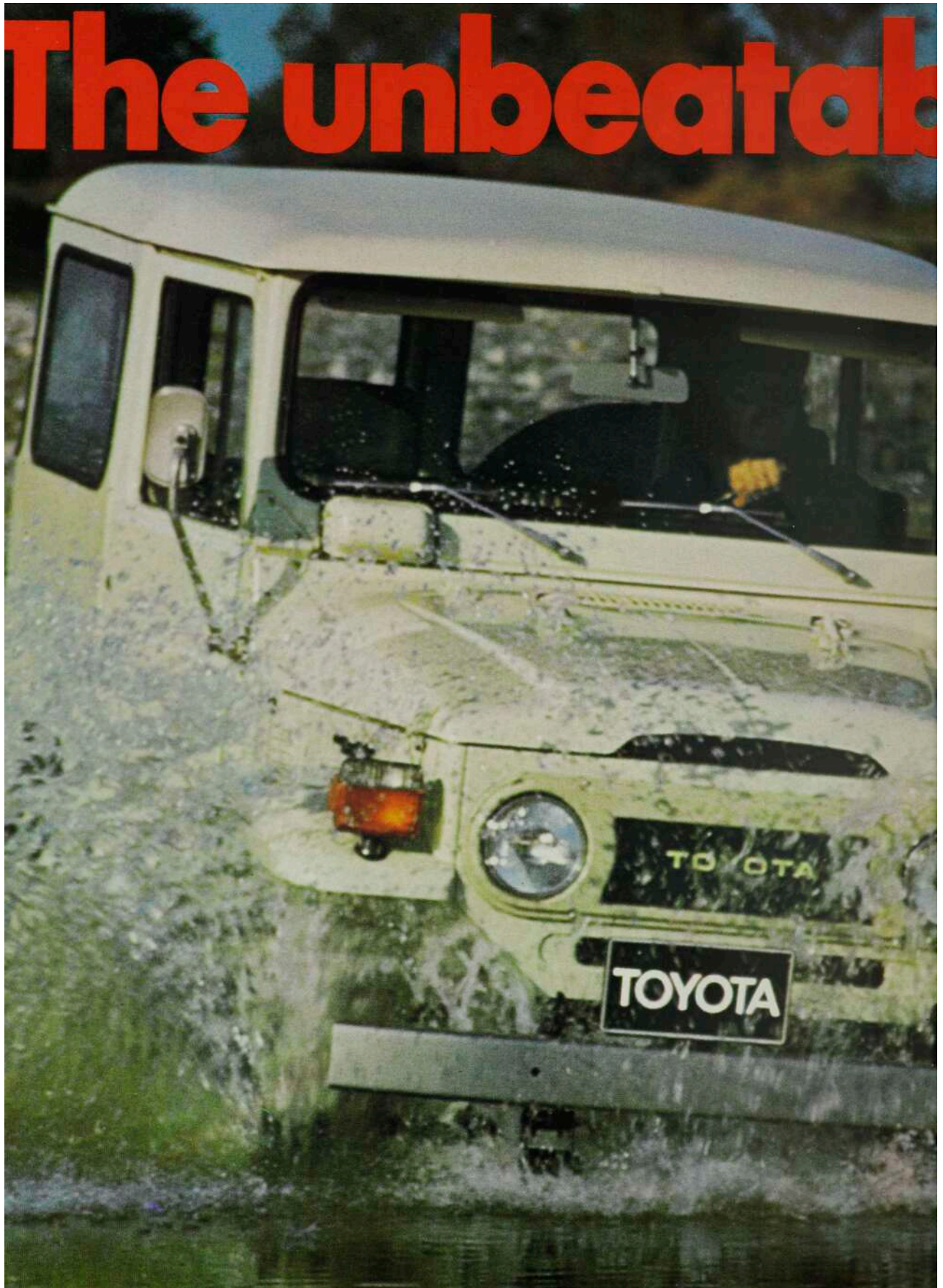
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39



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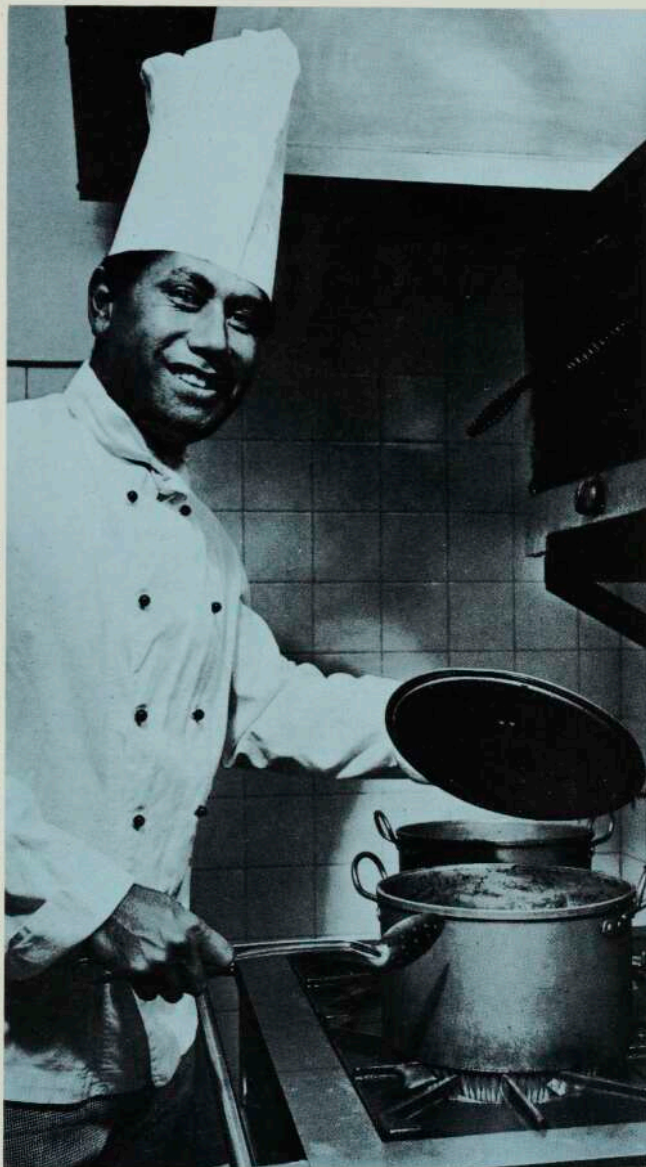
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The Ilimo Local Government Council of Kokoda Sub-Province, is vitally interested in this history.

The council president, Mr Dickson Hango, believes the history of the trail should be preserved as a memorial to the men from Papua New Guinea who lost their lives on it.

One month before the Independence celebrations last September, the Ilimo councillors were celebrating the completion of another successful trail walk, the third annual Kokoda Trail walk which attracted 50 contestants from the Northern Province.

Prizes of K100 each for the fastest man and woman and K50 for the second fastest were the attraction.

Last year's winner, Mr Lancelott Angita, of Kanga Village near Kokoda, broke his previous record by walking from Owers Corner to Kokoda in 31 hours five minutes. His old record was 52 hours five minutes.

The winner of the women's prize was Vera Ilua of Kokoda Plantation, in 53 hours 15 minutes.

Anyone who has slogged through these mountains will know how good these times are.

Mr Hango believes the preservation of the Kokoda Trail should go hand



One of the bronze plaques on the Kokoda monument, which honours the native carriers who made a large contribution to the success of the campaign.

in hand with the continued economic development of the Kokoda Sub-Province area.

Interest in walking the Trail began after the bishops' walk in May, 1972.

Bishop Ravu Henao, of the United Church, who walked the Trail with the head of the Anglican Church in Papua New Guinea, Bishop Dayid Hand, and the Anglican Archbishop of Sydney, Archbishop Marcus Loane, described the walk as "a big event tying together the people of all churches".

Archbishop Loane said he regarded the walk as a move to focus the

eyes of Australians and Papua New Guineans on the emerging native leadership in Papua New Guinea.

Meanwhile, an appeal to raise funds for the protection and preservation of the Kokoda Trail is gaining strong support from council individuals, social organisations and private firms throughout Papua New Guinea.

The appeal was launched by the Ilimo Council after last year's walk.

So far, the Ilimo Council has received K500 towards the appeal.

The council will also be sending out letters to the Returned Servicemen's League and overseas organisations for donations.

The council, which has already donated K200, will make arrangements with the Hiri Council in Port Moresby to build a shelter at Owers Corner.

Donations will be used to protect and preserve the Kokoda Trail including the building of shelter huts and signposts along the route for hikers.

The Kokoda Trail is now becoming world-renowned as a route over which both Papua New Guineans and overseas visitors could test their fitness, their determination and their ability to walk together as a team in difficult conditions.



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Pacific Publications Pty Ltd, of Sydney, spread its wings 20 years ago when, on February 29, 1956, it bought the Fiji Times and Herald Ltd, which then owned the Fiji Times and Shanti Dut (an Indian weekly). The deal was negotiated by PIM's founder, Mr R. W. Robson, then publisher of PIM. In the last 20 years the Fiji Times itself has undergone a transformation, while several new publications have been launched. Pacific Publications with its subsidiary the Fiji Times and Herald Ltd is now part of the Herald and Weekly Times (Melbourne) group.

Yesterday

The sensational appearance of the Gilbert Islands auxiliary ketch, Arakarimoa, off the southern Guadalcanal coast on February 28, 1956, 1,000 miles from where it disappeared 62 days previously, emphasised again the casual manner in which small ships operations in the Pacific were regarded. The Arakarimoa left Tarawa on December 28, with another small craft, for Maiana 19 miles away. It did not arrive at Tarawa. Nothing was made public about the disappearance till February, more than a month after it went missing. Of 20 who were in the ship when it left Tarawa, 14 survived. One survivor said the Arakarimoa's engine broke down three hours out from Tarawa. It could not be repaired. There was no radio, and thus no means of signalling that the ship was in distress. The Arakarimoa finished up on Poole Reef. Some people lost their lives trying to get ashore in heavy seas.

An arrival in Australia was Major J. Sciortino, 38, 6 ft tall ex-Dragoon guardsman, looking for a wife to take back to his plantation on Lahir Island, off New Ireland. He had just completed a three months holiday in the UK, France and the US. But prospective wives in England shied off when they learned they would have to live in New Guinea, which they associated with cannibals. The major hoped Australian girls would be "more sensible". A number of Sydney girls showed interest, but the major himself seemed to lose interest, because he left for Adelaide before they could get in touch with him. PIM had some doubts about the story, which had earlier appeared in Sydney newspapers, and suggested he could have been pulling reporters' legs.

The predominantly French Government-owned oil prospecting company SREPNC, which got encouraging results from a drill in the Bourail district of New Caledonia, planned to continue oil prospecting. That was made possible by increasing the company's capital by 40 million francs. The New Caledonia Government provided six million francs, the Oil Search Bureau in Paris 26 million and private shareholders in Noumea put up the rest. Before World War I, oil drilling was carried out in the Noumea beachside suburb of Anse Vata.

After shipping about 25,000 cases of canned fish in January 1956, to the US, the Van Camp Sea Food Co passed the \$3 million mark in total exports since July, 1955. New ships were arriving from Japan to catch fish for the Van Camp cannery in American Samoa.

PIM did not think much of Australia's External Affairs Minister, Mr R. G. Casey (now Lord Casey, former Governor-General of Australia) in March, 1956, saying he had an evident desire to go down in history as the peacemaker in Asia. "This became more than usually suspect in February when he made a public apology to Quisling Soekarno, of Indonesia", PIM said. The affair started when Senator Rankin (Country Party, Victoria) said that Soekarno's "gang of pro-Japanese Quislings wanted to thief New Guinea". The Senator's choice of words were not in the best diplomatic tradition, but everyone knew what was meant and most endorsed the remark, PIM said. But Mr Casey announced: "This remark



Major J. Sciortino, the ex-Dragoon guardsman, of Lahir Island, off New Ireland . . . around the world in search of a wife.

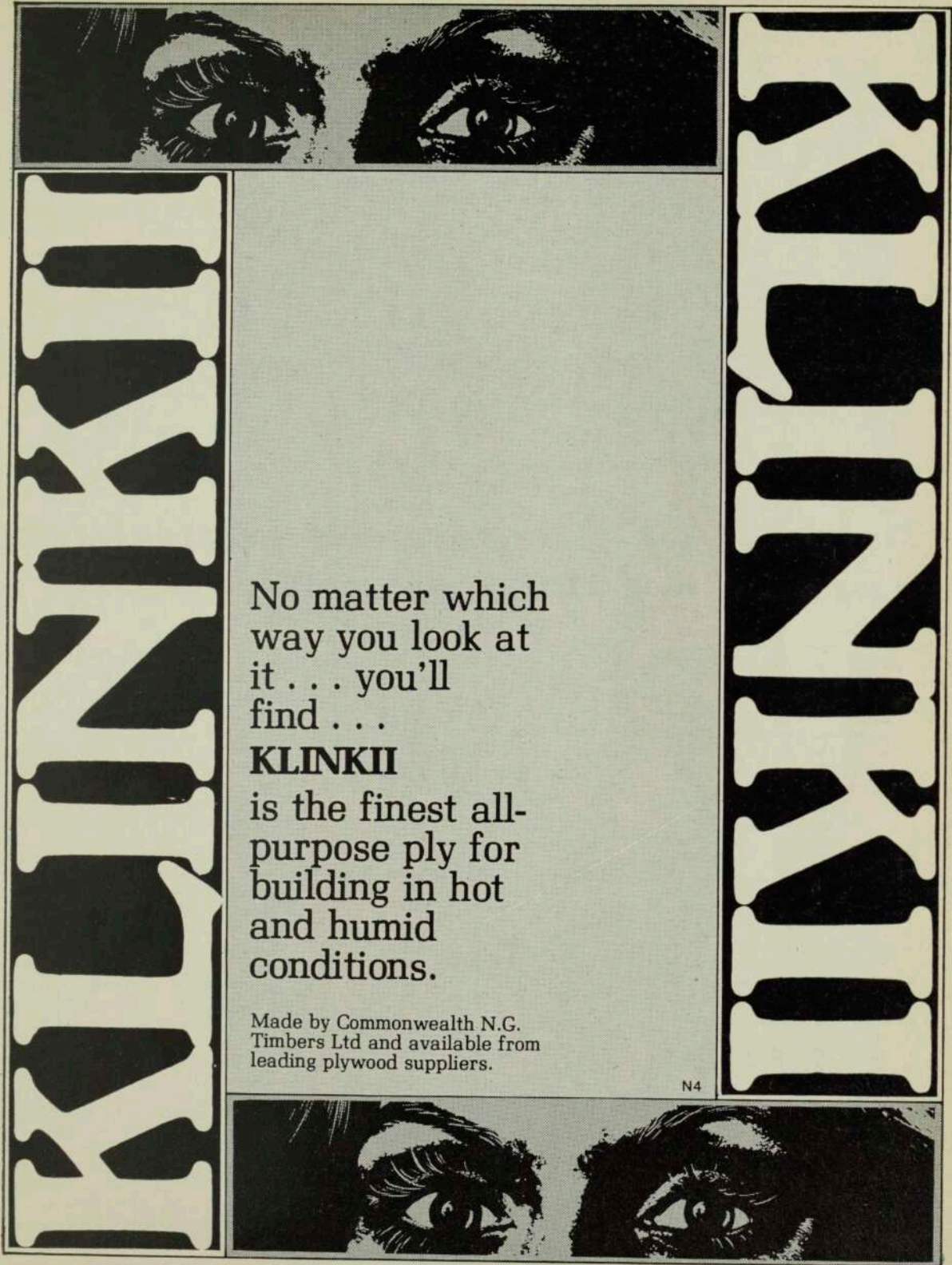
is wholly unjustifiable, and the Australian Government repudiates it in the strongest terms. I would ask President Soekarno and the Government of Indonesia to accept the profound regrets of the Australian Government that any such offensive and unjustified remarks were made". Nothing changes! Just a few weeks ago, Australia was apologising to Indonesia over newspaper comments on Indonesia's role in Timor.

