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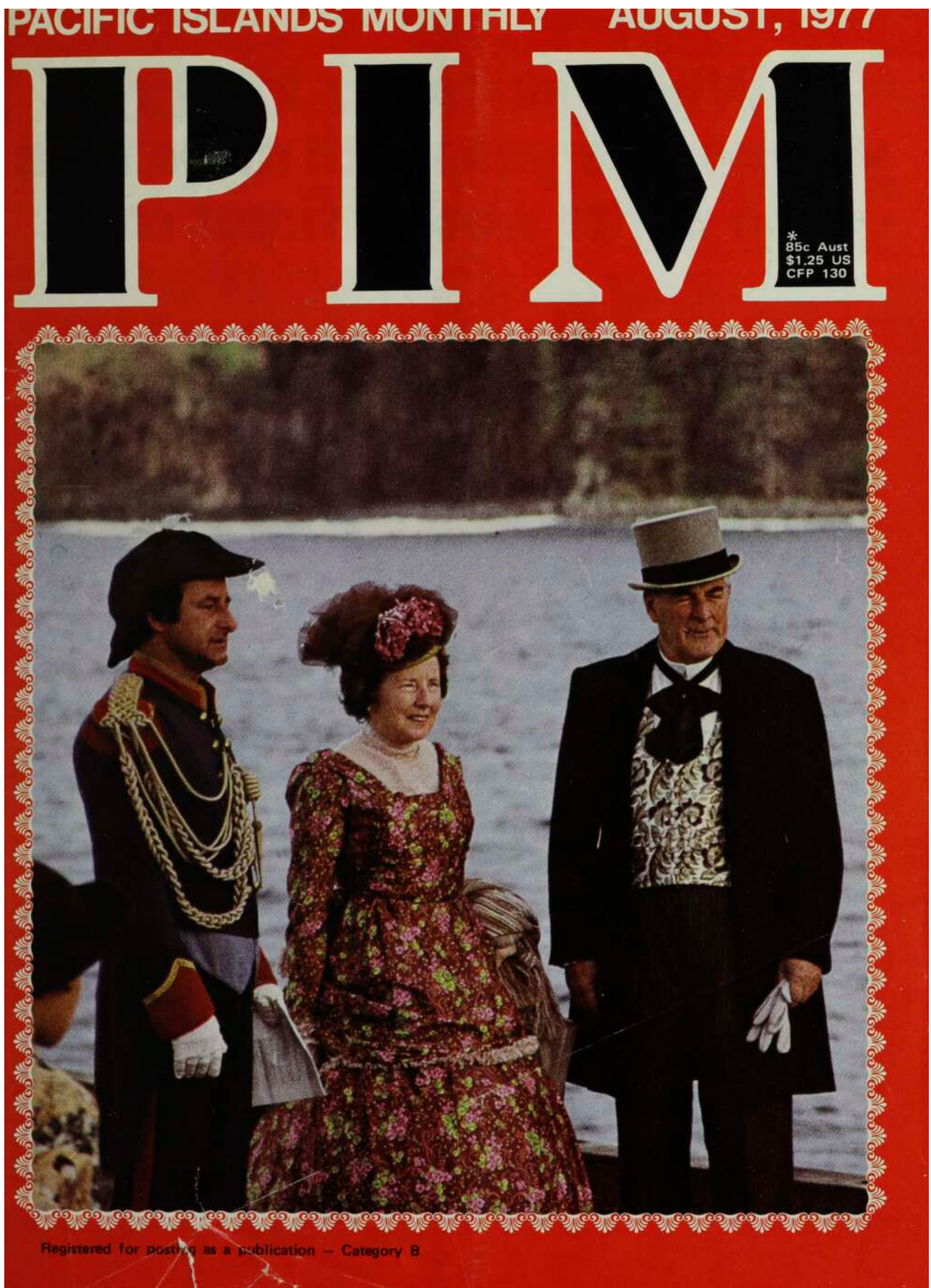
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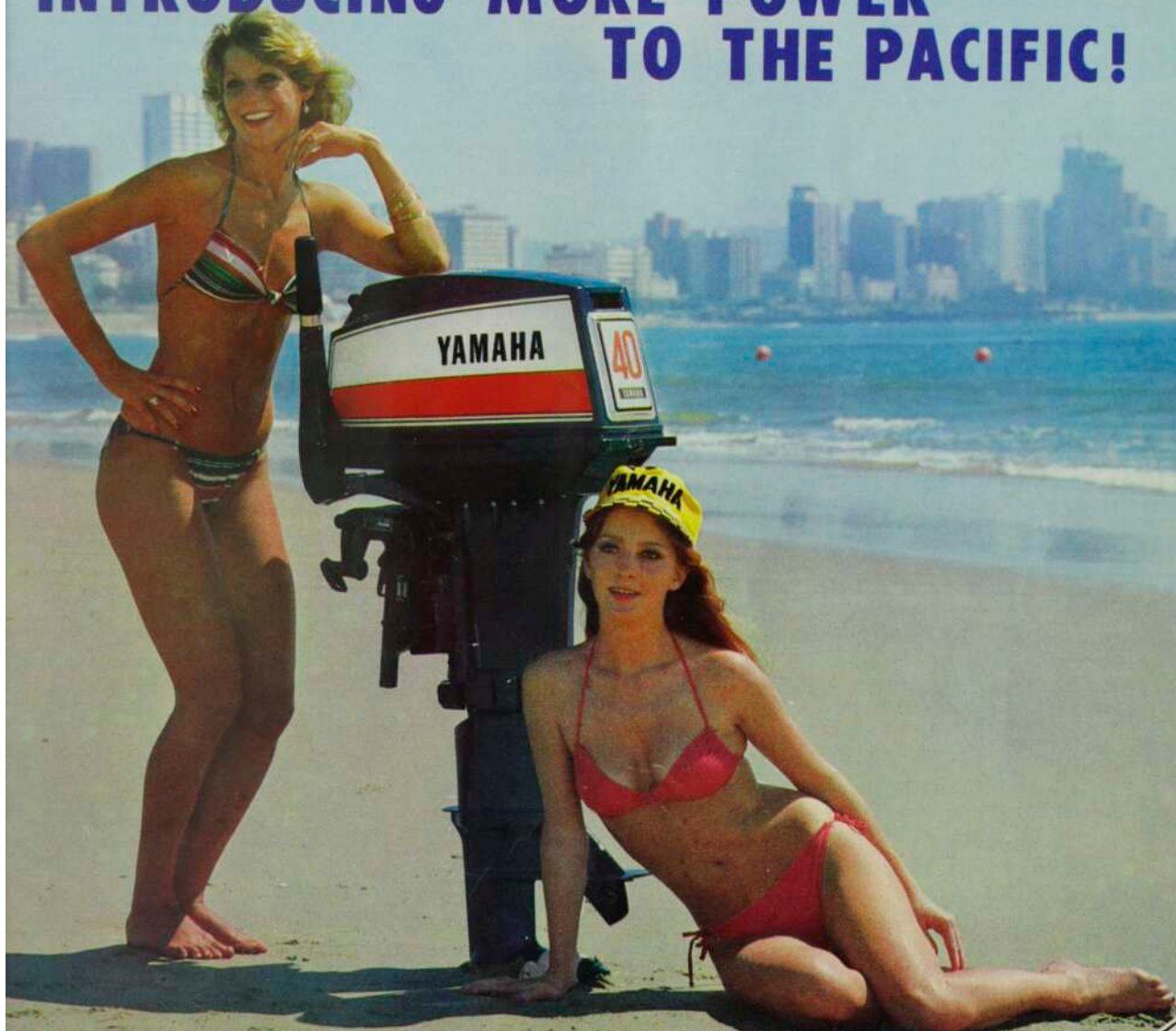