Not since the Americans left after World War II had Tarawa seen such excitement and activity as the arrival and departure of senior American military officers, an American tank landing ship, a flying-boat from Kwajalein with senior US Army and Air Force officers and a construction foreman, and, finally, a number of other aircraft. All was unexplained. PIM hazarded a guess that a meteorological station was being established for a series of H-bombs tests. Another guess was that such a station was part of American research plans for the International Geophysical Year in 1957.

An innovation for Fiji was a 450-mile motor rally round the main island of Viti Levu at Easter. It was not so many years earlier that a motorist would have been hard put to find 450 miles of motoring road anywhere in Fiji. The proposed route provided for several detours of the Kings and Queens roads. The rally was a popular event for several years, and then suddenly faded out.

A step towards meeting the widespread demand for native school teachers, artisans and clerical workers in the Solomons was taken through a grant under the Colonial Development and Welfare Scheme. A vocational training centre was to be erected next to the Kukum airfield, six miles from Honiara. It would cost £24,000. Two-year courses for teachers, clerical workers and carpenters would be the first aim. Later classes would be introduced to cover metal work, electricity, radio operation, etc.

Two 16-year-old schoolboys reported that, during their school holidays in Papua New Guinea, they climbed Mt Hagen and had also gone on an eight-day patrol to the Jimmi River, 40 miles from Mt Hagen. The boys, one of whom was Peter Blood, son of Mr and Mrs N. Blood, well-known Mt Hagen residents, and the other an Australian classmate, Peter Evans, were said to have been the first white persons to climb Mt Hagen.



No matter which way you look at it . . . you'll find . . .

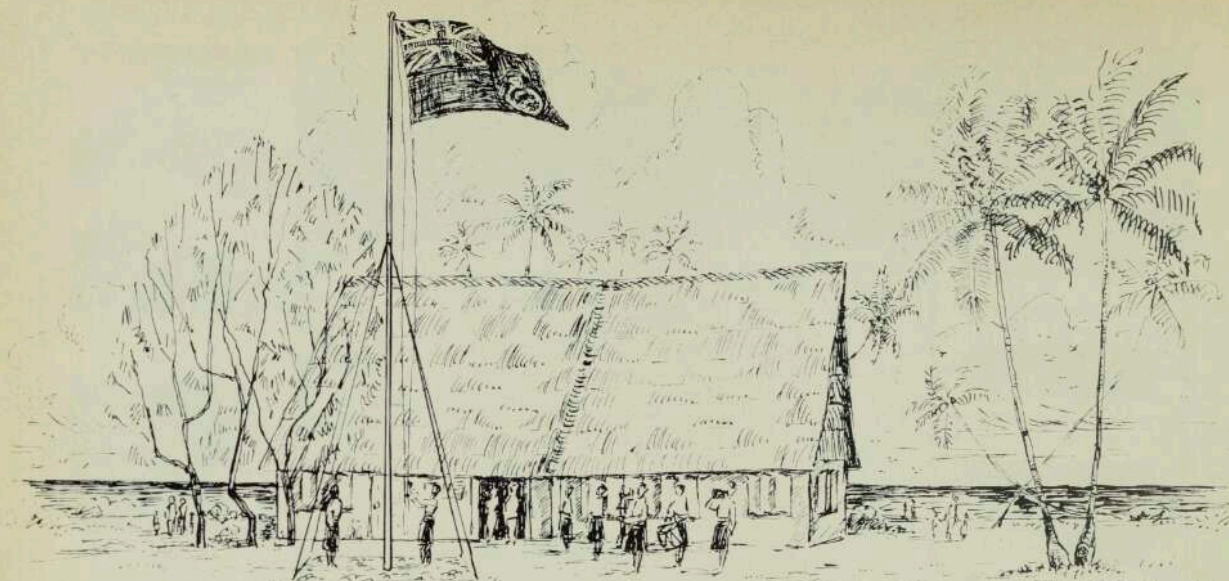
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PACIFIC ISLANDS MONTHLY—MARCH, 1976

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That solemn moment when the Royal Standard is broken. How many more such ceremonies will be held? The Gilberts are going independent.

Outpost of Empire—a vanishing breed celebrates a birthday

By Michael Hook

Tarawa atoll is the capital of the Gilbert and Ellice Islands Colony (a name now changed as Ellice parted company with the Gilberts last October and became Tuvalu) and on the islet of Bairiki is Colony Headquarters, the last sign of a vanishing breed.

At the heart of Bairiki a few years ago was the Residency—doubtless still there but now, presumably, known as Government House—in front of which soared a slender flag-staff as tall as the mast of a fair-sized ship. Fluttering from its truck in the restless South East trade wind was the Colony ensign—a vast piece of 12 ft by 6 ft bunting. Beyond was the football/cricket pitch, which also served as a parade ground and was surrounded by coconut palms.

South of the pleasant Residency with its high-pitched, brown, thatched roof booms the eternal Pacific and to the north, 200 yards distant, beyond the police station and the neat rows of thatched government cottages the turquoise lagoon reaches away some 15 miles. The northern islets of the atoll are out of sight over the horizon, but the tops of the tallest palms are reflected in the silver water at the skyline.

One Queen's Birthday in the

The author, Michael Hook, was in the Gilberts for seven years as Chief Police Officer. The sketches are also by Mr Hook who now lives in Mackay, Queensland.

half-light of very early morning the Resident Commissioner might have been seen emerging from his front door, to stand for a moment in the "at ease" position like a naval officer on the bridge of his ship, appreciatively breathing in the cool, fresh air. It was in fact a little cold, for His Honour was wearing only his spectacles, an expression of benign contentment and a brightly-coloured cotton sulu, hitched native-style and comfortably awry round his middle. He glanced up between the still-black palms at the fading stars and listened for a moment to the peaceful murmur of the incoming tide and the gentle moan of wind in the needles of the casuarina trees.

"High tide at o-seven-thirty-one," muttered the Resident Commissioner. "I hope the Bikenibeu people are on their way: we don't want any govern-

ment vehicles stuck in the reef passages!" And turning smartly about he strode back barefoot in quest of a shower and a cup of tea.

At that same moment, a cavalcade of Land Rovers and lorries, all crowded with men, women and children of varying shades of brown, was bumping its way westward along the 10 miles of dried reef-mud road between Bikenibeu and Bairiki, down the narrow chain of islets which form the southern base of the triangular atoll.

The reason for the early start was that they had to cross several passages between islets, dry at low tide, then just awash and impassable within two hours of high tide.

Today there are causeways over these passages, but then a vehicle stuck in a reef-passage on a rising tide might have had to be abandoned. The road across the passages was marked with metal posts for navigation by motor vehicles while it was yet awash. The motorcade passed through several villages and mission stations down an endless avenue of palms, always within stone's-throw of the sea on either side.

The Europeans in the party were silent, sleepy and short-humoured at

this hour, but the Gilbertese were already in party mood, laughing, joking and even singing to the accompaniment of a number of guitars. Their contrasting moods were reflected in the clothes they wore—the Europeans in "travelling rig" of open-necked shirts, shorts or everyday dresses, their "party-best" in suitcases, hatboxes or on hangers, while the local people were already in gay sulus, Hawaiian shirts, dresses and crowns of flowers. Some people from Bikenibeu had elected to travel to Bairiki by launch on the lagoon, but this was slower.

On the islet of Betio to the west of Bairiki all was astir and many people were converging on the little harbour, all either in their Sunday clothes or carrying them. Almost everyone was wearing a crown of flowers, mostly frangipani, many were carrying a roll of pandanus mats to sit on and perhaps to sleep on, and others had guitars and baskets of provisions. Everyone was in holiday mood, for they were off to Bairiki by launch, lighter or canoe to attend the Queen's Birthday celebrations. At seven o'clock the first launch to leave Betio harbour was crammed with policemen in mufti, carrying their starched and pressed uniforms. They were holding rifles and bayonets too, for today their duties were firstly ceremonial.

By eight o'clock, a gaily-dressed crowd of brown folk of both sexes and all ages had started to form round the sports ground on Bairiki in the shade of the palms, mostly on the east side because the parade would face that way. A saluting base had been set up on this side of the field—a railed-in platform four feet off the ground and topped with a canopy. Steps led up from the front and the corner posts had been decorated with plaited palm-fronds. The structure resembled some enormous howdah and was irreverently referred to as "the Vice-Regal Box".

A parade began to form up on the football pitch, a detachment of the colony constabulary with its drum and bugle band nearest to the flag-staff. The men were in full-dress uniform—white jackets, fastened up to the neck with silver buttons, dark-blue sulus reaching from waist to mid-knee, scarlet cummerbunds under silver-buckled, black leather belts. They were bare-headed and, but for sandals, bare-legged.

Inspector Ngalu O'Brien, whose handsome, rugged, brown face gave small clue to his European ancestry, stood in front of the parade, a naked sword in his hand and a row of

medals on his chest. His blue peaked cap was an acknowledgement of his rank: aesthetically it did not "go" with his sulu.

On the left of the constabulary stood the Scouts, mostly Rovers and Senior Scouts, and next in line came the Girl Guides, their golden-brown skins admirably contrasting with the royal blue of their uniforms. Then further down the line came the schools—the boys of King George V in immaculate white sulus and shirts, the girls of the Elaine Bernacchi (Government Secondary) School in pink dresses, the children of the Sacred Heart Mission in green. On the extreme left flank was a determined detachment from the primary schools who had refused to be left out. The inspector in charge of the parade had agreed at last, with hope on his lips and despair in his heart.

The crowd had swelled and now included some 50 Europeans, all looking very smart and uncomfortable in suits, collars, ties, hats, dresses, stockings, gloves. The temperature was already 85 degrees F. in the shade. European officers of the administration were in starched white uniform with white helmet and gilt-hilted sword.

The local District Commissioner, thus uncomfortably attired, had made sure of a place in the shade by bringing an enormous coloured garden umbrella, which his Gilbertese orderly held over his master's head. The Assistant Resident Commissioner had a place in the official stand and so had the Colony's only judge, in wig and robes. The wives of these gentlemen were also in the box, so that there was little free space inside.

It was time for the parade to begin; conversation was stilled or restricted to whispers and the police inspector glanced towards the Resi-

dency. At this moment a small black pig with the very long snout and high, lean flanks of the Pacific breed trotted onto the field in front of the parade. This released some of the pent-up laughter which the Gilbertese so liberally store, but was as nothing to the monsoon of mirth which followed when a rather fat special constable ran out to chase it off.

Order restored, the parade was called to attention, the Resident Commissioner, resplendent in white uniform and feathered helmet, took his place on the saluting base and the constabulary presented arms. The inspection was followed by the breaking of the Royal Standard at the mast-head, the singing of the first verse of God Save the Queen in three languages (English, Gilbertese and Ellice) and the march past. There was special applause for the last unit and for the very small boy who, at the very tail of the column, tripped over his own sulu, picked himself up, unabashed and ran to catch up his comrades.

The parade over, official attire was thankfully laid aside in favour of more practical and cooler clothes. A programme of sports followed—races for the seriously athletic and for the less serious, contests for the ladies and for the children and sports for the "good sport" who is prepared to endure being made to look somewhat ridiculous. There was a fun fair under the trees with four-and-twenty easy ways of being gently gulled. In the afternoon there was canoe racing in the lagoon with a dozen of the best Gilbertese sailing canoes in the island, scimitar-sharp keels slicing through the shimmering shallows at a speed of 17 knots under the skilful hands of native coxswains who knew just how far they could let the outrigger rise off the water without capsizing.

As the sun descended to the western rim of the ocean the blaring of



The motorcade makes it across the flooded causeway.

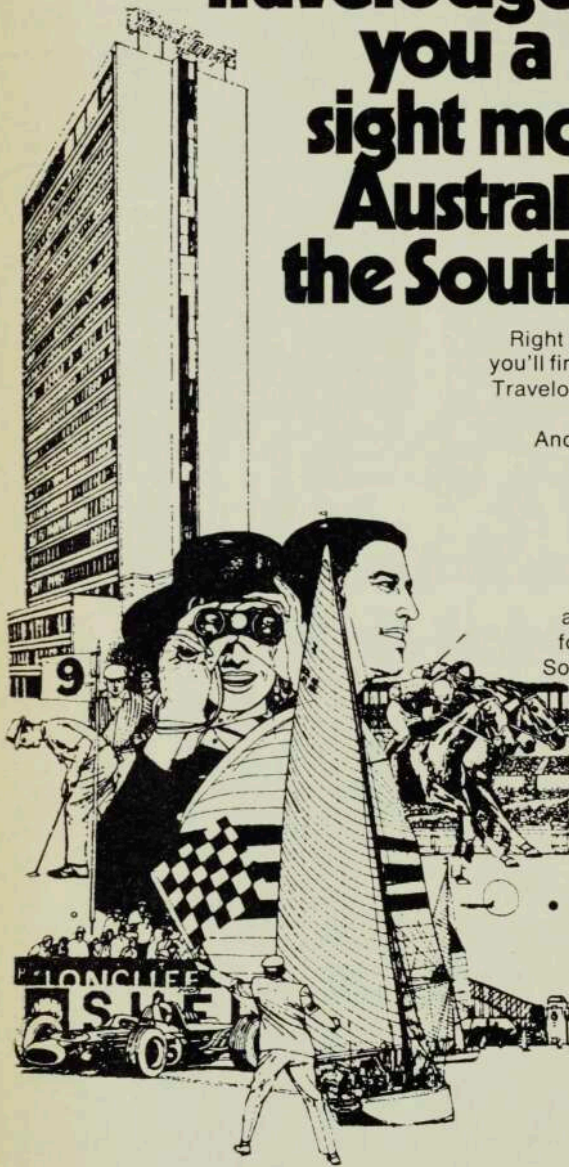
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bugles and the drubbing of drums were heard from the direction of Bairiki Police Station as a contingent of the constabulary marched smartly across the football field towards the Residency. As they halted at the foot of the flagstaff, two men moved forward and uncleaned the halyard. The onlookers fell silent and, to the stirring notes of "Sunset" from the buglers and a roll from the drummers, the sun and the flag sank together.

Presently, from the Residency came the pleasant buzz of conversation and soda syphon, the tinkle of ice and laughter and the sane silence of contented thoughts and good cigars. The pleasant, spacious living-room and the patio outside, close above the ocean reef and under coloured lights strung between the tall palms, were astir with guests both brown and white.

By mid-evening the large open-sided *maneaba* on the west boundary of the football ground was so full of people that scarcely enough room had been left for the performers at the *batare* (the island night's entertainment which always rounds off any day of festivity). The Resident Commissioner and his party sat in chairs on one side: they were in evening dress and wore crowns of flowers which had been ceremoniously placed upon their heads by a swirling chorus of Ellice Island girls.

Here on Tarawa, where civil servants were drawn from every part of the Colony, space on the programme was shared between the groups from different islands. This made for great variety—from the formal *ruoia* (a rhythmic graceful movement of the arms and body while seated cross-legged) of the Gilbertese to the tempestuous, rollicking, gayer and (perhaps to Westerners) more typically "South Sea" songs and dances of the Polynesians from the Ellice Islands. In all these the well-thumped drum, quickening to a crescendo, played a big part. Some of the songs were sad, some gay, most old, some new, and all required a "chorus" of young men and women to sing and sway and clap and swirl from an otherwise stationary line behind the principal performers.

Until late, the melodies and clapping and thumping continued, long after the visitors from Bikenibeu had left on their long trek homeward and those from Betio had set their course westward over the dark-bright waters of the lagoon and down that magic path of silver moonlight, lulled by the lilt of the waves and the quiet crooning of a guitar.



Books, Reviews, Writers

PUTTING THE PAPUA NEW GUINEAN BUSINESSMAN UNDER A MICROSCOPE

Many adult Papua New Guineans have been or are involved in one or more commercial ventures, usually as shareholders.

Since World War II, about 200,000 people have joined co-operatives and tens of thousands have invested in companies, partnerships and other forms of business enterprise.

Some of the organisers and participants have followed the advice of government officers or expatriate entrepreneurs, but many have tried to operate in a traditional way or by seeking a compromise of the two.

Almost invariably, the people expected far more than any type and form of business enterprise could provide, and they often lost interest and withdrew their support when their expectations were not fulfilled.

Many ventures failed because of inadequate budgeting, undercapitalisation and lack of trained personnel.

Too many were started without reasonable market prospects and/or the capacity and management to fight expatriate competitors. And prestige, not service or profit, was often the main objective.

Many Papua New Guineans and some foreign observers see the totality of past indigenous business development as one of failure. They overlook that the mere existence of indigenous enterprises has been a brake on exploitation, especially of primary producers, and that very many Papua New Guineans have gained much of the commercial knowledge and experience necessary if their country is to achieve a fair degree of economic autarky and to compete with other nations.

They also overlook that similar enterprises in other countries have a fairly high failure rate, too.

As there is not enough information, eg statistics of the financial results of sole traders, partnerships and unregistered companies, to compare the overall effectiveness of businesses owned and operated by Papua New Guineans with that of like businesses in other countries, in-depth studies of individual enterprises are badly needed.

Between September, 1970, and April, 1972, Miss Andrews, an anthropologist, studied 30 non-traditional commercial ventures wholly or jointly owned and operated by Papua New Guineans in Port Moresby.

In *Business and Bureaucracy*, she sets out "to describe firstly, the nature and extent of Papua New Guinean participation in business in Port Moresby and, secondly, its relation to the processes of official policy formulation and implementation".

Her case studies deal with the social environment in which the entrepreneurs operated and with their relationship with the main government agencies of relevance, the Department of Business Develop-

ment and the PNG Development Bank.

This is a sociological study. It contains almost nothing concerning the business environment, let alone the financing, management and economic results of the enterprises.

The author deals with a situation which, in regard to government sponsorship, advice and assistance, commercial legislation and other relevant matters, does no longer prevail.

Not only the Department of Business Development and PNG Development Bank, but the whole of the Public Service and statutory bodies are now in the hands of Papua New Guineans, and there is a national policy to give them control over their country's economy—including, of course, internal commerce.

Neither those involved in the businesses reported on, eg Mr Gau Pako of Mirikuro Transport or Mr Francis Ovu of Allied Enterprises, nor any business development officer or bank official with whom they dealt, will learn anything new from reading that "to belong to an alien business culture is a complex process (for Papua New Guineans)".

And they will not be surprised to read that "the theme of *wantok* (traditional socio-economic obligations) pervades much of immigrant Papua New Guinea thinking and social action . . . in Port Moresby" and enmeshes Motu, Koita and other 'original' entrepreneurs alike.

The author states that the colonial government's business development policy was based on an Australian model, and that many Papua New Guinean businessmen felt their progress hampered by certain aspects of that policy.

She recommends that the government issue "flexible policy directives . . . to allow the emergence of a truly indigenous business culture". Like some other foreign academics, most of them without training and experience in business, the author makes this recommendation without explaining what kind of "truly in-

A BACK-NUMBER!

There must be an extraordinary number of university students in need of a basic introductory survey of the South Pacific. Further, the University of Hawaii Press must be anticipating that stocks of the Doubleday Anchor printing of Douglas Oliver's *The Pacific Islands* are nearly exhausted. Why else would another printing of this book be offered at a three dollars increase in price when copies of the 1961 printing are still available?

Oliver has not revised his work in over 14 years and in view of the enormous changes which have occurred since 1961 the re-issuing of his book without amendment appears completely unjustified.

It is to be hoped that an inexpensive textbook, more comprehensive and systematic than Ron Cromcombe's *The New South Pacific* and more up-to-date than Oliver's work, will soon be available for those students who may shortly be forced to accept a "classic" because there is no alternative.—R. Herr.

(Douglas L. Oliver, *THE PACIFIC ISLANDS* (rev ed; Honolulu: University of Hawaii Press, 1961), \$4.95).

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digenous business culture" she has in mind.

The rapid improvement in their material standard of living wanted by just about every man and woman in Papua New Guinea requires greater productivity, more industrialisation and better management throughout the nation. The only non-Western people who have achieved this without forfeiting their personal freedom, the Japanese, have organised their commercial and industrial enterprises very much along Western lines, at a considerable social cost. Understandably, Papua New Guinea's policy makers and planners want to avoid the errors made by their counterparts in other nations.

Business and Bureaucracy is the second last of 60 research bulletins published by the New Guinea Research Unit of the Australian National University. Commenced in 1963, the series has been one of the many fine achievements of the NGRU. Papua New Guinea's new Institute of Applied Social and Economic Research, established by statute, has taken over the functions of the NGRU and will, no doubt, play an even greater role.—Harry Lackman

(BUSINESS AND BUREAUCRACY. By C. L. Andrews. Published by Australian National University, Canberra, 1975. \$2.00).

Flight to the towns creates a health crisis

The first thing that struck me when, as newly-appointed official (non-medical) visitor, I walked around Laloki Psychiatric Centre in 1968, was that most of the patients were villagers.

Was rapid, poorly-planned urbanisation not a mental health hazard, after all?

Well, Papua New Guinea's National Health Plan 1974-78 indicates a different situation today.

An increase in the number of mentally-ill persons, of men and women unable to conform to accepted community behaviour standards, is reflected in the more than doubling of admissions to government hospitals between 1968 and 1972.

And the Plan mentions marital discord, child neglect, juvenile de-

linquency, prostitution, alcoholism, crime, frequent changes of employment, and cargo cults—all but the last being prominent concomitants of urbanisation.

The burden on government mental health services is becoming heavier as people in the towns are finding it more difficult to manage mentally-disturbed persons at home and are seeking medical help more often.

In countries with little industrialisation, mental health services invariably have a low priority and there is usually a dearth of qualified personnel. In Papua New Guinea, there were 102 persons with training and experience in psychiatry for a population of 2.2 million in 1973, and Dr Wilfred Moi, one of his country's first medical graduates, and Dr Burton-Bradley, author of this book, were the only two psychiatrists.

Because he saw the need for a transcultural approach, Dr Burton-Bradley studied anthropology. In this small book, consisting of six lectures given in 1973, he looks at some of the causes and manifestations of mental disorders among the Islanders.

He stresses that an in-depth understanding of the Islanders' socio-economic values and of the interwoven spiritual and temporal beliefs underlying those values is a sine-quanon for the practice of psychiatry.

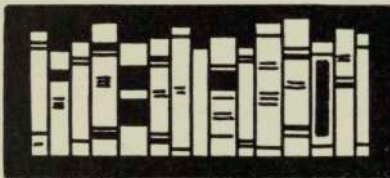
It follows that Papua New Guinea must, first and foremost, look to the graduates of its universities and paramedical institutions to undertake the urgently-needed expansion of mental health services.

Much of the writing about cargo cults has dealt with their societal aspects. Some scholars, eg Professor Lawrence and Dr Morauta, have considered the cults in the context of politics, and a few have looked at them as mechanisms to meet the people's psychological needs.

It is highly indicative of the rapid changes in Papua New Guinea that church workers now refer to cults as 'adjustment movements' and recognise them as facts of daily life.

To give but one example of this: the whole of the first issue in 1974 of *Point*, bi-annual magazine of the Melanesian Institute for Pastoral and Socio-Economic Service, a Roman Catholic organisation at Goroka, was given up to 'The Church and Adjustment Movements'.

The author's view of cults as an



THE EXPECTANT AUTHOR

Well-known American author Walter Lord, who was in the South Pacific 12 months ago collecting information on wartime Coastwatching in the Solomons, is happy with progress on his manuscript.

From his home in New York City recently Mr Lord wrote: "Gestation for an elephant is 21 months . . . a rhinoceros, 15 months . . . a pig, four months . . . a kangaroo, only 42 days; but giving birth to my book about the Coastwatchers in the Solomons is a slower process.

"It has taken so long because I have always wanted the book to be even more than a record of the Coastwatchers themselves. They are the 'stars', but I also wanted to tell about the natives who helped them, the missionaries they worked with, the downed flyers and castaways they rescued, the Marine patrols they guided, the pilots and submariners who serviced them, even the Japanese who chased them.

"To me, it's this whole cast of

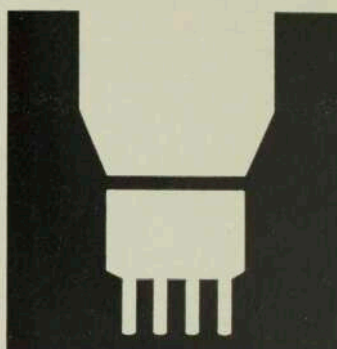
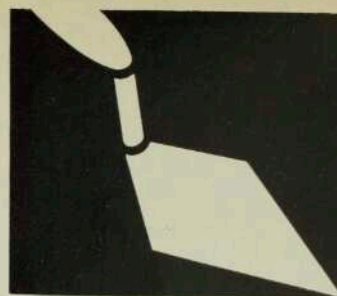
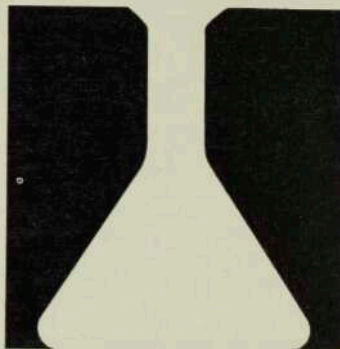
intriguing characters that gives the saga of the Coastwatchers its special appeal, that makes it almost an anachronism in modern war—a story where individual human beings are still important.

"This has meant a lot of digging. (How do you find a flyer who spent a few days on Vella Lavella 33 years ago?) It has also meant a lot of travelling—37,000 miles at last count. And it has meant a lot of correspondence. I'm in touch with 176 people in five different continents!

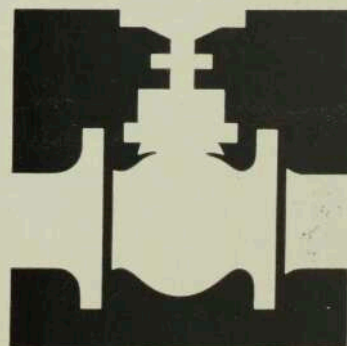
"Now the job is almost done. I've finished 11 of 12 chapters—about 105,000 words. There remain the problems of maps, illustrations, editing, and especially checking. Many Islands people will be hearing from me in the next month or so, as I try to get straight some point that I've missed.

"When the book comes out during 1976, I only hope they feel it does justice to all the time and trouble they've taken to help me".

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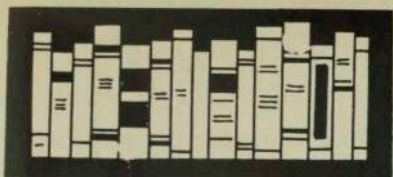
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adjustment to meet psychological needs is, therefore, of special interest.

I wonder, though, whether, as he suggests, cargo cults aim to produce a "possible alternative to the economic system introduced from abroad". The cultists whom I have met all wanted 'the real thing', the white man's economy, and not an alternative.

Mental health-wise, things will get worse until Papua New Guineans bring traditional and modern ways into a better balance. As the author points out, there are some massive parallel problems in technologically-developed societies, and there are good reasons to believe that the Islanders will achieve that balance.

Dr Burton-Bradley has no doubt that Papua New Guineans are "a resourceful and innovative group of people quite equal to the task" of nation building.—*Harry Jackman*

(STONE AGE CRISIS: A PSYCHIATRIC APPRAISAL. By B. G. Burton-Bradley. Published by Vanderbilt University Press, Nashville, USA, 1975. \$US8.95).

BUSH GHOST HUNT

Jim Martin, manager of Mataranka cattle station in Australia's Northern Territory is plagued by donkeys. There are so many of them, descendants of the old pack teams, that they almost outnumber the cattle.

When Australian journalist and author Keith Willey dropped in on him about a year ago, Jim propounded a scheme to get rid of them—sell them at \$100 a head to Papua New Guinea.

"I'll catch them, break them in and load them into a Hercules air transport at Katherine for him (Mr Somare), all in the same price", he offered.

Keith Willey tells the story in his latest book *Ghosts of the Big Country* (Rigby Ltd, 30 North Terrace, Kent Town, South Australia \$6.95), 243 pages of nostalgic yearnings for a return to Australia's frontier days.

He adds a suggestion of his own that Mr Somare might like to buy some of the wild buffalo roaming the outback.

Keith retreads the bush tracks and the mountain ranges of tropical Australia, summons up many ghosts and talks over old times with the last survivors of a way of life which is fast disappearing.—*J.C.*

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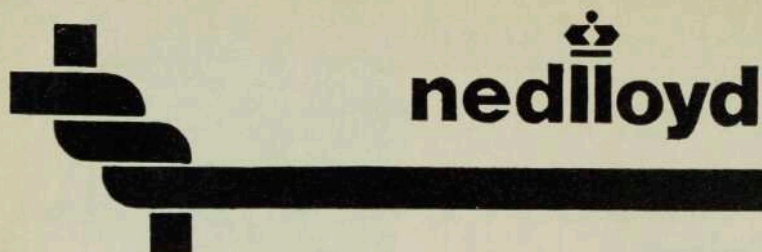
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The tropically moist oil blend, lightly and regularly smoothed over

the complexion, simulates the action of the natural oils and moisture, creating a moist environment providing benefits to the skin similar to those created by Nature herself. Known in England as Oil of Ulay and in America as Oil of Olay this unique beautifying fluid is available here from chemists and beauty counter as Oil of Ulan.

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Pacific Transport

BIG AIRLINES STREAMLINE THEIR OPERATIONS THROUGH ISLANDS

Concerned about the loss of airline services through Nadi, and the consequent drop in airport landing fees and the occasional income from in-transit passengers, the Fiji Government has decided to increase landing fees at Nadi International Airport by 27 per cent.

The fee for a Boeing 747 will be \$1,560, against \$1,360. A night arrival and departure by a similar aircraft will cost \$1,720. The new rates are about half of Australian rates, and are well under those of New Zealand and France. They are about the same as those charged in Hong Kong.

Over the last two years, Air India, American Airlines, British Airways and Lan Chile have withdrawn from Nadi. Air Nauru, however, is a newcomer and a Hawaii-based airline is reported to be interested in operating through Nadi.

Two major airlines operating across the Pacific—Qantas and Pan American World Airways—will soon reduce the number of flights into and out of Australia by one a week, each way. Nadi will lose two landings a week by the Qantas move.

But PAA, in a rearrangement of schedules, and except for an interim period between April 25 and May 28, will continue to make six landings a week at Nadi. The changes to both airlines' schedules are subject to approval by the governments of countries concerned.

Qantas will soon withdraw its Tahiti services because of "very poor traffic". Even though it is reducing services through Nadi, it will offer more seats by using Boeing 747s. Qantas will also have 747s available to uplift passengers from Fiji in peak periods.

Qantas at present operates seven services north and seven services south through Nadi, five each way with 747s and two each way with 707s. There are also two 707 terminating services to Nadi, one from Sydney and one from Brisbane. In the new schedule, Qantas plans to use 747s exclusively, except for the Brisbane-Nadi service for which a 707 will continue to be used.

There are three services a week to Tahiti, one terminating, and two continuing to Vancouver. Two Australia-San Francisco services a week will carry on to Vancouver to allow Qantas to maintain its link with Canada. The San Francisco-Vancouver "leg" is a reintroduction of a flight Qantas operated in the 1950s with Constellations when it took over the services of the now-defunct British Commonwealth Pacific Airlines.