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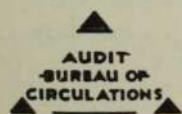
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PACIFIC ISLANDS MONTHLY — AUGUST, 1977



Up Front with the Publisher

The Banaban appeal to the British High Court for justice over Ocean Island phosphate ended last year in a great moral victory for the Banabans, who had the satisfaction of hearing a British judge condemn the British Government and the British Phosphate Commissioners (who include Australia) over many aspects of their treatment.

Unfortunately, when it came to a cash settlement, the legal niceties of the complicated, long-running case prevented the judge, Sir Robert Megarry, from meeting the Banabans' very substantial claim for back royalties.

But he did find that the Banabans were entitled to compensation from the BPC for the damage to their land by the extraction operations, and suggested that these be "neither nominal nor very large". He fixed no specific sum.

And Sir Robert did make it clear that despite the purely legalistic consideration, Britain should make some financial recompense to the islanders for its treatment of them. Again, he suggested no figure.

The Banabans, all but about 50 of whom these days live on Rabi Island in Fiji, and who are Fiji citizens, now have some figures.

In May, Britain announced that she, Australia and New Zealand (through the BPC) would make available \$A10 million (£6.5 million sterling) to the Banabans as an ex-gratia payment on condition that no further claims would be made arising out of past events.

And in July, just as this issue of PIM was going to press, I heard from London that the BPC had offered the Banabans \$A1.5 million for the damage to their land, in the case where the sum was to be "neither nominal nor large".

The Banabans have said they will accept the \$10 million on condition that they have immediate independence for Ocean Island, which is part of the Gilbert Islands colony.

I understand they have no intention of accepting the \$1.5 million offered as damage settlement, regarding it as almost derisory.

What this means is that we can expect the Banaban issue to be continued for a long time yet. But it will be independence for Ocean Island, not necessarily the financial issue, which is likely to be

the major sticking point because it takes the whole matter into a far more emotive area, of brother against brother.

It really started back in 1886, when Britain and Germany cosily agreed to divide the Western Pacific into "spheres of influence". On the "British side" were Ocean Island and the Gilbert Islands. Britain in 1892 declared a protectorate over the Gilberts, but did nothing about isolated Ocean Island until it annexed it in 1901. The sole reason for annexation was that rich phosphate had been discovered there. It has been administered as part of the Gilbert Islands ever since.

The Banabans (the occupiers) left Ocean Island for Rabi at the end of World War II because the island had been made virtually uninhabitable by the war.

The Banabans are not Gilbertese, but their histories and families are intertwined.

The Banabans' claim for the separation of Ocean Island from the Gilberts is not new. They formally asked Britain for it as long ago as 1968 and were rejected. It has come up several times since, including in the UN.

The Gilbertese are strongly, perhaps irrevocably, against separation. In the Gilberts it is a live public issue. But they have offered the Banabans a 15-point plan which would enshrine in an independent Gilbertese constitution the right of the Banabans to live on Ocean Island at any time, to have "belonger" status in the Gilberts, to have a local seat in the Assembly, and for Ocean Island to have a share of the finances. But the land itself, they say, is "part of the body" of the Gilberts.

The Banabans reject the plan. They insist that Ocean Island, as their ancestral home, is part of their own body. That Britain, not an independent Gilberts, must decide on the island's future, since it was Britain which changed its course. The fact that the Gilberts are approaching independence from Britain has strengthened the Banabans' resolve.

As both sides are sincere I find it impossible to predict what turn this deep division will take, or to know what influence a final decision may have on the attitudes of other islanders in the Pacific. Colonial chickens are coming home to roost. — **Stuart Inder.**

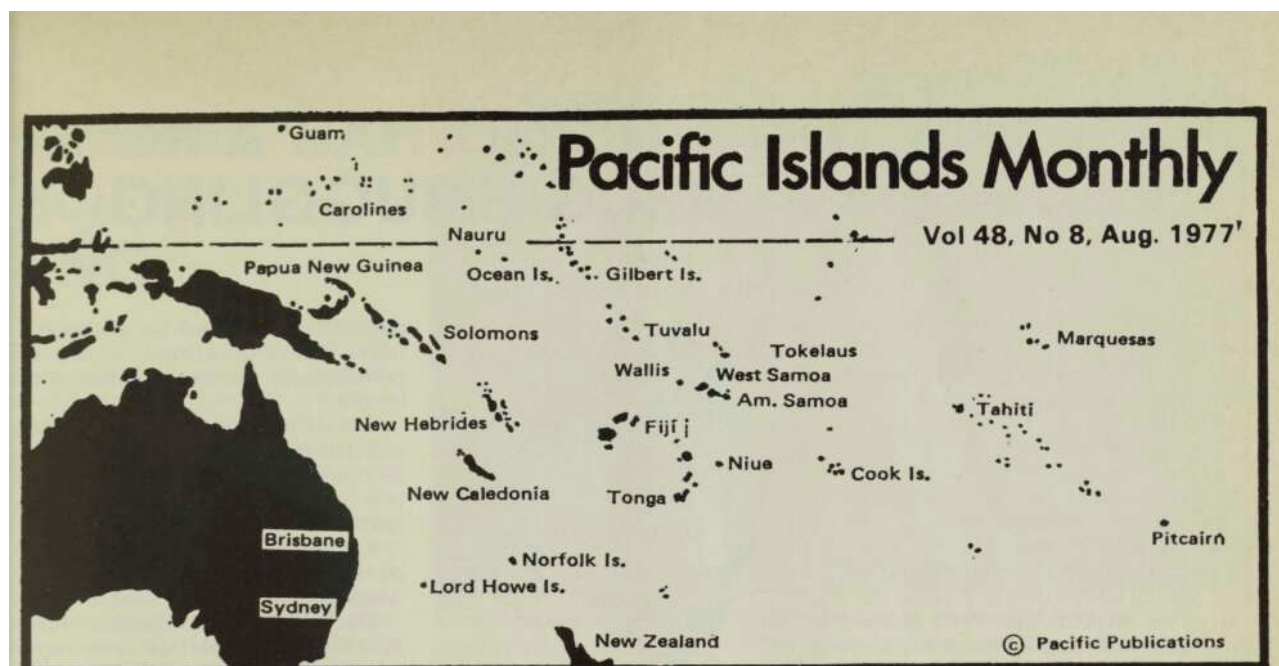
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OUR COVER