Although Qantas is cutting out two services, northbound on Tuesdays and southbound on Thursdays, it will offer more seats through using bigger aircraft. The configuration of the economy sections of the 747s is being altered to seat 10 abreast instead of nine. The 747s will then have capacity for 398 passengers.

PAA, in a schedule to come into

operation on May 29, will open a new route—New York-Dallas-Honolulu-Pago Pago-Nadi-Auckland and return. It is this service which will keep PAA landings at Nadi at six a week. PAA will drop its Tuesday flights between Australia and the US, via Pago Pago, and the US and Australia.

In the period between April 25 and May 28 PAA plans to fly daily from Australia to the US, using 707s and 747s. Five flights will originate in Melbourne and will make a short stop in Sydney. The other two will originate in Sydney. All daily flights, except one, will call at either Nadi or Pago Pago. The exception will be a non-stop Sydney-Honolulu flight, thence to the US west coast.

From May 29, PAA plans six flights a week out of Australia to the US west coast using 747s. Four



Mr Ralph Conley, general manager of Papua New Guinea's national airline, Air Niugini, pins a seniority badge on the uniform of senior hostess Margaret Karoji. She is one of 13 senior Air Niugini hostesses who were in Sydney for training by Qantas on Boeing aircraft. When they have completed their training, the hostesses will work on Air Niugini's own Boeing 707-720B on the Australia-Port Moresby-Manila service which began on February 12.

flights a week will start in Sydney, and the other two, via Sydney, will originate in Melbourne. Two flights will be via Nadi, one via Auckland and Honolulu, and three via Pago Pago and Honolulu.

In the April 25-May 28 period, there will be five 707 flights a week from Auckland to the US west coast—two non-stop to Honolulu, one via Pago Pago and Honolulu, and two via Tahiti. From May 29, there will be three 747 flights a week from Auckland to the US, one via Honolulu, one via Tahiti (both of these to the US west coast), and the new service from Auckland to New York, via Nadi, Pago Pago, Honolulu and Dallas.

PAA will soon introduce a new service from Los Angeles to Tahiti and return, via Honolulu and Pago Pago. The aircraft will leave Los Angeles on Mondays. It will leave Tahiti on the return flight late on Tuesdays, arriving at Pago Pago, Honolulu and Los Angeles on Wednesdays.

NAURU'S AIRLINE UNDERCUTS AIR PACIFIC

Air Nauru, which started flying to Fiji in December, is undercutting Air Pacific on the Fiji-Tarawa route by almost 50 per cent. Nauru's rates on the Fiji-Nauru run are about one-third of Air Pacific's.

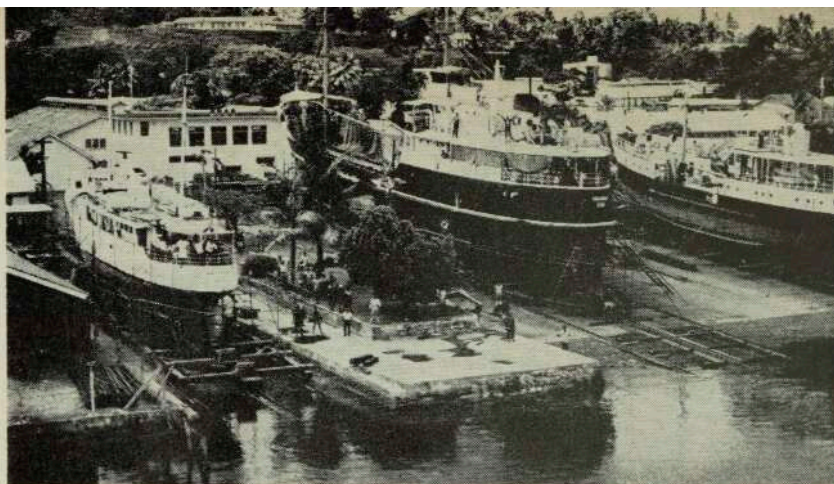
Air Nauru, using a Boeing 737, charges \$108 for a Fiji-Nauru flight. A flight by Air Pacific to Nauru, via Tarawa, costs \$341.70. The Fiji-Tarawa "leg" by Air Pacific costs \$269.70. Air Nauru charges \$50 for the Nauru trip. This allows Tarawa passengers to fly to Fiji, via Nauru, for \$158.

Air Pacific is having to take a closer look at Tarawa operations. There is no way Air Pacific can compete because of the Nauruans' ideas about costs. The Fiji Government agreed to the lower fares when it gave Air Nauru permission to start a service to Fiji.

Air Nauru makes a weekly flight to Fiji with its Boeing 737. Air Pacific flies to Tarawa once a week, using a BAC 111, and a fortnightly flight with a HS748 turbo prop aircraft.

While Air Nauru is cutting fares to the north of Fiji, the fares on the southern route to New Zealand will rise by 10 per cent on April 1. The standard fares by Air New Zealand will be \$150 single and \$300 return. The cheap epic fare will be \$203, but the period for paying these fares will be reduced from 45 to 35 days.

Air Pacific is also making an increase for its NZ flights, via Tonga. The Air Pacific fare to Brisbane will rise by 10 per cent on April 1.



The Fiji Government's shipyard with three slips at Walu Bay, Suva.

Fiji is the shipbuilder for the Islands

The Fiji Government shipyard in Suva is the only one in the South Pacific Islands with the capacity and knowledge to build the various kinds of ships needed for inter-island and regional transport.

That is the view of Mr A. Sannergren, a Swede, who was in charge of a three-year shipyard expansion programme involving the United Nations Industrial Development Organisation, the UN Development Fund and the governments of New Zealand and Fiji.

Mr Sannergren was recruited by UNIDO for the work, but was directly responsible to the Fiji Government.

Mr Sannergren introduced ferro-cement boats for transporting fish. The first was a 30 ft boat, followed by four more of the same size, then two of 35 ft and one of 45 ft. The boats, built of reinforcing rod, chicken-wire mesh and cement, stood up well in rough conditions. In a hurricane several years ago, two of these boats were thrown over a reef on to a beach. One was undamaged and was pulled back over the reef into the water.

The second boat struck coral and was then thrown 45 ft on to the beach. A 10 ft hole was punched in one side. The broken concrete was removed. New reinforcing rod and mesh were applied and new plaster was put on. The boat was back in the water in two weeks. Several wooden boats of the same size were destroyed during that hurricane.

The ferro-cement technique has also been used for building caissons

for a lighthouse. Knowing it was difficult to sink piles or build foundations on unprotected reefs, Mr Sannergren suggested a method developed in his native Sweden. The caissons were built in the shipyard, floated to the lighthouse site, and sunk with concrete. A steel and reinforced concrete tower was then built over the foundation. Like the ferro-cement boats, the tower has survived rough weather. Two hurricanes, accompanied by waves breaking over the structure, did not cause any damage.

The Fiji Government shipyard is equipped with a 35-ton gantry crane covering two building berths. The largest berth can accommodate ships up to 200 ft. The workmen recently completed the Kaunitoni, 138 ft. Next on line are a 95 ft passenger ship, scheduled to be finished in 1976, and a 140 ft landing craft.

Other new facilities include a prefabrication shop for construction of ship sections. It is equipped with modern gas-cutting machines and welding equipment. The accounts, stores and purchasing sections have been reorganised, and modern methods of estimating and planning have been introduced. The drawing office staff has been trained in ship design and hydrostatic and stability calculation. The staff can now design all common types of ships for use in the region.

Mr Sannergren recently attended a conference in Bangkok, where much interest was shown in the Fiji ferro-cement boats. He also advised the Government of Turkey on the

design and construction of such boats. During a short assignment in Ankara he supervised the building of a 30 ft ferro-cement boat at the Middle East Technical University. That was the start of a more extensive programme of ferro-cement construction in the Middle East.

The Fiji Government will build a 125 ft passenger/cargo ship for Blue Lagoon Cruises. The ship, which will cost more than \$500,000, will be built in the government shipyard and will be the fourth ship built by the government for Blue Lagoon Cruises.

Captain Claude Miller, a director of Blue Lagoon Cruises, said he was satisfied with the excellent performance of the other three ships. The new ship is intended to pioneer a six-day tourist cruise from Lautoka, along the north coast of Viti Levu, and the Vanua Levu coastline to Labasa.

The ship will be powered by twin 350 hp General Motors diesel engines. It will have accommodation for 28 passengers in two-berth, air-conditioned cabins, with private facilities.

THE IFS AND BUTS OF PNG COASTAL SHIPPING

Rationalisation of coastal shipping in Papua New Guinea is essential if an efficient service is to be provided, but it could come only through a well-organised shipowners' association in conjunction with user associations.

That is the view of the PNG Transport Department whose spokesman was replying to a complaint by Mr John Edwards, president of the PNG Shipowners' Association.

Mr Edwards had claimed there was too much shipping for the cargo available. The department agreed there was shipping space available on some PNG routes, because of the general world recession, and the PNG Government's reduced expenditure through budgetary restraints.

There was a general reduction on a world-wide basis of about 15 per cent in cargo movement, which was reflected in PNG coastal and overseas shipping. World trade indicators pointed to an improvement in most maritime nations' economics, though it was too early to label that indication as a trend. If it continued, PNG's cargo shipments should increase steadily.

The department's spokesman said that at present no new vessels, other than those considered suitable both in age and efficiency, were being licensed to operate on the PNG coast.

Two days later it was announced

Biggest ship a jinx, say Fijians

It did not take long for stories of a jinx to get around when the Fiji Government's new ship, the Kaunitoni, 580 tons, had propeller trouble on the maiden voyage from Suva to Lau in January and had to turn back. The Kaunitoni was launched with a flourish in November, 1975. It is the biggest ship built in Fiji.

Rumours were that the Kaunitoni was unlucky because it was not sent to sea for the first time with proper Fijian ceremonies. The Fiji Prime Minister, Ratu Sir Kamisese Mara, was unmoved. He believed there were strictly scientific explanations for the trouble, such as ill-fitting valves in the hydraulic system.

The trouble convinced Captain Arthur Evans, a well-known figure in Fiji shipping circles, that he should retire as managing director of the Princess Shipping Co, which he founded in 1961, and devote all his energies to the Kaunitoni. At the time the Kaunitoni was launched, it was announced that it would be operated on a commercial basis under the management of Captain Evans, who continued as chief executive of Princess Shipping.

It must have been a wrench for Captain Evans to sever his connection with Princess Shipping, which he has seen through good times and bad. He started Princess Shipping with the wooden-hulled Fijian Princess, operating over all routes in Fiji. The demand for service saw him add three wooden-hulled ships to his fleet.

These were the Dobiri, later renamed Viani Princess, the Asha,

renamed the Gau Princess and the Taivalevadra. The Viani Princess sank off Lekube Point, Bua, and the Gau Princess was wrecked on a reef off Cikobia.

In the 1960s, Captain Evans decided to convert to steel-hulled ships, starting off with a fishing vessel, named Fijian Princess II. Two other steel-hulled ships were bought, the Labasa Princess and the Tovata. The Labasa Princess was wrecked on a reef off Vatoa.

His Fijian Princess II was a Japanese fish-catcher, new out of the shipyard, which ran on a reef off Nairai island in Fiji on December 23, 1974.

Captain Evans bought it, as is, where is, for a few hundred pounds. Then, in March, 1965, in a do-it-yourself salvage job, he dived to inspect the hull and to see how firmly she was held by the reef. Using his own ships and the government-owned Degei II, he pulled his prize off the reef with his first attempt.

The operation cost him around £5,000. His shipping line, which he operated in partnership with a Fiji-Indian merchant, got an almost-new ship valued at between £60,000 and £80,000.

At the time of Captain Evans' retirement, the Princess Shipping Co was operating the Tovata and the Fijian Princess II. The Kaunitoni was to replace the Tovata on the Lau service, while the Tovata was used elsewhere. This policy may still be followed when the troubles with the Kaunitoni are overcome and it is able to go into a regular service.

MR JEPHCOTT CUTS THE COSTS

Mr Bruce Jephcott, the Papua New Guinea Transport, Works and Supply Minister, has embarked on a cost-cutting programme. He intends to close unnecessary airstrips and prune maintenance grants for private strips. Where communities are within 30-45 km by all-weather road of a major airstrip, minor strips will be closed.

The standard of roads would have to be lowered as some projects were beyond PNG's means. However, the lowering of standards should not affect safety or access. Mr Jephcott has other ideas of saving money, so that works programmes are tailored to the amount the country can afford.

By eliminating overlapping of the functions of departments such as Civil Aviation and Works and Transport, up to K10 million could



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be saved. In brief, Mr Jephcott gave warning that the country had to live within its means and get away from the idea that the relatively affluent past was still with it.

TWO KOREAN SHIPS ON REEF

Two Korean fishing ships, the Tong Wha No 1 and the 209, ended on reefs in the Cook Islands recently. The Tong Wha No 1 was on the way back to Korea when it caught fire in the kitchen. The fire spread quickly to the engine room. With the power gone, the ship drifted helplessly on to the reef off Rakahanga. Captain Choi Han Tae, the master, and his crew of 17 got ashore safely.

The 209, Captain Kim Joone, developed engine trouble near Palmerston Island. Spare parts were transferred to it by another fishing ship. The 209, after repairs, continued its trip, but it did not get far. It finished on the reef off Palmerston Island. The ship carried a crew of 22.

NEW SHIPPING SERVICE FOR TONGA

Warner Pacific Lines, of Tonga, a shipping line, will introduce a new service in May, between Brisbane and Tonga, via Noumea. The line recently bought the West German-built Kempharn, 540 tons, from an Australian shipping company.

Mr Peter Warner, principal of Warner Pacific Lines, said he hoped to use ships to carry vegetables and other produce to Noumea on the Nukualofa-Noumea "leg". Mr Warner will be master of the ship. Siona Fangatua, master of the Ata, will be chief officer. Ten Tongans will make up the crew.

NO MONEY IN NEW SAIPAN-TOKYO ROUTE

The chances of either Continental Airlines or Pan American World Airways being granted the Saipan-Tokyo route took a nosedive when the US Department of Transportation opposed it, saying it would be unprofitable.

The US Civil Aeronautics Board had recommended that the route be awarded to Continental, but last November President Gerald Ford told the CAB to have another look at it.

President Ford said he wanted more information about the viability of the service. He directed the Transportation Department to prepare a report for the CAB.

The board said, in effect, that the good old days of rapid transport

growth and general airline profitability were gone. In the past new airline routes were often awarded merely on the ground that air service would be increased and the carriers were willing to service the route.

Current conditions, however, including high cost fuel, inflationary pressures, traffic declines and probably slower growth required a change in the justification for new route awards. Instead of seeking new routes, air carriers should improve the present Japan-Guam-Saipan service.

PAA operates the Guam leg, and Continental Air Micronesia flies Guam-Saipan.

"Any realistic level of service operated before the end of fiscal year 1977 at the earliest will not, in our estimate, produce sufficient return to justify its operation and will result in losses for US flag service as a whole", the Transportation Department reported.

COOKS WELCOMES ITS FIRST DC10

About 6,000 of Rarotonga's 10,000 population turned out on January 12 to welcome the first Air New Zealand DC10 to land in the Cook Islands. The wide-bodied tri-jet carried 92 people to the Cook 1,700 miles north-east of New Zealand, and brought back 228.

Air New Zealand substituted a DC10 for the usual 130-seat DC8 on the run to meet the peak demand of islanders returning to New Zealand after Christmas holidays with their families. A DC 10 can carry 247 passengers.

Air New Zealand says there are no immediate plans to replace the DC8s with DC10s on the route, but this could happen as passenger and cargo demand grows.

The flight was made under the command of Air New Zealand's Chief Pilot, Captain Ian Gemmell, and was given an official welcome by the Premier of the Cook Islands, Sir Albert Henry, and Lady Henry and several government ministers.

Captain Gemmell presented Sir Albert with a model of a DC10 mounted on a wooden base cut to the shape of the island of Rarotonga and Sir Albert gave Captain Gemmell a tangaroa, a wooden carving of the group's fertility god.

The trip was a special event for Captain Gemmell. In earlier days he flew flying boats to Aitutaki in the Cooks on the airlines famed Coral Route to Tahiti, and when Sir Albert was living in Auckland, they were friends, playing in the Browns Bay Tennis Club.

Cruising Yachts

● **WESTWARD**, 87 ft motor yacht built in 1924 in Seattle and owned by Don and Ann Gumpertz of Toluca Lake, California, visited Tahiti between December 15 and January 5, then left for Raiatea, Bora Bora, Hawaii and Los Angeles. This 100-ton vessel is equipped with a wheel house complete with Loran and Omega, a recording fathometer, hydraulically operated stabiliser fins, huge galley with two electric ovens, a walk-in freezer, wood-burning fireplace, king-sized captain's cabin and two guest staterooms, water-making equipment, two launches and a 12 ft sailing boat, a giant-sized freezer and crew quarters to sleep six, complete with a commercial washing machine and dryer. They carried a crew of three, and were just finishing a round-the-world trip that took them to every continent and innumerable islands, where they travelled inland by land and air.

● **Z. RENE**, 30 ft trimaran owned by Frank Cline, 30, of San Leandro, California, went on a reef in the Austral Islands in October and Cline spent 40 days alone on the uninhabited island called Maria or Hull island. He lived on coconuts and rock scallops and the few stores he had on his boat until the copra workers arrived. Unable to salvage the boat, Frank burned it and left with the copra boat, arriving in Tahiti in December. His future plans include building another trimaran just like **Z. Rene**.

● **ISLAND HUNTER**, 38 ft gaff-rigged ketch from Ventura, California, was welcomed into Tahiti in late January. Built in their backyard by owners Paul and Karin Stead, **Island Hunter** was launched in March, 1975, and the Steads sailed away in November, accompanied by daughter Tove (10), son Hans (5) and Annelin Hammer of California. Their plans were to remain in French Polynesia until May, visiting the Marquesas, Tuamotus and Society islands extensively, before sailing to Hawaii.

● **JELICLE II**, 25 ft folkboat sloop, owned by well-known Pacific navigator, Mike Bailes, arrived in Tahiti in January for her second visit. Sailing with Mike is 22-year-old Bill Fehoko of Tonga, who did all the navigating from Auckland in 33 days with a stop in Raivavae, with no engine and light winds. Mike, an Englishman, spent some time in Tahiti in 1967 when he first brought **Jelicle II** to French Polynesia. Their plans were to

spend about three months in the area before sailing to Rarotonga and back to New Zealand.

● **CANDIDE**, 84 ft two-masted gaff-rigged schooner from El Dorado, California left Tahiti late December for Seattle, after spending many months in French Polynesia. Owners Jon and Penny Stegenga and son Will, planned to remain in Tahaa while crew members Neil Alexander and Phillip LaFrance of the US, Nigel Adams of England, Brian Wylie of Scotland and Girard Barge of France sailed **Candide** to the US West Coast, where Jon plans to sell the boat he built and that carried him and his family to many islands in the South Pacific over a period of 3½ years.

● **CAPRICORN**, CAL 234 sloop from Seattle, arrived in Tahiti in December, after cruising from the US West Coast to the Marquesas and Tuamotus. Owner Ted Culp and his son Robert made the trip together to Tahiti, where Robert joined **BORN FREE** for a late December departure to Hawaii. Ted was awaiting the arrival of girl-friend Vancile Scifers in early January. Their plans included a Tahitian wedding before sailing to the other islands in the Societies and on to Fiji and New Zealand in April.

● **DESTINY II**, Santana 37 ft sloop from Hawaii, arrived in Tahiti in December for a five-month visit to French Polynesia before returning home. Aboard were Marshall and Missy Saunders, their eight-year-old daughter Tiffany, and Bob Branch and Cynthia Nakai, all of Hawaii.

● **FANTASIA**, 32 ft cutter built by Jim Slatt in San Francisco and owned by Win Charlebois, 33, and Linda Hoppel, 29, is spending the hurricane season in Tahiti. They left San Francisco in October, 1974 and spent nine months in Hawaii before cruising to Tahiti. Their plans included going to the Australs in February, then to the Cooks and New Zea-

land, where they hope to be by November, 1976. Also aboard were Scupper and Boomkin, the ship's cats.

● **LUTETIA**, 37 ft Carol ketch from Charlotte Amalie, owned by the Alexander du Prel du Chapois family, prepared to leave Tahiti mid-January for Bora Bora, where they will be living for at least two years, while Alexander works at the Hotel Bora Bora.

● **MATRIX**, custom-built 26 ft fibre-glass sloop owned by Andy Butler, 20, of San Francisco, sailed into Tahiti in November from Hawaii, where Andy had been living for a year. Andy started building **Matrix** himself at the age of 15 and left home when he was 18½ for Japan. He got to Hawaii and heard stories about Tahiti; so he and his "crew-mate", a kitten named Fur set out to discover "Paradise" for themselves. In raging seas between Hawaii and Tahiti the forestay broke and Andy had to go to the top of the mast to repair it, where, he claims, he saw a mermaid in the dark and misty night. Andy's plans may take him to Saudi Arabia where his father lives.

● **NAIK**, one of a kind 35 ft steel ketch built in Belgium and registered in Guadalupe, left Guadalupe in May, 1975 and arrived in Tahiti in November with the Mancini family on board. Jean-Claude, Dominique and sons Stephane, three, and Thomas, 20 months planned to be in Tahiti for a year and then sail to New Caledonia and, maybe, to Australia.

● Two girls with experience in ocean racing and sailing duties seek crewing on a yacht sailing Pacific or anywhere. A note to Miss Z. Wilson of 80 Wolseley Road, Point Piper, N.S.W. would be welcomed.

NIUE YACHT CLUB LOG ON A SHIRT

Most yacht clubs keep a log of all the visiting yachts, but how many list them on a souvenir shirt, which is what the Niue Island and Blue Water Yacht Club has done? At the same time, the club has given PIM a "slap on the back".

The club's commodore, Peter Ell, has listed on the souvenir tee shirts the names of the 22 yachts which dropped anchor at Niue in 1975 and an advertisement for PIM as the magazine which caters, like no other, for cruise yachtees.

Mr Ell, who sent two of the shirts as gifts for PIM's cruising yacht section staff, writes, "If you think the shirts are good, then you should see the NIBWYC log book. It is becoming, after two seasons only, a very interesting record of our visitors and a reflection of their happy times on Niue."

"We hope the 1976 season will be

another record breaker. There is talk of an Auckland-Niue race next year but no definite plans have come to light. As it is, we seem to attract people because they are assured of a welcome and a pleasant stay.

"The club tee shirt is in demand by our visitors. The new price is \$NZ7.50 and we have many requests from overseas. Shirts are mailed out regularly."

The visitors were well looked after, Mr Ells added. There were film shows and dinner parties and tours of the island which took in the caves, forest and the Japanese wreck.

The club also provides facilities for laundering, showers, engine repairs and air-tank filling.

The big event was the first annual banquet but there wasn't a yacht anywhere in sight at the time.

Public acclaim for THE LOST CARAVEL

by Robert Langdon

Was a group of 16th century shipwrecked Spanish sailors responsible for the legendary Polynesian canoe-building and navigation skills?

This startling question is answered in Robert Langdon's important new book, **THE LOST CARAVEL**, which shatters many traditionally-held views on the origin of the Polynesians. Mr Langdon contends that the crew of the Spanish caravel San Lesmes, shipwrecked east of Tahiti in 1526 en route for the East Indies, survived and established themselves in Polynesian society, forming dynasties that lasted down to Captain Cook's time.

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Business and Development

SUPER-PORT FOR PALAU BUT AT WHAT COST?

From PAMELA G. HOLLIE on Saipan

Increasing world energy demands have focused attention on Palau, a district in US-administered Micronesia, where "a new, central, energy distribution and storage port is a most appropriate and economic solution to the requirements of the Western Pacific".

A proposed oil storage facility costing around \$400 million, plus a possible \$1 billion refinery and related industries has been outlined in a 33-page interim report. Backed by Japanese, US and Iranian government interests, the port could store up to three months supply of oil—at least 3.4 million tons—and could be in operation as early as 1980 if all goes well.

When the report was first made public last May, it appeared that Palau had the possibilities of becoming the energy hub of the Pacific. Some 3,500 miles from Sydney, 1,000 miles from Manila and 2,000 miles from Tokyo, Palau would become the home of "Port Pacific".

But as the concept of a massive oil-transshipment and storage port in Palau has aged, the likelihood of its general acceptance—though not its eventuality—has waned. And opposition to the possible effects of oil pollution have drawn strong opposition to the port.

Residents of the Palauan hamlet of Ollei, who claim ownership of Kossol reef, the site of the proposed superport, have called for a halt on negotiations on the project.

In a petition to the Palau District Administrator, Ollei residents said, "The proposed superport appears to be too maganimous in scope and its impact on Palau's environment, culture and society can be disastrous".

While the initial report on Port Pacific, prepared by Robert Panero Associates, New York City, said the transport system would incorporate the most advanced highspeed technology with a "zero-leak environmentally-conscious approach", the local population—at first said to be

'Save Palau'!

A group of Palauan citizens has formed a "Save Palau committee" with the purpose of fighting the giant supertanker port proposed for the Palau Islands. The committee was formed just two days after the Palau Legislature passed a resolution inviting Iranian and Japanese oil representatives to conduct a feasibility study for the port.

The committee alleges that it is clear that the superport can only be a disaster for Palau, environmentally, culturally, and perhaps even economically.

in support of the project—are becoming increasingly dubious. Zero-leak "approach", they learned, doesn't mean zero-leaks.

The plan takes into consideration the harbour's ability to "naturally flush" itself. The port will also be some miles from Palau's heavily-populated district centre, Koror.

Port Pacific will be sited on Kossol Reef at the northern end of Babelthuap, Palau's largest island. The harbour was chosen because it is a natural, reef-protected, deep-water anchorage, which is larger than the harbours of New York, Singapore, Kobe or Rotterdam.

Most importantly, it lies in an oil lane only 500 miles from Indonesia and the Philippines. From Palau crude oil would be transferred to smaller tankers for distribution throughout the Pacific area, particularly Japan.

Kossol Harbour is one of the few harbours that will be capable of handling tankers up to one million tons, a new generation of "super-tankers".

Palau's intermediary in the talks is Palau Congress of Micronesia senator Lazarus Salii. But, from the outset—Palau has not been a participant in the negotiations, a fact that has resulted in considerable misunderstandings and "an atmosphere of confusion, uncertainty and ignorance . . ." the Ollei petition claims.

Salii, who has been under pressure from proponents and opponents of the superport, has constantly reminded people that the port is only in the planning stages and that Palau



Some Palauans fear a super-port could bring disaster to beauty spots like this, the Rock Islands of Palau.

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is only one of many sites under consideration.

"Some people are prematurely concerned", he says.

But, as the possibility of the project enters its eleventh month of negotiations, it's become more apparent that Palau wants a say in whether or not the port becomes a reality. Salii favours hiring a "neutral consultant" to review the project proposal, as do other Palauans who have charged that "certain Palauans" stand to gain from the project.

Offsetting some of the complaints about the port are the items in the proposal which stand to benefit the areas south of the "energy-industry zone". The proposal envisages "a marine biology institute, a sea park, and quality international home and hotel construction". But, the energy-industry zone that would make this possible would include a petrochemical installation and a major oil-fired power plant to provide electrical energy for electrolytic refining of minerals such as zinc and bauxite.

While it appears that Port Pacific would boost employment, only half of the 5,000 employees might be Palauans and an estimated 1,500 residents may have to leave their homes to make way for the construction of the harbour. This has turned some sour on the project.

Of perhaps the most importance to Palau is the implications the port has on the district's political status. Right now, Palau is part of the US-administered Trust Territory of the Pacific Islands. Whether or not the port is situated in Palau may depend on whether the district intends to remain with the US after the trusteeship ends sometime around 1981.

The report states that "because the Palau Island can reasonably be expected to be under the protection of the US Navy for at least a generation, investment of very large sums to achieve the foregoing can be justified".

Palau has asked for separate political status talks with the US, apart from the rest of the TT districts, but the US has not made a decision.

Should the unity of Micronesia, which is fragile at best, not adequately accommodate Palau, the district would be expected to press hard for its separate talks.

"It's a question of survival and economics", says Senator Salii.

Prominent Palauans on Saipan, including Senator Salii and Eusebio Rechucher, Director of the TT Department of Resources and Development, have sent a letter to the Palau Legislature endorsing a feasibility study for the port.

The Solomons are feeling the pinch . . .

The Solomon Islands are feeling the pinch through the world recession in copra prices and a sluggish demand from Japan for forestry products. The fishing industry was a little depressed in 1975, but prospects for 1976 are brighter.

These points were revealed by the Minister of Finance, Mr Willie Betu, in his 1976 budget speech in the Legislative Assembly.

After enjoying an overseas trade surplus of \$1.3 million in 1974, the first nine months of 1975 showed a deficit of \$7.3 million—imports were worth \$16.4 million and exports \$9.1 million.

After a peak of \$520 in May, 1974, copra prices fluctuated between \$195 and \$153 in the first nine months of 1975. However, copra production has held, although in the case of small producers it dropped. That fall was counter-balanced by an increase in plantation production. The Copra Board estimates 1976 exports at 30,000 tonnes.

The pattern in the fish industry was similar to copra for 1974 and 1975. In 1974, Solomon Taiyo caught 3,000 tonnes of tuna above projected landings of 8,000 tonnes, and exported 8,400 tonnes against the forecast of 7,000 tonnes. But 1975 started badly and in the first half of the year the catch was well below average, while the price was down about \$50 a tonne. Although there was an improvement in the second half of 1975, it was not expected the total catch would be more than 8,000 tonnes.

The price increased in the second half of 1975, and could well increase in 1976, Mr Betu said. The value of 115,000 cases of canned exports in 1975 was expected to be about \$2.5 million. Solomon Taiyo expected to export slightly more in 1976.

Japanese imports of tropical timber declined in 1974 and 1975. While it was difficult to forecast Japan's requirements for 1976, there were some encouraging signs. However, it was unlikely that the demand would approach that of 1974. Japan's log imports dropped sharply in 1974, but there had since been a recovery. Prices were rising slowly.



Mr Betu . . . he presented some depressing figures.

A new sawmill, operated by Foxwood's, was in production on Guadalcanal Plains, and was expected to be producing about 750,000 cubic feet a year by mid-1976, equivalent to 1.5 million cubic feet of logs. A small veneer mill was in operation. Foxwood's planned to expand by buying logs from surrounding islands.

Brewers Solomons Associates, which was running a farm project on Guadalcanal Plains, planned to have 5,000 acres under rice by December, 1976, producing 15,000 tonnes a year. The company expected to have a new mill, cleaning drying equipment and storage silos in operation by July.

Brewer expected to be able to export about 10,000 tonnes of rice each year to neighbouring countries. There were also hopes for increased egg and boiler fowl production.

Solomon Islands Plantations Ltd was pushing ahead with its palm oil project. The oil mill was expected to be finished in April, and would process more than 4,000 tons of palm oil and kernels with an fob value of \$900,000.

Mr Betu, dealing with the 1976 recurrent estimates, said the initial gap was given at \$2.76 million. That deficit had to be bridged if the country was not to go into independence with a millstone of debt, and if the Solomon Islands dollar was to be a strong currency. Eventually he was able to balance the budget at \$10.27 million by increases in revenue of \$1.76 million and reductions in expenditure by \$1 million.

The income tax system was simplified, starting with an initial rate of 11c in the \$ and rising by 1c in the \$ for each \$360. The incomes of both husband and wife will be



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aggregated for tax purposes, there will be a combined basic and dependent allowance of \$600 and an increase in wife allowance from \$480 to \$600.