Norfolk Islanders, who are trying to ensure a happy future, feature largely in this month's PIM. The cover picture records a solemn moment in the islanders' commemoration in June of the 121st anniversary of the arrival of the Pitcairners on Norfolk. The picture, taken by Pastor Laurence Gilmore of the Seventh-day Adventist Church, shows Cr Blucher, president of the Island Council (in cocked hat) as Captain Denham RN, and Administrator O'Leary (alias storekeeper Mr Stewart) and Mrs O'Leary in welcoming mood as they greet the Pitcairners in the commemorative charade. "Norfolk: From hell-hole to heaven-on-earth" begins on page 38.

AS A NEW NATION PNG HAS A NEW PROBLEM — DRUG SMUGGLING

From GUS SMALES in Port Moresby

One of the side issues of nationhood in Papua New Guinea has been a dramatic rise in the importance of Port Moresby as an air gateway to Australia.

There's no need to consult the latest statistics — a then-and-now comparison of the crowds using the grossly-overtaxed Port Moresby air terminal tells the story.

The rise in activity has created a fear among authorities at Australian east coast airports that PNG could provide a new staging point for the drug trade or for other illegal operations which rely on international transport links. And, this, in turn, is worrying PNG authorities who fear that it could well lead to the upsurge of a drug problem in their own country.

Drugs are a problem almost non-existent in PNG so far, but the Government and the police recognise a vulnerability requiring early protective action.

The heavy volume of air traffic which links Port Moresby with Cairns, Brisbane and Sydney is not new in itself and has always formed one of the busiest regional links in the Pacific. And for more than 10 years, too, Qantas has had various Australian-based flights staging through PNG on world links.

But, despite the density of the traffic, PNG for years was little more than a terminus for an Australian regional structure. Neither the onward opportunities nor the local background existed to develop PNG as an illegal drug gateway to Australia. The past two years have brought a marked change in the situation because of the emergence of PNG as a focal point in a new travel region.

This is a natural result of PNG's political independence, introducing its own links with other countries and including the establishment of its own airline.

In the high-flown prose of airline public relations, "Air Niugini's beautiful bird of paradise is a wise old owl" — actually a hard-worked Boeing 707 — "which spreads its



Police Commissioner Kerepia

wings to fly to Japan, the Philippines, Hong Kong and Australia".

Qantas has a share of the wider action through Port Moresby, too, and potential exists for reciprocal flying rights to be negotiated or taken up by Cathay Pacific, Philippine Airlines and Japan.

Papua New Guineans themselves are ranging further afield than ever before. The PNG Chinese community is consolidating its links with Hong Kong, Australians in PNG are increasingly looking northwards rather than to their own country for holidays and business, and an assisted employment scheme for Filipinos has brought close associations with Manila.

The result is that Port Moresby, once a sort of airline cul-de-sac, has become a meeting place and gateway between Australia and southeast Asia.

The situation is fine for tourism, for business and for commercial activity in general, but it has also created a drug smuggling potential for Australia — and ultimately a potential drug problem for PNG itself.

It is typical of PNG's non-involvement with the drug scene that the discovery not so long ago of a field of cannabis growing wild (genuinely) hardly raised a ripple.

There was no rush to destroy it, no rush to get at it, and very little general interest.

Today, the position is a little tighter, and there have been prosecutions for cultivation, for

possessing seeds and for possessing leaf. There has been a recent prosecution, too, for possession of heroin.

But all in all the number of drug convictions in the past two years or so can be counted on the fingers of two hands, and fines of up to \$600 have been the general penalty.

All the prosecutions have involved non-nationals of PNG, mainly Australians.

The PNG Police Commissioner, Mr Pious Kerepia, is convinced however that a drug squad is essential to nip in the bud any potential trouble.

Australian police commissioners he met during the recent conference of commissioners in Melbourne told him strongly, he reported later, that they feared PNG could become a springboard for drug smuggling into Australia.

As a result, the Australian commissioners themselves are more than anxious to extend what aid they can to PNG to keep tabs on the situation.

Mr Kerepia already has an embryo drug squad which he describes vaguely as "not a proper one". He is looking to outside skills for support, but the countries which could best help — including Australia — have their own staffing problems and cannot release men easily for long-term secondment.

The best Mr Kerepia can hope for at present is that Australia will provide skilled men to undertake specific investigations or counter-measures which might be required. This offer was agreed to in principle at the Melbourne conference, and it has already worked well in other specialised police fields, including some murder investigations in PNG.

Mr Kerepia also hopes to assemble a pool of information on anti-drug work from the experience of the United Kingdom, the Philippines, Australia and New Zealand.

He believes this will provide his country with a basis for developing procedures best suited to its own requirements.

Eventful poll for PNG

Whatever government emerges from Papua New Guinea's first elections since independence, nobody could complain that the elections themselves were without incident.

Even before voting began on June 18, about 500 demonstrators were in the Port Moresby streets denouncing alleged bias in the electoral office because only 18 of the country's 109 electorates would use ballot papers carrying photographs of the candidates. The chief electoral commissioner, Mr James Mileng, told the crowd that his office had attempted to provide photographs of all 871 candidates but the technical problems had been too great.

Then, when the capital's noisy, carnival-style three days of voting were over, the demonstrators were out again, about 1 500 of them this time, demanding Mr Mileng's resignation and the extension of the voting period by two more days. But Mr Mileng stood firm again, pointing out that the election time table for the whole country would not permit an extension.

As he spoke, vote-collecting teams were setting out by foot-track, road, aircraft, canoe and ship to try and ensure that everyone — in mountains, plains, and along the coasts — had the chance to vote.

Election strife was not confined to the capital. In the highland Chimbu province, election issues became intertwined with age-old clan rivalries following a road accident in which a car driven by the Education Minister, Mr Kobale Kale, killed a five-year-old girl. Mr Kale is a member of the Emai clan and the child was from the neighbouring Koge clan.

Two men, one of them an uncle of the minister, were killed, and a number of houses burnt down, in the subsequent "payback" fighting. Mr Kale narrowly escaped death in one incident.

At one point serious thought was given to the cancellation of polling in the area until tension eased. Inevitably, the election prospects of



A wounded tribesman with an arrow embedded in his shoulder is helped down the mountainside in the Chimbu Province, away from the scene of a battle over a "payback vendetta". Two warriors were killed in the fighting and several houses were burned down. A companion brings up the rear carrying the wounded man's bow and arrows. - Photo : Time Grimwade

Mr Kale, a candidate of the Pangu Party, suffered from the events.

Just under two million people were entitled to vote in the elections. Voting was not compulsory, and many people believed that overall polling would be light. One reason for this expectation was the lack of any extreme doctrinal differences in party policies.

Surveys conducted by news and research organisations indicated that many electors said they wanted a change of government, but purely

on principle rather than for any specific policy reasons.

● At the time of writing about 60% of the votes had been counted and there were strong indications that Mr Somare's Pangu Pati, with the help of Julius Chan's People's Progress Party, would again rule, but the toll among ministers has been heavy. Sir Paul Lapun and Mr Donatus Mola, both Bougainvilleans, lost their seats, and Josephine Abaijah was well in front on her opponent, Sir Maori Kiki. Several other ministers were also likely to lose.

SOMARE'S LONDON DEBUT

Papua New Guinea's Prime Minister, Mr Michael Somare, made an impressive debut at his maiden Commonwealth heads of government conference in London when he set out his country's position clearly on a number of issues. Some of the points he discussed were:

- Foreign aid;
- Racism;
- Peace, neutrality and nuclear testing and
- Regional groupings.

He said PNG recognised the increasing burden of external debt servicing of developing countries, but did not support a general moratorium of debt servicing as proposed by the commonwealth ex-

perts group. PNG believed that increasing the flow of aid to countries with debt problems would penalise those countries which had, so far, avoided the problem by responsible management of their economies.

That method of assistance could remove the incentive for sound economic management; also, it did not necessarily follow that countries without debt servicing did not require aid funds. While PNG recognised the diverse economic, political and social circumstances which affected member countries' internal management, she believed better internal management of aid and international loans would contribute greatly to development efforts.

PNG's short experience since in-

dependence in economic management indicated that approach. For example, she had, as one of her tools of economic management, her hard currency policy and stabilisation funds for her four major commodities, which had benefited her during recent world economic crises.

PNG felt it was important that economic policies of countries affected should be reshaped to stimulate exports. Those efforts would be greatly stimulated if industrialised nations made real efforts to reduce the stiff tariff and non-tariff barriers which continued to discriminate against a number of export commodities of the poor nations.

Mr Somare said PNG encouraged the formation of regional groupings within the commonwealth to foster economic co-operation and understanding of issues of common concern. That was the objective of the South Pacific Forum and its offshoot, the South Pacific Bureau for Economic Co-operation. He hoped the forum would be recognised fully by the commonwealth countries as a regional organisation.

He said PNG would like to see both the Indian and South Pacific Oceans as zones of true peace and neutrality. She would oppose nuclear testing and any military build-up through the rivalry of super powers in those areas.

In the commonwealth there were developed countries and developing countries, whose interests did not necessarily coincide. The problems which prevailed in member nations were many and varied. To move close to finding solutions meant each one had to be prepared to compromise, if necessary.

PNG would not recognise or deal with any government which practised racist policies. PNG was firmly against the present situation in South Africa and considered the presence of South Africa in Namibia (South-West Africa) illegal. PNG deplored the actions of Idi Amin, and looked to the African states to take a firmer action against Uganda.

"We would like to see majority rule in South Africa and Rhodesia and welcome efforts made by the United States and the United Kingdom Government to negotiate a settlement there," Mr Somare said.

CANBERRA PLANS BIG YEAR FOR S. PACIFIC

From a Canberra correspondent

The South Pacific is not often discussed in the Australian Parliament, although Papua New Guinea generally gets its fair share.

But 1977 looks like a big year for the South Pacific as far as Canberra is concerned. An Australian parliamentary delegation was visiting several countries in the area during July.

In addition the influential Senate Committee on Foreign Affairs and Defence is conducting an inquiry on "the need for an increased Australian commitment in the South Pacific", the first inquiry on the region conducted by the Australian Parliament. One was started some years ago, but never completed.

The committee's terms of reference on "the need for an increased commitment" suggest there is a healthy recognition by Australian parliamentarians that there is such a need — in some areas more than others. It also seems to represent a welcome move away from more paternalistic attitudes and a growing recognition of Australia's obligations to its near-neighbours in the South Pacific.

At this stage, the committee is expected to report to parliament about October.

Its recommendations could have an important influence on the future direction of Australian policies in the South Pacific.

It is perhaps symbolic that the committee did not receive an overwhelming response to its requests and advertisements for submissions.

There is a continuing interest among Australians in the South Pacific but much of this seems to remain superficial and too often centred on tourism.

The lack of response probably reflects the general lack of concern among Australians with the South Pacific. It is considered a stable, friendly part of the world.

The Senate committee's enquiry is, therefore, a good opportunity for greater attention to be drawn to some of the area's problems, Australia's role and the future

development of international relationships in the region.

It is particularly interesting that the committee has apparently received no response from some of the big Australian companies established in many areas of the Pacific.

The companies have been criticised by the committee's chairman, Senator Peter Sim (Liberal, WA) for their failure to respond. He has warned against the companies developing an "ugly Australian" image among the nations of the South Pacific because of this sort of attitude — which is not altogether new. At least one member of the committee has said he believes the companies should be called before the committee. If the inquiry is to be comprehensive it will be essential that the committee does hear from companies like Carpenters and Burns Philp.

One submission from Professor H. C. Brookfield of Melbourne University, provided some pointed criticism of Australian commercial activities in Fiji.

There was also a fairly disappointing response from the academic community.