Company tax would be increased from 25 per cent to 30 per cent.

... While the workers flex their muscles

The Solomon Islands are growing up, industrially. Many workers resorted to industrial muscle to start a rash of strikes soon after the country achieved internal self-government. Businesses caught up in the trouble included a bakery, a tobacco factory, a plantation, an investment company and the Port Authority.

The watersiders went out for 27 days, starting on January 1, in support of the Solomon Islands General Workers' Union and the Government Non-Established Workers' Union. They achieved nothing. Port operations continued.

In the end, the wharfies, who are also members of the SI General Workers' Union, were able to return to work, after accepting six conditions laid down by the Ports Authority. Two were that they make a public apology to the authority for joining the strike and that a demand for the sacking of three senior staff be withdrawn.

The union president, Mr Bartholomew Ulufa'alu, wrote that the stevedores regretted any disruption they may have caused. The union acknowledged it did not take more positive steps to dissuade the wharfies from joining the strike.

In other industries, the strikers started to drift back to work while the unions and employers were in negotiation. Mr Ulufa'alu, in a public statement, claimed that through strike action in Honiara most claims had been achieved.

That stung the SI Federation of Employers into a public reply, setting out in detail just what had not been achieved.

These were some of the adverse results: Loss of wages, holiday pay and, in some cases, jobs; no overall increase in wages as most companies had already given rises; loss of faith by the SI General Workers' Union as a responsible body acting for the good of employees and development; workers and families went short of bread and money; in nearly all cases there was a return to work on

original terms; loss of production which, in many cases, could not be made up; loss of revenue to the government in export duties and income tax; loss of foreign confidence in the country; the possibility of local companies closing or reducing activities; and the introduction of fear and uncertainty into the way of life of many Solomon Islanders through the January 2 disturbances and threats and intimidation during the strike.

All that had been achieved was union recognition by some companies, a recognition which would readily have been given without a strike had there been a sensible, responsible approach from the union; refusal by other companies to recognise the unions because of irresponsible action by union leaders; agreement by companies to negotiate, but only on claims relevant to their businesses and refusal by companies to negotiate on general claims by the union as many of them were political, and bore no relevance to relationship between employer and employee.

In short, the whole thing seemed to have been a fiasco though the unions deny they made an apology.

Creating markets for the Solomons

A new shipping company, Oceania Lines, will give the Solomon Islands access to markets in Micronesia for rice and other agricultural products. Oceania, based at Saipan, will link the Marianas with the Solomons and Australia. The shipping line is owned by five Saipan residents, and is headed by lawyer Edward Pangelinan, who is also chairman of the Marianas Status Commission.

The company is aiming at launching the service in March or April. Apart from rice, meat and vegetables, the company's ships would pick up copra for processing in the new mill at Palau. The only shipping line at present servicing Micronesia from the south is Nauru Pacific.

About the same time as the announcement was made about the new shipping line, a mission from the US Trust Territory and Guam was in the Solomons inspecting commercial developments and looking at what could be bought. The tour was arranged by Brewer Associates, which operates in several areas of agriculture and has its parent company in Hawaii.

Members of the mission said the Solomons had a high potential for overseas markets. They were particularly impressed with the rice potential. Brewer Solomons Associates is making quick changes in the development and improvement of rice

on the Guadalcanal Plains. Once the company is in full production and can meet local demands, rice will be exported to neighbouring Pacific territories.

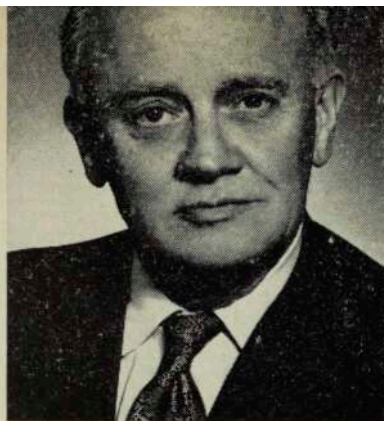
Mr H. Bowie, of Mariau's Enterprises, a members of the mission, said his company would buy whatever the Solomons produced—rice, copra, timber, and eventually meat.

With a reliable shipping link, the Solomons export trade could soon "take off", in spite of the rather depressing picture painted by the Minister of Finance, Mr Willie Betu, in his 1976 budget speech (see separate report).

PNG biggest loser over copper slump

The Papua New Guinea Government is the biggest loser in the sharp downturn of the profit of Bougainville Copper Ltd in 1975. The PNG revenue losses to the extent of K66 million, compared with 1974, according to the Finance Minister, Mr Julius Chan. In 1974, the government received K93 million in dividends, taxation and royalties. It was a substantial item on the revenue side of the budget.

For 1975, the PNG Government will get about K27 million. The reduced revenue from Bougainville, although expected, is a tremendous



Mr W. Marston, who has retired as general manager of the British Phosphate Commission after more than 40 years' service. He has been appointed a member of the Phosphate Commission.

blow to the economy of the country when money is desperately needed.

The Bougainville Copper profit for 1975 was \$46.1 million, compared with \$114.5 million in 1974. A sharp drop in world copper prices, plus reduced sales to Japan, were major factors in the lower profit. The company was forced to make sales on world market at low prices when Japanese smelters reduced their orders by 15 per cent.

The company's sales revenue dropped about \$100 million.

Fiji sugar could be in trouble

Sugar may not be so sweet for Fiji in 1976. Earnings could drop by about 50 per cent from the 1975 figure of about \$100 million. The independent chairman of the Fiji sugar industry, Mr Ian Thomson, in February, warned that the industry was in danger of pricing itself out of the highly-competitive world market.

The return to farmers from the 1975 crop was expected to be about \$30 a ton. A big drop could be expected in the price for the 1976 crop. About half the sugar from the 1976 crop would go to Britain, but the price would depend on the European Economic Community price. That price had still to be negotiated between the EEC and countries, including Fiji, which supplied it with sugar.

Mr Thomson said Fiji's negotiators would have a tough task getting an increase on the \$449 a ton Britain paid in 1975. That price was agreed to by Britain when a world sugar shortage drove the London daily price up to \$692 a ton. The London price had since dropped to as low as \$288 a ton.

Britain paid about \$77 million to Fiji for sugar in 1975 because of the

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record price negotiated by the EEC and African, Caribbean and Pacific sugar producers. With the sugar shortage overcome, all the EEC, so far, is prepared to pay is a basic minimum of \$303, which is eight per cent above the current minimum guaranteed price.

Closer to home, the South Pacific Bureau for Economic Co-operation (SPEC) wants Fiji to enter into long-term contracts to sell sugar to other South Pacific Countries. SPEC was asked by the South Pacific Forum in 1975 to look into the feasibility of the idea. Fiji could be in some

difficulty in a South Pacific market because of commitments elsewhere.

Official figures showed that Fiji sugar sales to the end of August, 1975, were worth a little more than \$33.5 million, when 149,206 tons of 1975 sugar were sold. The UK bought 67,453 tons for about \$30 million. NZ bought 11,943 tons for \$3,694,621. Sales to South Pacific Island groups were worth: Western Samoa, \$359,515; American Samoa, \$2,498; Solomon Islands, \$15,804; GEIC, \$136,773; Tonga, \$67,964.

The sugar harvesting season still had about three months to run when the figures were taken out.

Sharp jolt for Fiji tourism

The Fiji tourist industry took a sharp jolt in February when the Skylodge Hotel, at Nadi Airport, closed temporarily for lack of business. The few guests were transferred to the nearby Tanoa Hotel. The hotel needed a 60 per cent occupancy rate to return a profit. The rate early in February was only 10 per cent, and in January, usually a peak month, it was a mere 40 per cent.

The Skylodge was launched in buildings used in the reconstruction of Nadi Airport in 1959 and 1960. Its only nearby competitors then were the old Mocambo Hotel and the Nadi Hotel. The mushrooming tourist industry led to the construction of many more hotels and guest houses in the area.

About 50 employees were dismissed when the hotel closed. A skeleton staff was retained to reopen the hotel when, and if, business improves. The hotel has 98 rooms. It charged \$12 to \$15 a room, which makes it one of the cheaper hotels in the Nadi area.

Coincident with the closure of the hotel, the Fiji Visitors Bureau board announced a drastic reorganisation to cope with the big drop in the number of tourists. A new move was to set up a committee of prominent businessmen, all connected with the tourist industry, to advise on marketing and promotion policies.

The committee comprises Messrs Dan Costello, Lautoka, Lyle Cupit, Suva (head of the Carpenter group in Fiji), David Wilson, Suva, Mahendra Patel, Nadi, and Mr Stanley Quigg, general manager of Air Pacific, or alternatively, the airline's marketing manager, Mr Ross Keenan.

The board accepted a report by Professor George Hines, of Massey University School of Business, NZ, on the tourist industry. Professor Hines warned that Fiji would lose millions of dollars more in the tourist trade unless drastic changes were made in the way its holiday attractions were sold.

Even with a crash promotion programme, it seemed likely that some hotels in Fiji might have severe financial difficulties in 1976, with the possible loss of employment, overseas earnings and investment.

The board has accepted most of Professor Hines' recommendations. Tourism promotion will be the FVB's primary objective. It has stopped all its local education activities. It will appoint a full-time marketing manager, full-time research officer and an accountant. The

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government would be asked to amend the FVB Ordinance to allow for very wide representation on the FVB board.

Professor Hines attended a February meeting of the board, and emphasised how serious the position was.

Tonga's economy is taking a beating

The economy of Tonga is not in good shape. Low prices for copra and bananas, and fewer Tongans going to work in New Zealand have created a situation likely to lead to severe difficulties later this year. On top of that, the Pacific Navigation is reported to be about \$1 million in debt.

In 1975, Tonga had to export more than twice as much copra as in 1974 to lift copra earnings by a mere 12,496 — 8,107 tons worth 3,180,494 in 1974 and 18,407 tons worth \$3,192,990 in 1975. Banana exports also rose in 1975, but the earnings were only fractionally higher than in the previous year.

The Tongan banana industry, long with that in other Islands, has taken severe knocks recently. One as a report in a New Zealand newspaper that human faeces were found in the hold of the Lufeland on arrival in Auckland carrying bananas from the islands. While the name was not sheeted home to any country, the report was damaging. Apart from that incident, banana growers, and that includes Tonga, need to lift the quality of their products to regain substantial NZ custom against the competition from Ecuador. Mr Adolf Johansen, manager of the Tonga Produce Board, said that unless quality was improved, Tonga's allocation for every shipment would be reduced.

Added to the problems of the copra and banana industries, the loss of desiccated coconut exports in 1975 was \$83,015 lower than in 1974. The value of all exports for 1975 was \$58,973 lower than the 1974 value.

The tourism and handicraft industries do not expect to do particularly well in 1976, with an expected drop of 50 per cent in the number of cruise ship visitors.

In the first six months of 1975, there was a drop of about \$250,000 from Tongan workers in New Zealand, compared with the first six months of 1974. In 1975, 3,722 Tongans returned home after working in New Zealand. New Zealand recruited only 266 new workers in the same year.

In merchant shipping, in spite of

colossal losses incurred in the charter of the Tauloto II, the Pacific Navigation Co recently took over the running of the Fijian Swift, 2,000 tons, on a bare boat charter for two years. The boat has been renamed Ha'amotaha. It is servicing Nukualofa, Apia, Neiafu and Auckland.

A number of informed people in Tonga are said to be concerned over the charter deal as Pacific Navigation Co is heavily in debt. If the report of the \$1 million debt is true then the charter is, according to one comment in Nukualofa, "a foolish one or a courageous one, depending on one's point of view".

PNG firm opens new factory at Lae

Tunubada Dairy Products Pty Ltd has built a new factory at Lae to cater for the area's requirements for milk, ice cream and ice cream confections. The factory cost more than K1 million. The company has a similar factory at Port Moresby.

Some Lae products are air-freighted to Mt Hagen, Goroka and Bulolo. When suitable freezing and refrigeration facilities are available some of the factory's output will be shipped to Rabaul, Madang, Wewak and Kimbe.

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Produce Prices

Unless otherwise stated, quotations are in Australian currency. Australian dollar (February 16) equalled: New Zealand, \$1.2063 (buying), \$1.2019 (selling); Fiji, \$1.0976 (buying), \$1.0736 (selling); Western Samoa, tala, 0.9692 (buying), 0.9550 (selling); US, \$1.2659 (buying), \$1.2609 (selling); UK, £0.6261 (buying), £0.6207 (selling); Tonga, pa'anga, 0.8826 (buying), 0.8650 (selling); French Pacific, CFP, 103.42 (buying), 101.87 (selling).

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 do not 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.

Tentative prices are: Per tonne, delivered main ports, hot-air dried, K136; FMS, K133; smoke-dried, K131.

FIJI: — The board fixes prices on Philippines copra, taking into account freight, taxes, selling costs, shrinkage, etc. The price is subsidised. Latest prices were: Fiji 1, \$190; Fiji 2, \$171; CAS, \$70.

NEW HEBRIDES: — Copra sold direct by planters to France and Japan. Burns Philp paying on wharf, Vila or Santo, Oct 31 4.000 NHF, Feb 6, 89 met francs 100 kg cif Marseilles.

US TRUST TERRITORY: — 1st grade, \$90, 2nd grade, \$80, 3rd grade, \$70. Outer Islands, \$65, \$55 and \$45 ton for the three grades, if serviced by government ships and \$55, \$45 and \$35 if serviced by private ships.

EXCHANGE RATES

FIJI: — Feb 16: Through Bank of NSW, ANZ Bank, Bank of NZ, Bank of Baroda, First National City Bank, Aust \$ on Fiji buying \$F1 = \$A.89.

COOK IS., NIUE: — New Zealand currency is used.

NEW HEBRIDES: — Feb 16: Through Banque Nationale de Paris (Sydney), Indosuez Bank, ANZ Bank, Bank of NSW, National Bank of Aust, Commercial Banking Co of Sydney, Commercial Bank of Aust, Hong Kong and Shanghai Banking Corp, Barclays Bank International, \$A1 = NHF 91.89 (buying), 90.48 (selling) — airmail transfer rate.

WESTERN SAMOA: — Through Bank of Western Samoa, controlled from NZ, \$WS. Tala 1 = \$A.97 (buying).

TONGA: — Tongan dollar (pa'anga) = \$A.89 (buying).

NORFOLK IS., SOLOMON IS., GEIC, NAUO: — Australian currency used; no exchange payable in transactions with Australia.

PAPUA NEW GUINEA: — PNG kina and toea used; no exchange payable, at present, 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 Feb 16 quoted: \$A1 = 103.37 CFP (buying), 101.80 CFP (selling). Paris-London: £1 = 9.0550 francs (buying), 9.0450 francs selling. Pacific franc—London: £1 = 165.0909 CFP (buying), 164.9090 (selling), CFP to 1 metropolitan franc 18.43 (buying), 17.94 (selling).

Banks should be approached for daily rates.

COOK ISLANDS: — All production is sold to Abels Ltd, Auckland. Prices are based on average world prices for the prior three or six months, and remain in force for three months.

GILBERT ISLANDS: — \$179.20 a ton, or 8c a pound.

WESTERN SAMOA: — 1st grade, \$WS109.50, 2nd grade \$WS96.50.

TONGA: — All copra sold to EEC. 1st grade, grade, \$T70; 2nd grade, \$T58.

OTHER PRODUCE

COCOA: — Islands rates are based on Ghana prices. Ghana price on Feb 13 was spot Estg750 ton, cif, UK Continent.

Feb 13, in store, Rabaul, export quality, K950 per tonne; delivered ex wharf Sydney \$1,190 per tonne.

Solomons: — Delivered to Agriculture Dept. offices in Honiara and Aukl. Recent price was 25c per lb dried beans first grade, 20c second grade.