The first people to appear before the committee were from the Department of Foreign Affairs. They placed emphasis on Australia's expanding diplomatic relations in the region:

- A consulate now established in Honiara;
- The announcement that a High Commission will be established in Apia and
- A proposed consulate in the New Hebrides.

These will give Australia an extensive network of diplomatic representation in the region, supplementing its offices in Papua New Guinea, New Caledonia, Nauru, Fiji and New Zealand.

Emphasis was also placed by the Development Assistance Bureau on Australia's rapidly-expanding aid commitment to the South Pacific: \$15 million was programmed for the current year.

The committee's inquiries indicated that probably about \$13 million will be spent — though it could be more.

It was made clear to the committee that this will not reduce the total of \$60 million committed over the current three-year period.

Perhaps the most important aspect of evidence presented by the Department of Foreign Affairs is the awareness by the department of the importance to Australia of the South Pacific as well as Papua New Guinea. Australia has come a long way in this respect in just a few years.

To this extent, the committee has already covered a lot of familiar ground — the traditional issues such as Australian economic dominance in the region, trade, aid and so on.

But the committee has also ventured into some important new areas.

They questioned officials of the Department of Foreign Affairs on Law of the Sea issues. These are important to Australia and probably of even greater significance to the Island nations of the Pacific.

Members of the committee have raised questions about the "200 mile economic zone" as it might affect trade and communications. It might also raise problems in the Islands with the development of resources of the sea and seabed.

This, in turn, raises the issue of how the proposed "zone" can be policed and the right to resources defined.

Some pertinent questions have also been asked about prospects for increased defence co-operation between Australia and its Island neighbours.

There is already some co-operation. But, with the new "economic zone" concept and with potential for increased difficulties over fishing rights, there may be more scope for such co-operation. Surveillance, if it is to be effective, might be an area for some co-operation — it will obviously be an enormous and complex task.

The committee has also shown interest in the problems of cultural preservation in the South Pacific at a time when tourism is having an increasing impact on traditional cultures and lifestyles.

It is unlikely that the committee will be able to provide any solution

SPC's budget contribution changes

Australia and New Zealand will pay more, and the seven other participating governments less, into the 1978 operating budget of the South Pacific Commission.

Changes in the assessed contributions to the budget were agreed at the 1977 meeting of the SPC planning and evaluation committee which met in Noumea in May. The 1978 budget was fixed at slightly more than \$A3 million, up about 15% over the 1977 figure.

The committee was pleased to note that the governments of Australia, France, New Zealand and the United Kingdom had agreed to contribute generously to SPC's skipjack tuna survey and assessment programme over the next three years. Help is also expected from Japan and the United States.

Themes for discussion at the next South Pacific Conference to be held in Pago Pago, American Samoa, September 23-30, will be "Recent developments in international consideration of the Law of the Sea and their implications for South Pacific countries and territories", and "A Pacific approach to rural development". Sub-themes in the latter discussion will be "Appropriate technology for development", "Education for rural life", and "Employment creation in the rural sector".

to these problems but they might be able to suggest some guidelines for future Australian policy. That, in itself, could be of value to the government.

Another issue, potentially of even greater significance in the future than in the past, is immigration policy.

There are, currently, some rumblings among Islanders in Australia about alleged off-handed treatment by Australia.

While they may have received the same visa treatment as anybody else, some are beginning to ask whether Australia should show a little more recognition of the particular needs of Islanders.

This might be an area where "an increased commitment" will be considered by the committee.

Proposals have also been put to the committee for a significant health research programme on such problems as diabetes and hypertension among Islanders as development is stepped up. It is an idea in which members of the committee showed considerable interest.

The committee has asked Foreign Affairs for some supplementary material directed more specifically to its reference. As a result, Foreign Affairs will go back before the committee later.

The whole inquiry raises some interesting issues as to the role of parliamentary committees in such an important area. These committees do, on some occasions, have influence on government policy.

They can certainly act as a sound-

ing board for community reaction. But a committee such as the Senate Committee on Foreign Affairs and Defence has a particular problem.

As a committee, members have no right to overseas travel to pursue such a reference. Its perspectives could, therefore, be limited and this, in itself, could limit the value of its findings.

However, one of the committee members is travelling through the South Pacific with a parliamentary delegation. Another member is making a visit to the region under his private overseas travel entitlement as an MP.

It also emphasises the problem facing the committee since it received almost no response from the Pacific Islands despite advertisements in newspapers.

Nevertheless, they are trying to draw on the expertise of Islanders in Australia. For example, they will be having discussions with the High Commissioners of Papua New Guinea and Fiji in Canberra.

With vital new issues relating to international economic developments and signs of some significant changes in the Island nations, the Senate committee's report could come at a critical time for Australia's relations with the nations of the region.

A lot of people hope that its scope will be broad enough and influence sufficient to consolidate the beginning of what seems to be a new approach by the Australian Government to relations with the South Pacific.

The Gilbertese plan a home-made constitution for independence

By PROFESSOR DAVID J. MURRAY

When the Gilbert Islands achieve their independence, probably in June next year, they will have a constitution which will be completely home-made and will dove-tail with their traditional customs and their peculiar position living on specks of land in nearly two million square miles of ocean.

The islanders began work on framing their constitution in March last year and the whole process peaked in April this year with the Constitutional Convention on Tarawa, a meeting which went on for three weeks and attracted one of the largest gatherings in Gilbertese history. It was an important part of a continuing attempt to involve the people closely in devising a constitution which would be generally understood and to which people would be committed.

In March, 1976, separate discussion groups were formed, initially, on the invitation of the Governor, Mr John Smith, and during the succeeding months these groups had meetings and extended their membership.

In August, the Governor submitted a list of questions to the meeting of the House of Assembly in order further to stimulate discussion. The list of questions — there were 52 in both English and Gilbertese versions — was entitled 'Questions to be answered before an Independence Constitution can be Drafted'.

The questions covered basic issues about the form of institutions and distribution of authority, and though, as some commented at the time, they were oriented towards a Westminster model of parliamentary government, they raised alternative possibilities.

The choice of questions reflected, in part, the discussions in the different discussion groups, and the ideas put forward by them.

Following the meeting of the House of Assembly, the Council of Ministers agreed to a proposal that an advisory Constitutional Convention should be convened, and also that the Governor should invite a

Professor Murray, who is Professor of Public Administration at the University of the South Pacific, had a front row seat at the convention as official Adviser.

long list of national associations and bodies on each island to send representatives to the convention.

Before the meeting of the resulting Constitutional Convention, a team went to each of the islands to help explain certain of the issues involved.