Western Samoa: — Ungraded beans, \$23.50 (100 lb).

COFFEE: — PNG, Feb 16. Good quality, A Grade 187½c per kg; B Grade, 183c; C Grade, 178c, Y Grade, 178c (ex-store Sydney).

W. Samoa: — Recently, WSTLC ground and dried beans, 60 sene per lb wholesale.

PEANUTS: — PNG: Sydney agents reported recently f.o.b., Lae: Kernels—white Spanish 19c lb.

BROOMCORN: — Fiji, 1st grade, 16½c lb, 2nd grade, 14½c lb.

RICE (Aust): — PNG: Dried brown, 25 kilo bags, \$298.94 per tonne. Vitamin enriched white, 25 kilo bags, \$303.94 per tonne, all f.o.w. Sydney/Melbourne. **Pacific Islands:** Calrose med. grain, white, 25 kilo bags, \$310 per tonne. Kulu long grain white, 25 kilo bags, \$355 per tonne. All prices c.&f. Sydney/Melbourne.

RUBBER: — Singapore, Feb 11, 41c a kilo.

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.

● Mr Charles Grey, 46, has been appointed manager of Air Niugini, succeeding Mr Ralph Conley. Mr Grey was manager of Talair, the major third level airline in PNG.

TUVALU TALKING...

One of Tuvalu's leading politicians and an early supporter of separation from the Gilberts, Mr Sione Tui Kleis, has been appointed Speaker of the Tuvalu House of Assembly. He has resigned his seat as member for Nui. Aged 44, Mr Kleis was a member of the GEIC House of Assembly for eight years.

Tuvalu has opened a postage stamp bureau to handle the sale of Tuvalu's stamps to collectors. The manager is Mr A. Kennett who recently arrived from Bristol in England.

Agreement has been reached with Fiji Air Ltd for a fortnightly Beechcraft Baron service between Fiji and Funafuti. Flying under an Air Pacific number, Fiji Air will operate on alternate Sundays in the same week as Air Pacific's HS-748 service so that visitors to Funafuti can enjoy a three-day stay in Tuvalu.

... And Tonga

Tonga has been strengthening her diplomatic ties and has made an unusual appointment—Mr Dill Waterhouse, one of Australia's biggest and most colourful turf bookmakers, as honorary Consul for Tonga in Sydney.

The Counsellor of the Russian Embassy in New Zealand, Mr A. Makarov, has also been in Tonga to discuss arrangements for the establishment of diplomatic ties between the two countries.

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SHIPPING

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 - AUCKLAND - NORFOLK IS - NEW CALEDONIA

Compagnie des Chargeurs Caledoniens operates four-weekly cargo service Sydney-Lord Howe Island-Norfolk Island-Auckland-Norfolk Island-Noumea.

Details: Hetherington Kingsbury Pty Ltd, 7-49 Pitt Street, Sydney (27-1671).

SYDNEY - NEW CALEDONIA

Somacal operates 21-day service from Sydney to Noumea.

Details from Karlander (Aust) Pty Ltd, 19-31 Pitt Street, Sydney (27-6301).

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.

Details from P & O Booking Centre, World Travel Headquarters Pty Ltd, 33 Bligh Street, Sydney (232-4844).

SYDNEY - NZ - FIJI - TONGA - VILA - NOUMEA - SAMOAS - TAHITI

Sitmar Cruises operates a South Pacific cruise programme to include most of the above countries 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, Hobart and Cairns calling at most of above countries.

Details from Wilh. Wilhelmsen Agency Pty Ltd, 13-15 Bridge Street, Sydney (2-0517).

P & O liners call at Suva, Lautoka, Honiara, Santo, Pago Pago, Auckland, Vila, Noumea, Honolulu, Nukualofa and Vavau, Savusavu, regularly on cruises from Australia.

Details from P & O Booking Centre, World Travel Headquarters Pty Ltd, 33 Bligh Street, Sydney (232-4844).

AUSTRALIA - NEW CALEDONIA - NEW HEBRIDES

Compagnie des Chargeurs Caledoniens operates three-weekly cargo service from Sydney to Noumea, Port Vila, Santo.

Details: Hetherington Kingsbury Pty Ltd, 37-9 Pitt Street, Sydney (27-1671).

Sofrana-Unilines ships serve Noumea every three weeks from the main ports along the east Australian coast and Port Vila monthly from Melbourne and Sydney.

Details from Sofrana-Unilines, 37 Pitt Street, Sydney (27-2031), Burns Philp and Co Ltd, 40 Collins Street, Melbourne (67-8941) and John Swire and Sons, Brisbane (46-1155).

South Pacific United Lines maintain a two-week cargo service from Sydney to Noumea, Vila and Santo.

Details from Omni Traders & Brokers Pty Limited, 261 George Street, Sydney (241-2872/6).

AUSTRALIA - FIJI

Sofrana-Unilines (Fiji Express Line) operates to Suva every three weeks from the main ports on the east coast of Australia, and monthly to Lautoka from Melbourne and Sydney.

Details from Sofrana-Unilines, 37 Pitt Street, Sydney (27-2031); Burns Philp and Co Ltd, 340 Collins Street, Melbourne (67-8941).

AUSTRALIA - FIJI - W. SAMOA

Nauru Pacific Line operates monthly conventional/container service from Sydney and

Brisbane to Fiji and Western Samoa.

Details from Nauru Pacific Line, 227 Collins Street, Melbourne (654-4977); Intercean Swire, 8 Spring Street, Sydney (20-522); Dalgety Shipping, 79 Eagle Street, Brisbane (31-0331).

Karlander (Aust) Pty Ltd operates three weekly cargo services from Sydney to Suva and Lautoka.

Details from Karlander (Aust) Pty Ltd, 19-31 Pitt Street, Sydney (27-6301); Dalgety Shipping, 461 Bourke St, Melbourne (60-0731); Burns Philp (SS) Co Ltd, Suva and Lautoka.

AUSTRALIA - TAHITI - MEXICO - US

South Pacific United Lines maintain a six weekly service from Sydney to Papeete, Mexico and US.

Details from Omni Traders & Brokers Pty Limited, 261 George Street, Sydney (241-2872/6).

AUSTRALIA - PNG

Containers Pacific Express (Burns Philp and AWP Line) operates four-weekly cargo service from Melbourne and Brisbane with Samos to Port Moresby and Lae and three-weekly cargo service from Sydney (direct) to Lae and Port Moresby with Nimos.

Details from Burns Philp & Co Ltd, 51 Pitt Street, Sydney (241-3816).

Farrell Lines operates a service every 18 days from Tasmania, Melbourne, Sydney and Brisbane to Lae and Rabaul.

Details from Wilh. Wilhelmsen Agency Pty Ltd, 13 Bridge Street, Sydney (20-517), 60 Market Street, Melbourne (61-3031), Burns Philp (NG) Ltd, Rabaul, Robert Laurie-Carpenter (NG) Pty Ltd, Lae.

New Guinea Express Lines with two ships operates three-weekly Melbourne, Sydney, Brisbane, Port Moresby, Lae, Rabaul.

Details from New Guinea Express Lines, PO Box R73, Royal Exchange PO, Sydney (241-3991) and 70 Eagle St, Brisbane (221-9333), Westralian Farmers Transport Pty Ltd, 459 Little Collins St, Melbourne (67-8291), Breckwoldt's Shipping Agencies in Port Moresby, Lae, Rabaul, Niugini Pty Ltd, Rabaul.

Karlander New Guinea Line's cargo vessels call at Melbourne, Sydney, Lae, Madang, Wewak, Manus, Kimbe.

Details from Karlander (Aust) Pty Ltd, 19-31 Pitt Street, Sydney (27-6301); Dalgety Shipping, 461 Bourke St, Melbourne (60-0731).

AUSTRALIA - PNG - BSIP

New Guinea Australia Line's vessels operate from Sydney and Brisbane to Port Moresby, Lae, Rabaul, Kavieng, Wewak, Honiara, Kieta, Gize, Madang and Samarai.

Details from Intercean Swire, 8 Spring Street, Sydney (20-522).

AUSTRALIA - NG - MICRONESIA - GUAM

Nauru Pacific Line operates monthly conventional/container service Melbourne/Sydney to New Guinea, Koror, Guam and Micronesia.

Details from Nauru Pacific Line, 227 Collins Street, Melbourne (654-4977); Intercean Swire, 8 Spring Street, Sydney (20-522).

US - PNG

Farrell Lines operates regular services from all US west coast ports to Lae and Rabaul.

Details from Wilh. Wilhelmsen Agency Pty Ltd, 13 Bridge Street, Sydney (20-517), One Embarcadero Centre, Suite 701, San Francisco, Burns Philp (NG) Ltd, Rabaul and Kieta, Robert Laurie-Carpenter (PNG) Pty Ltd, Lae.

PNG - US - CANADA

Farrell Lines operates regular services from Lae and Rabaul to US west coast ports and Vancouver.

Details from Burns Philp (NG) Ltd, Rabaul, Robert Laurie-Carpenter (PNG) Pty Ltd, Lae, PFEL, One Embarcadero Centre, Suite 701, San Francisco and Wilh. Wilhelmsen Agency Pty Ltd, 13 Bridge Street, Sydney (20-517).

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 Intercean Swire, 8 Spring Street, Sydney (20-522).

Royal Intercean Lines operates monthly cargo service with three ships from Surabaya, Bangkok, Port Kelang and Singapore to Suva and NZ ports.

Details from Intercean Australia Services, 261 George Street, Sydney (2-0573), Burns Philp (SS) Co Ltd, Suva and Lautoka.

Ben Shipping Co (Pte) Ltd, sailing monthly from Singapore, Hong Kong, Keelung, Kaoshiung, Suva and main NZ ports.

Details from Seafarers (Fiji) Ltd, GPO Box 152, Suva, Fiji.

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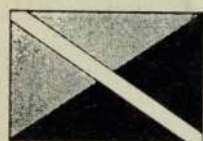
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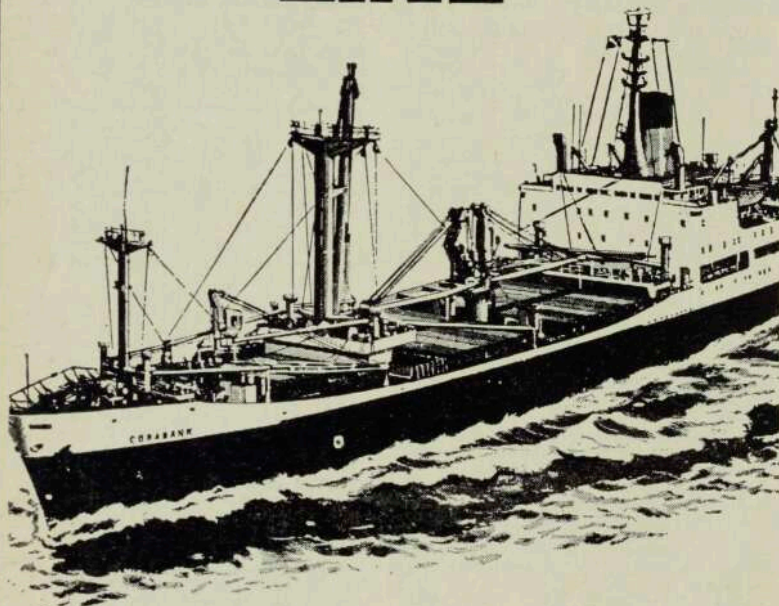
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China Navigation Co's vessels operate a regular cargo service from Hong Kong, Taiwan and Singapore to Rabaul, Wewak, Madang, Lae, Port Moresby, Honiara, New Hebrides, Noumea, Papeete and Samoa.
Details from InterOcean Swire, 8 Spring Street, Sydney (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 (290-2966).

Messageries Maritimes operates five cargo services a month from north and Mediterranean European ports to Papeete and Noumea.

Details from Messageries Maritimes, 4-B Bligh Street, Sydney (221-2522).

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.

TONGA - SAMOA - FIJI - NORFOLK IS - AUSTRALIA

Pacific Navigation Co Ltd operates a monthly cargo service between Nukualofa, Apia, Suva, Lautoka and Norfolk Is to Sydney.

Details from Karlander (Aust) Pty Ltd, 19-31 Pitt St, Sydney (27-6301); Burns Philp (SS) Co Ltd.

NZ - FIJI - TONGA - SAMOAS - TAHITI

Union Steam Ship Co of NZ operates a fully containerised service-Auckland-Suva-Pago Pago-Apia-Nukualofa every 14/16 days.

A 28-day service by conventional ship is operated from Auckland to Papeete, Apia and Nukualofa.

Details from Union Steam Ship Co of NZ Ltd, PO Box 12, Auckland, or from branch offices/agents in Fiji, Tonga, Samoa and Tahiti.

NZ - NORFOLK IS

Compagnie des Chargeurs Caledoniens operate four-weekly cargo service from Auckland to Norfolk Island.

Details from Maritime Services Ltd, 14-18 Customs Street E, Auckland (75-509).

NZ - N CALEDONIA - N HEBRIDES - NG - BSIP

Sofrana/Unilines with two 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 - N CALEDONIA

Compagnie des Chargeurs Caledoniens operates four-weekly cargo service from Auckland to Noumea.

Details from Maritime Services Ltd, 14-18 Customs Street E, Auckland (75-509).

NZ - PNG

Farrell Lines operates regular service every 18 days from Auckland to Lae and Rabaul.

Details from Dalgety NZ Ltd, 41/45 Albert Street, Auckland (71-859), Burns Philp (NG) Ltd, Rabaul, Robert Laurie-Carpenter (PNG) Pty Ltd, Lae.

NZ - FIJI - NORTH AMERICA (WC)

Crusader cargo ships call at Suva, Levuka and Honolulu on NZ-US west coast trips and at Suva and/or Lautoka on US-NZ return trips.

Details from Blue Star Port Lines (Management) Ltd, P.O. Box 192, Wellington (739-029); Burns Philp (SS) Co Ltd, Suva.

NZ - FIJI

Reef operates a regular 18 day service from Auckland to Suva and Lautoka.

Details from Reef Shipping Agencies Ltd, P.O. Box 3382, Auckland, NZ (71-221-3).

NZ - TONGA - SAMOA

Pacific Navigation Co Ltd operates two ships Auckland-Lyttelton-Nukualofa-Vavau-Apia

on a 14-21-day schedule, and other ports by inducement.

Details from the Northern Steam Ship Co Ltd, 22-24 Quay Street, Auckland (362-730).

NZ - FIJI - SAMOA

Pacific Line with one ship operates monthly cargo service, New Zealand, Lautoka, Suva, Apia.

Details: Sofrana-Unilines, 42 Customs Street, Auckland (73-279) PO Box 3614, Telex: NZ 2313.

NZ - COOK IS - NIUE

The Shipping Corporation of NZ Ltd with Toa Moana and Lorena, operates cargo services from Auckland to Rarotonga and Aitutaki (fortnightly) and Niue (monthly).

Details from The Shipping Corp of NZ Ltd, PO Box 3420 Auckland (379-430); Waterfront Commission, PO Box 61, Rarotonga; Lighterage and Stevedoring Co, Aitutaki; Niue Govt Offices, Niue Island.

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 - TAHITI - N. CALEDONIA -

N. HEBRIDES - PNG - SOLOMONS -

GILBERT IS

Bank Line operates a monthly direct cargo service from Europe, via the Panama Canal to Papeete, Noumea, Vila, major PNG ports and Honiara, occasionally to Tarawa, Santo, Kieta, Jayapura and Yandina and return.

Details from Bank Line (A/asia) Pty Ltd, 1 York St, Sydney (27-2041); Burns Philp (SS) Co Ltd, Suva.

EUROPE - TAHITI - W SAMOA - FIJI - N CALEDONIA

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Details: InterOcean Aust. Services Pty Ltd, 261 George Street, Sydney (2-0573).