The convention opened on April 21 and was attended by 165 representatives. Among them were representatives of national associations, such as the trade unions, co-operatives, civil servants and churches, and also representatives from each of the islands, presidents of island councils, representatives of women's clubs and old men's and island associations.

Gilbertese on Nauru sent a representative but those on Rabi Island in Fiji, though invited to send representatives, did not do so, and, similarly, the Banabans on Ocean Island declined to send anyone as part of the Ocean Island group.

The convention met in the *maneaba* or traditional meeting house of the Teinainao Urban Council on Tarawa, and was conducted, as it was put, in traditional *maneaba*

style. The Speaker of the House of Assembly, Ten Rota Honorio presided with assistance from Ten Reuben Uatiosa.

The daily meetings aroused great interest, and, with the public allowed to be present, there was a regular throng of people around the *maneaba* and sitting on the fringes. Yet, despite the size of the gathering, there was a well-informed and orderly discussion of the major issues, and it was conducted throughout with the aims of developing a consensus that fitted the interests of all in the Gilberts (and, noticeably, was thought to fit the wishes of the Banabans).

The phrase that recurred in almost every contribution was that things must be right for everyone from Makin in the north to Arorae in the south.

The discussion was structured on the insistence of the *Unimane* (or representatives from the old men's associations from the islands), around the 52 questions prepared and distributed the previous year.

Initially, in considering these, there was tension between representatives from the other islands and those they called the 'Young men of South Tarawa'; but after a week of discussions there was a marked coming together of the different groups and a mutual re-

Row looming in Tuvalu

All is not smooth sailing as the 7,000-plus inhabitants of Tuvalu, formerly the Ellice Islands, move towards political independence.

In a letter to Dr David Owen, British Foreign and Commonwealth Secretary, Mr Isakala Paeniu, member of the House of Assembly for Nukulaelae Island, has called for the removal of the Chief Minister, Mr Toalipi Lauti, for alleged irregularities in his conduct of the proceedings of the constitutional committee.

Among claims made by Mr Paeniu are that there was "no clear majority" for the adoption by the House of the report of the constitutional committee, that the report was tabled in the House in the first place against the advice of the constitutional committee, and that the Chief Minister, as chairman of the constitutional committee, was responsible for suppressing majority decisions of the committee, including one favouring two House of Assembly members for each of Tuvalu's eight island constituencies, instead of one as at present.

cognition — explicitly expressed — of the valuable contribution each had to make. In the upshot, with the possible exception of the decision in favour of a combined office of head of state and head of government (as currently in Nauru), the unanimity of the convention, in support of recommendations, gives to these a substantial degree of moral authority, even though the convention had, explicitly, only an advisory role.

In its recommendations, the convention broke some new ground while in other ways it favoured a Westminster model of constitution. The convention supported a unitary form of government, with an enlarged legislature cabinet executive, neutral public service, independent audit, and judicature.

What was new were the devices favoured in order to involve the public more in the process of government, particularly taking account of the difficult circumstances of the dispersed islands of the Gilberts.

Thus, it was recommended that the candidates for head of the executive should be nominated by the members of the Assembly from among themselves, but that the electorate as a whole should then elect the head of the executive.

They also recommended that members of the assembly should be subject to the recall in order to keep them responsive to Island needs; and there was insistence that the proceedings of the House of Assembly should be arranged to ensure adequate discussion of bills and policy proposals in all the islands before a decision was taken on them.

Here they proposed that, normally, legislation should be considered initially in one session of the House, but that further discussion should be deferred to the ensuing session, and for proposals to be referred, in the meantime, to each of the islands.

One of the striking features indeed of the convention was the concern to fashion a constitution that reflected the peculiar circumstances facing a country dispersed over nearly two million square miles of ocean and one also that accorded with the traditions of the Gilbertese people.

A report in English cannot adequately convey the attention given to finding processes that expressed what seemed to agree with the un-

Solomons independence plan holed on Gilberts reef

From a Honiara correspondent

The constitutional conference between the British and Solomon Islands Governments which was to open late in June has been postponed indefinitely.

Announcing this, the British Government said that certain questions should be "reconsidered on both sides".

The hitch in what was hoped would be a smooth advance by the Solomons to their promised political independence in 1978 centres on the presence in the islands of about 3 000 Gilbertese, resettled there over the past 20 years on the initiative of the British from their overcrowded home islands in the old Gilbert and Ellice Islands Colony.

The British are demanding that the draft constitution be amended to provide for automatic citizenship for the Gilbertese.

The Chief Minister, Mr Peter Kenilorea, has been particularly flexible on the citizenship issue. But some backbenchers in the Legislative Assembly have not been so rea-

dy to accept the Gilbertese. Their view is that the British brought them in and that it is therefore a British responsibility to get them out.

Accordingly, they are digging their toes in on the existing constitutional provisions for citizenship, under which the country's Gilbertese residents would have to make special application within a year of independence for registration as citizens.

British sensitivities on the question of the Gilbertese are understandable. Still smarting from the cuts they took in connection with the Banabans' case, Britain's rulers are in no mood to expose themselves to new accusations of callousness and neglect in the related matter of the interests of Gilbertese residents in an independent Solomon Islands.

Another difference between the two sides concerns a down-payment of \$2 million by the British to the Solomons on independence.

A statement issued by the Chief Minister's office shortly after the Solomon Islands' delegation returned in May from financial talks in London described this as "the important point that remains to be settled".

The statement said that without such a settlement, the delegation "would feel unable to recommend to the Legislative Assembly that the proposed constitutional conference should take place at the end of June".

HEAVY TONGA QUAKE

Damage in Nukualofa was widespread after an earthquake hit Tonga about midnight on June 22 and continued for about three minutes. No loss of life was reported.

In the Vuna wharf area the floor of the terminal building sank into the sea. The front of the wharf was cut off from the road and subsided about .6 m (about 2 ft). The side tower of the residence of the Prime Minister, Prince Tu'ipelehake, was partly demolished. A tower of the Free Wesleyan Church was damaged.

NIMMO'S NORFOLK: HOW THE OTHER HALF LIVES, AND THINKS

Eight months after the release of the Nimmo Royal Commission recommendations, the future political, social and economic organisation of Norfolk Island still hangs in the balance.

Two recommendations in particular continue as topics of frequently heated debate among the island's 1 600 residents — the imposition of income tax at Australian mainland rates so Norfolk Australians do not remain a privileged group subsidised by mainland Australian taxpayers, and Norfolk's incorporation with the electorate of Canberra so its residents have a vote in the national parliament.

The taxation proposal is the more controversial and provokes highly emotive public relations and inspired language from island businessmen ominously predicting the end of the so-called unique "Norfolk way of life". However, their motives for condemning the Nimmo proposals are suspect when it's pointed out that most are wealthy, some are millionaires, and all would have a lot to lose in personal and company tax payments.

Many of Norfolk's annual 20 000 visitors are overwhelmed by the island's natural beauty and the casual conventions of its residents and unwittingly support the campaign against radical change. What they are not told by the anti-Nimmo activists however, is that Nimmo's recommended changes will continue to preserve the island as a naturally-conserved holiday retreat from Australian and New Zealand big-city bustling, while at the same time providing presently non-existent social welfare services comparable with those received by needy Australians.

Such changes would undoubtedly benefit the vast majority, although the anti-Nimmo propaganda refutes the need for Australian welfare handouts such as the aged pension and unemployment benefit with the bland assertion that the Norfolk community looks after its own aged, and the claim that there is no real unemployment on the island anyway.

What do wage-earners and the "under-privileged" on Norfolk Island think of the Sir John Nimmo Plan? Francis Rolley, a New Zealand journalist, who worked for several months in the kitchen of a Norfolk hotel, supplies some of the answers.

But the propaganda omits, for example, to suggest a browse through the police records for instances of old Norfolk residents who lived alone, died in their homes, and whose bodies were not discovered for days, sometimes more than a week. An indictment indeed of the "frequent" visits and attention now given the Norfolk needy. At best, it is a chancy system relying on the arbitrary good graces of relatives, neighbours, and friends who may not always co-ordinate their efforts to the recipients' needs. It is told how little gifts — a bunch of bananas here, a dozen eggs there, the odd pumpkin or sometimes a piece of meat — mysteriously appear on aged folks' doorsteps. But even if such occurrences were the regular rule, as the anti-Nimmo activists would have you believe, rather than, in fact, a sometimes exception, the lack of a centrally co-ordinated system leaves the aged with the risk of becoming vegetarians if arbitrary providers neglect the meat, or perhaps opening the front door to an avalanche of

bananas if glut conditions on the island suggest the same "little gift" from each and every well-meaning helper.

The unemployment issue also requires explanation such as it doesn't get in the propaganda. There's no one out of work on Norfolk because those without jobs are ushered off the island if they cannot find an employer within 30 days. Even if their job-seeking is successful, they must obtain a six-month work permit allowing limited temporary residence which is issued at the discretion of the local administration, subject to revocation, and conditional on the worker remaining in the job for which it was issued.

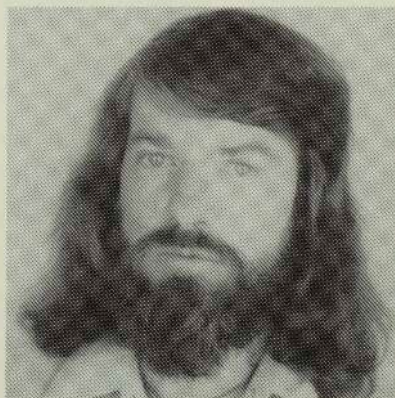
Since tourism is Norfolk's only major industry, those fortunate enough to find a job before they are kicked off the island usually end in a mundane and menial occupation at a hotel, guest house, restaurant, or shop working in what most regard as slave labour conditions for as long as 48 hours, six days a week in return for women's wages as low as \$40 with men receiving a minimum \$60.

Admittedly, some employers provide live-in accommodation and meals, but many workers regard one small room and three daily servings of perhaps left-over food from yesterday's guests' menus as quite inadequate.

An impression of the standard of the live-in accommodation sometimes provided may be gained from the fact that some workers who choose to live elsewhere and provide their own meals receive as little as \$10 extra in their paypackets.

The work permit system lends itself to collusion between employer and administration officials, since without a permit there can be no job and without a job first there's no permit. The fluctuating fortunes of the tourist industry, subject as it is to high and low seasons, has been the downfall of many a Norfolk itinerant worker.

Hotels, for example, suddenly finding themselves with high staff-to-guest ratios can sack their employees with little or no prior



Francis Rolley

notice. International Labour Organisation conventions don't yet apply to Norfolk and there are no trade union branches on the island through which unfairly treated workers may seek redress.

Nimmo recommends that ILO worker protection be extended to Norfolk, thus giving rise to another source of opposition from island business owners. But the problems of a summarily-dismissed employee would even go beyond the international organisation's influence.

A quaint local Norfolk administration ordinance which clearly appears to restrict the right of an Australian taxpayer to seek work in a part of his country compels an employee to leave the island for at least three days before returning to take up another job, even if he, somehow, obtains a work permit for his new occupation.

Since Norfolk is isolated by hundreds and hundreds of miles of open sea in all directions, and its only transport link with the outside world is by air, the airline fares forced on the unfortunate employee are formidable, and this is doubtless

intended by the administration as a restraining control on ambitious employees whose job-changing might otherwise endanger occupation rationalisation on the island.

A federal electorate of Norfolk with about 1 000 adults on the roll is impracticable and discriminatory against the vote-value of mainlanders, so Sir John Nimmo made the best of a bad selection of alternatives by recommending Norfolk's inclusion in the electorate of Canberra.

The anti-Nimmo advocates claim with some reason that their political voices would be lost among the needs of the far greater number of national capital voters. However, the Liberal member for Canberra, John Haslem, who recently visited Norfolk, has given assurances that island residents "could not have a better member if Nimmo's recommendation is adopted" and says he hopes "to have the opportunity of occasionally going across to the island to represent the people there." In the context of the less practical alternatives, Norfolk Australians might not be unfairly compromised on this recommendation.

'OPEN DOOR' CLOSES ON MICRONESIA

From a Honolulu correspondent

Under the aura of the new "open door" policy of the government of President Jimmy Carter, officials from the US Government and Micronesia met for four days in Honolulu in late May for continued discussions of the future political status for Micronesia.

These were the first such talks to be held since the disclosure of the CIA bugging of previous negotiating sessions, a practice which has been condemned and foresworn by the Carter administration, with its widely-heralded promise of open government.

However, in spite of the public claims for openness and candid expression, the US officials declared the meetings closed to the press and public, claiming that the Micronesians — none of whom was ever identified — insisted on it being that way.

Since this meeting was billed as a "round-table discussion" and not a continuation of the formal negotiations, no one expected any concrete proposals or conclusions. Rather, the participants regarded the meeting as a "feeling out" session, with each side looking for a change in the posture of the other, and in the end finding none.