US - SYDNEY - GEIC - HONOLULU

Columbus Line operates a three weekly container 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 (290-2966).

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 (27-2041).

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 World Travel Headquarters Pty Ltd, 33 Bligh Street, Sydney (232-4844).

US - A. SAMOA - NZ - AUST - PNG

Farrell Lines LASH ships operate regularly from US to Australia, via Pago Pago and Auckland, returning via PNG ports.

Details from Wilh. Wilhelmsen Agency Pty Ltd, 13 Bridge Street, Sydney (20-517); 60 Market Street, Melbourne (61-3031); PFEL, 1 Embarcadero Centre, Suite 701, San Francisco (576-4000); Dalgety NZ Ltd, Auckland (71-859); Knechtel Maritime Services, Pago Pago (633-5121).

US - TAHITI - SAMOA

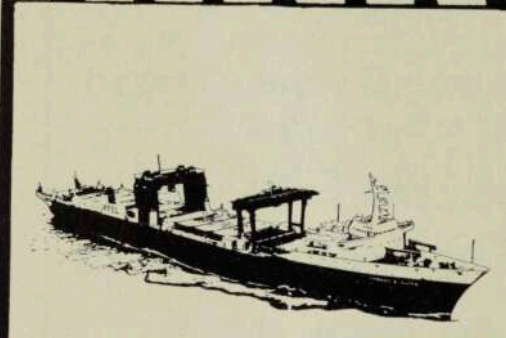
Pacific Islands Transport operates a five/six weekly cargo service from North American west coast ports to Papeete, Pago Pago, Apia.

Details from Trans-Austral Shipping Pty Ltd, 19 Pitt Street, Sydney (27-2441).

Polynesia Line operates container and general cargo service from US west coast ports to Papeete and Pago Pago.

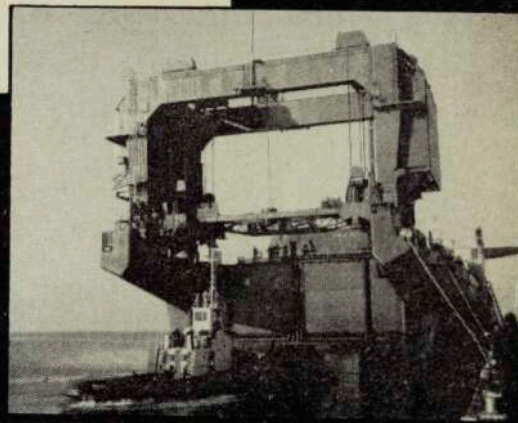
Details from Polynesia Shipping Services Inc, PO Box 1478, Pago Pago (96799).

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Tahiti: J. A. Cowan & Fils, Papeete
Tonga: E. M. Jones Ltd., Nukualofa
New Hebrides: Agence Maritime Raymond Velicite, Port Vila
A. Samoa: Toko Shimasaki Agencies Ltd., Pago Pago
W. Samoa: Morris Hedstrom Ltd., Apia
Fiji: Carpenter Shipping, Suva & Lautoka
PNG: Carpenter Shipping Agencies, Port Moresby, Rabaul
New Caledonia: Agence Maritime Du Rond Point Du Pacific,
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New Zealand, Tahiti, US.
Air-NZ (DC10s)—New Zealand, Fiji, Hawaii,
US.
Air Nauru (F28)—New Caledonia, Solomon
Islands, Nauru, Tarawa, Majuro.
Air Niugini (720s)—PNG.
Advance Aviation (from Sydney), North Coast
Airlines (from Coffs Harbour) and Oxley Air-
lines (from Port Macquarie)—Lord Howe Is

FROM NEW ZEALAND

Air-NZ (DC8s, DC10s, F27)—Fiji, American
Samoa, Cook Is, Tahiti, Hawaii, US, New
Caledonia, Norfolk Is.
PAA (707s)—American Samoa, Tahiti, Hawaii,
US.
UTA (DC8)—Tahiti.

PACIFIC - FAR EAST - S. AMERICA

Air Nauru (F28 or 737)—Nauru to Micro-
nesia, Okinawa, Japan, Taiwan, Hong Kong.
Air France (707s)—Japan to Tahiti, Peru.
Air Niugini (707s)—to Manila.

PACIFIC IS - AUST

Air Pacific (BAC111)—From Fiji, via New
Hebrides or New Caledonia, to Brisbane.
Air Nauru (F28 or 737) flies to Melbourne.
Air Niugini (727s and Fokker Friendships,
to Cairns and Brisbane.
Norfolk Island Airlines (Beechcraft) to
Brisbane.

PACIFIC IS - NZ

Air Pacific (BAC111)—Fiji-Tonga-NZ.

INTER-TERRITORY

Lan-Chile (707s)—Easter Is, Tahiti.
Air Pacific (BAC111 and HS748s)—Fiji to
GEIC, Nauru, Western Samoa, Tonga, New He-
brides, Solomon Islands, New Caledonia, PNG.
Fiji Air Services—Wallis and Futuna (charter).
Qantas (707s)—PNG to Singapore.
PAA (707s)—Hawaii to Am. Samoa and Tahiti,
US.
UTA (707s, Caravelles) from New Caledonia
to Fiji, New Hebrides, Wallis Is, Tahiti.
Continental-Air Micronesia (727s) from
Hawaii to Micronesia.
Air Nauru from Nauru to Tarawa, Marshall
Is, Wallis Is, Fiji and Western Samoa.
Polynesian Airlines from Apia to Tonga,
Niue Is, Fiji, Am. Samoa.
South Pacific Island Airways flies between
American and Western Samoa.
Air Tahiti from Tahiti to Cook Is.
Air Niugini to Irian/Jaya, Solomon Is,
Philippines.
Norfolk Island Airlines (Beechcraft) to
Noumea.

INTERNAL

Fiji—Air Pacific (HS748s and Trislanders),
Fiji Air Services (Beech Barons and Islanders).
French Polynesia—Air Polynesie (Fokker
Friendships), Air Tahiti.
US Trust Territory and Guam—Continental-
Air Micronesia (727s) and Air Pacific Interna-
tional Inc.
GEIC—Air Pacific.
PNG—Air Niugini, Aerial Tours, Talair,
Melanesian Airlines, Crowley Airways.
Bougainville—Bougainville Air Services.
New Caledonia—Air Caledonie (Twin Otters).
New Hebrides—Air Melanesiae (Islanders).
Solomon Is—Solair (Beech Barons and
Islanders).
Tonga—Tonga Internal Air Service (Islanders).
Cook Is—Cook Island Airways (Islander).
Norfolk Island Airlines (Beechcraft)—Norfolk
Is-Lord Howe Is.
Western Samoa—Air Samoa Ltd, and Samoa
Aviation Ltd.

From p 13

he would not talk outside Port Moresby.

On February 11, Mr Somare and the chairman of secessionist government, Father John Momis, issued a joint statement announcing that the first round of talks would be held in Bougainville on February 16.

Fearing that speculation in the press could jeopardise the negotiations, both men asked reporters to exercise restraint while covering the talks held behind closed doors on Arovo Island off Kieta.

The government team, led by Mr Somare, did not include Sir Paul and Mr Mola.

The Bougainville team, led by Fr Momis, did not include the executive secretary of the secessionist government, Dr Alexis Sarei, who has been a prominent advocate of the secessionist cause.

Mr Somare's surprising lack of concern in the past quickly vanished when the secessionists went on the warpath and took control of the island.

Patrol posts, sub-district offices, and prisons were burnt or torn down and records destroyed. Airstrips were damaged.

The talks began in a much more favourable atmosphere than has existed for some time, Mr Somare and Fr Momis declaring in a joint statement that, despite differences, there was considerable goodwill on both sides.

They felt it was imperative that talks should not be allowed to break down again.

The Prime Minister said that, where there were obvious major differences in approach for a settlement, these had been noted and would be further discussed after each side had further considered its position in relation to these matters. Where there was broad agreement these areas would be noted and action initiated to firm up the understanding to the satisfaction of both teams.

Mr Somare and Fr Momis said they did not expect a full settlement for some time as there were bound to be many areas of contention. It would only be through continuing talks that a meaningful settlement could be reached for the benefit of all people in Papua New Guinea.

Both sides were pleasantly relaxed at the end of the first day's talk and took things in the right spirit at a cocktail party hosted by the Prime Minister at the Davara Motel, Kieta.



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Deaths of Islands People

Dr B. Duncan

Dr Bryan Duncan, a well-known Suva doctor, died on January 25, aged 40. He went to Fiji about 14 years ago from England to work under the South Pacific Medical Service Scheme. He resigned in 1964 and set up his own practice in Suva. He leaves a widow and four children.

Rev W. A. Walter, SJ

The Rev Father William A. Walter, a Jesuit missionary in the outer islands area of Yap District in Micronesia, died recently in New York, aged 69. His remains were flown to Ulithi Atoll for burial. During World War II, Father Walter

was a chaplain with US troops in Australia and the Philippines.

In 1947 he volunteered for missionary work when Pope Pius XII asked New York Jesuits to accept the mission in the Carolines and the Marshalls. The Congress of Micronesia, in 1974, voted unanimously to make him an honorary citizen of Micronesia in recognition of his work in the territory.

Among his accomplishments were an appeal to the US Congress on behalf of outer islands people over fair compensation for death and destruction in World War II; creation of a construction fund to build typhoon-proof concrete buildings in the outer islands; creation of an education fund for outer islands students attending schools outside Yap District; involvement in the promotion of political education among his parishioners; and serving as an appraiser for outer islands chiefs.

Mr Choy Gopal

Mr Choy Gopal, the first Indian to become a mayor in Fiji, died at Lautoka on February 3, aged 57. He was elected Mayor of Lautoka in 1957 after being elected to the Lautoka Town Council in 1956.

On his retirement from the council, Mr Gopal became secretary of the Lautoka Club, then joined Beachcomber Cruises, of which he was general manager at his death. He was keenly interested in soccer and boxing, and refereed both sports. He also played cricket.

Mrs Zena Borron

Mrs Zena Borron, a member of an old European family in Fiji, died on February 6 at Suva. She was born in Fiji just before the turn of the century, the daughter of Mr and Mrs John Rennie. Her grandparents arrived in Fiji in the 1860s as cotton planters.

She married Mr James Borron, member of another old Fiji family, at San Francisco in 1927. With her husband she lived on Mago Island, Lau, and in Suva. Mago Island is managed by one of their sons, Jim. Another son, Arthur, lives in northern NSW.

Mrs Borron was active in community work in Suva. She was a member of the Fiji Women's Club and the YWCA.

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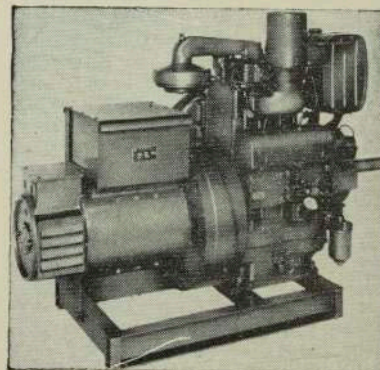
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A NEW SPC

om p 29

industries, a reliable and economical method of distilling sea water and all exploration of the problem of productive Island soils. The Cook Islanders tried to adapt techniques devised for producing food crops and sweet water in the Arabian desert to the needs of their atolls. Expert advice and more applied research could perhaps have helped them to succeed and could certainly have saved them from expensive failure.

Somebody should make these problems known and perhaps should arrange for specialised work directed to their solution. The SPC has arranged expert enquiries into development bank facilities and the tourist industry. The scope for more work is immense.

In this article I have tried to suggest the scope for possible aid in South Pacific. In outline it covers:

1. Material aid for economic development. Island leaders know their needs and, to a considerable extent, have defined them in development plans. The need is to co-ordinate these plans and to supply the supplementary money, material and skills needed for their realisation.

2. Further education and training, particularly in the fields of communications, transport, management, finance, administration and manufacturing.

3. A means of defining and making known the legitimate interests and rights of South Pacific peoples and perhaps ensuring that those rights and interests are safeguarded.

The channelling of developed techniques and research facilities into work for the solution of problems specific to Pacific Islands. Health and social problems, often made apparent by the adjustment to a Western way of life, should be included here.

If we take the wider view which suggests, a conference to review the work of the South Pacific Commission will appear as not worth the effort. But if the conference can come with a statement of what Islanders desire and expect from their own organisation, worthwhile progress can be seen.

Additionally, an organisation can be planned with the resources, skill and the working methods to do what it should, the conference will have done its job.

But, perhaps in the process, the South Pacific Forum, the South Pacific Bureau for Economic Co-operation and the South Pacific Commission will all have been recycled.

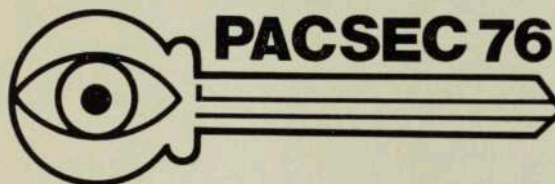
CAMPAIGNING AT THE BAR

The new parliament in Western Samoa could be one of the most active the country has had if the vigour some candidates for election showed is a guide. Some of them travelled far and wide to woo the voters with promises, and it was even suggested that some broke the law by offering strong drink to the voters! There must have been something in it, for the Chief Returning Officer, Mr Feesago S. Fepulea'i, warned of heavy penalties provided

by law for candidates who indulged in illegal practices.

But a number of candidates were apparently not sanguine about their chances of election. Twenty-one of them withdrew from the race early in February. It was then left to 165 candidates to fight for 43 seats; four seats were already filled as the candidates were elected unopposed. Polling was scheduled for late in February.

● The Western Samoa Government has accepted an offer by a West German consortium to open a brewery in Apia. The West German interests are the firms of Brahasse, Breckwoldt and DEG.



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which must balance each year, had still not been voted for 1976 in February, and the administration continued on provisional monthly estimates.

The Paris government's refusal to pay the 1,000 million CFP subsidy sought by the Territorial Assembly was announced by Governor Eriau on January 26, after his return from Paris. The governor said, however, that the state would be prepared to take over the departments of health and education in the territory and thus relieve local expenditure. The Caledonians fear such a move as an encroachment upon local control over this important area.

Referring to this concern, Governor Eriau was quoted in the local press as mentioning the word

"departmentalisation" (note, not simply "department") and saying "This word does not exist in the dictionary . . . I met the Prime Minister . . . and not for a moment was this barbaric expression on his lips".

Whatever the Governor and Prime Minister may or may not say, talk of New Caledonia being drawn closer into France as a "department" rather than continuing as a "territory" is certainly the subject on everyone's lips in Noumea.

In a lengthy condemnation of Paris policy, a letter from the anti-autonomist parties was sent to the French Government on January 21. The letter blamed the Paris government for building up the territory's debts and public service with a promise of increasing nickel metal production up to 200,000 tonnes in 1975, whereas the output would still only be about 65,000 tonnes in 1976.

In the meantime, the territorial budget had been increased from 2,300 million CFP in 1968 to 12,000 million CFP (\$A120 million) in 1976. To match this expenditure, the territory had provided for 5,117 million CFP taxes in 1974 and 8,833 million in 1976, despite the economic crisis. (Most of these taxes are on imports and exports, and other indirect taxes). This is for a population of about 130,000 of whom 40 per cent are Melanesians.

The Noumea Chamber of Commerce has added its protest to the growth of the public service and local expenditure by pointing out that from 1968 to 1976, the value of the territory's exports (nickel) has increased 2.8 times, whereas the territorial budget has increased 5.7 times.

Among the solutions proposed by all political parties is that France should take over the expense—about \$A5 million annually—of the metropolitan French public servants sent out to the territory.

But despite all the protests, the strategy remains the same. The French bureaucracy will have their way and New Caledonia will gradually find itself directed more and more by public servants from Paris—which will always make Noumea-watching a fascinating pastime.

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