Heading the US team was Ambassador Philip Manhard, a newcomer to international diplomacy, whose credentials for the post seem to be his seven years spent as a prisoner of war in North Vietnam, making him the longest-held captive. (Since he was not in military service at the time of his capture, one is forced to speculate about the nature of his assignment in Indo-China.)

Standing by to assist Mr Manhard were nearly 30 high-ranking representatives from the federal departments of State, Defence, Interior, Justice, and Commerce, and from the US Coastguard.

On the Micronesian side were 72 official delegates representing various groups within Micronesia:

LEADERSHIP BATTLE IN FIJI

Fiji's electoral rolls have been revised and the country is all set for its second general election in six months. But if the country is ready, the National Federation Party, which held most seats in the last parliament, is not; at least it wasn't towards the end of June when lawyer Karam Ramrakha, the party's general secretary, said he would no longer serve under the leadership of another lawyer, Siddiq Koya.

Mr Ramrakha left no room for compromise on the Ramrakha-Koya issue. He said the party had to look for a moderate and neutral leader to form a united front. He alleged Mr Koya had failed to see that unity prevailed in the party. His faction was prepared to settle its differences with Mr Koya's faction for the sake of the party, and he was prepared to pay any price to see there was unity.

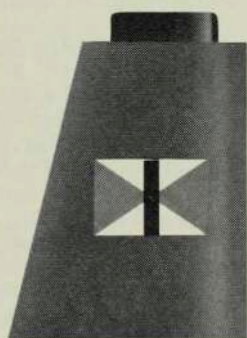
About the same time Mr Koya appealed to his rivals in the fight for the leadership not to go ahead with plans to split the party. He claimed Mr Ramrakha, and the party president, Mrs Jai Narayan, had plans to split the NFP. The NFP should get together in a crucial period when the country was going through strains and stress.

The Prime Minister, Ratu Sir Kamisese Mara, no doubt smiled to himself to see the NFP party leadership at each other's throats for the result of the last election showed that his Alliance Party had its problems. He promised after the election the Alliance would mend its fences, and claimed a short time ago it had done so. Only the ballot box will tell.

Mr Ramrakha, when he made his attack on Mr Koya, said the question was whether Mr Koya should lead a divided party.

The deputy leader of the National Federation Party, Mr Atunaisa Maitoga, in an effort to bring some commonsense to a ridiculous situation within his party, called for the resignation of Mr Koya, Mr Ramrakha and Mrs Narayan. Mr Maitoga, who was doing his best to reunite a divided party, said that while the three were in office there would be no lasting solution to the internal strife which was destroying the party.

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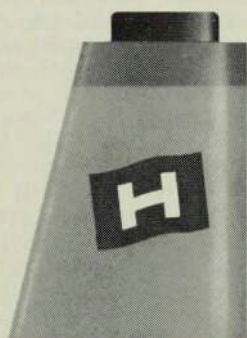
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the Trust Territory Administration, the Congress of Micronesia, the Joint Committee on Future Political Status, the Law of the Sea Delegation, each district administration, each district legislature, and district Political Status Commissions from the Marshall Islands and Palau.

After polite and perfunctory opening statements by the US delegation and the Congress of Micronesia, the critical issues began to surface: Micronesian demands for a full account of the CIA bugging activities in Micronesia, and the breakup of the TTPI through separate negotiations with Palau and the Marshall Islands.

In response to the Micronesian demands for release of the US Senate investigative report on the CIA bugging activities, the Micronesians were told, in effect, *to bug off*.

Mr Robert Oakley, a Deputy Assistant Secretary of State, left no doubt with his pronouncement that "the issue is closed". So much for the anticipated openness of discussions.

Assistant Secretary Oakley also presented the current US policy regarding the unity of Micronesia, which is no different from the old policy under the previous administrations: the US insists on some form of political unity for the rest of Micronesia, having already made separate arrangements with the new Commonwealth of the Northern Marianas.

Maintaining all the while that the US was not threatening, Mr Oakley proceeded to underscore what might result from any further fragmentation of Micronesian unity: "We are concerned that a departure from the concept of some form of unity would complicate the provision of aid and services and make their administration more cumbersome and expensive."

In plainer talk, the US will cut the purse strings unless the US-imposed unity of Micronesia is maintained. No amount of diplomatic language can disguise that message.

In the face of US insistence on preserving the unity of Micronesia, the delegations from the Marshalls and Palau persisted throughout the four days in making their demands for separate negotiations.

15th BIRTHDAY, WORLD DEBUT, FOR WESTERN SAMOA

From an Apia correspondent

Three solid days of festivities to mark the 15th birthday of Western Samoa as the first independent Polynesian state, and the visit by the country's Prime Minister to London for the Commonwealth conference, have been the top recent talking points here.

The independence celebrations began with a formal flag-raising ceremony at the Fono, Parliament, and a speech by the Head of State, His Highness Malietoa Tanumafili II. He made it clear where Samoa, as it attempted to achieve self-sufficiency, stood in the world.

He said: "Western Samoa is proud to have joined the United Nations last year. We are a small country and we have no quarrel with anyone. We have old friends and we are gaining new friends. We have a basic policy of universalism in our foreign relations.

"We see Western Samoa's place as a member of the Third World. We share the aspirations of the Third World. We have a close affinity with the non-aligned movement.

"We will strive in our relationships with other nations, large and small alike, to achieve a better world free from wars, tensions and poverty.

"We pledge to work closely with our neighbours in the region and those countries outside the region who extend to us the hand of genuine friendship."

He also pointed to the problems ahead, both political and economic, especially the need to meet the aspirations of the rising generation. "If leadership fails in this task, these issues will themselves find people to articulate them. The end result might not be as we would want," His Highness said.

Western Samoa's Prime Minister, Tupuola Efi, recently returned from the Commonwealth conference in London with new experience, contacts and knowledge of the major issues facing the world today. It was his first international conference and, as such, he was careful in making any judgments on its worth.

One positive aspect of his London visit was the way in which he was able to sort out a number of issues affecting relationships between his country and New Zealand. The conference allowed him and the New Zealand Prime Minister, Mr Robert Muldoon, to get down to some hard talking, in particular on problems of transport and immigration.

As the Attorney-General, Mr Neroni Slade, who also went to London, pointed out, the conference allowed the Prime Minister to come closer to major world issues. He said it was one thing to read about Africa in the newspapers, but it was another to hear "the great leaders of Africa" talk about the "very human, very important" issues facing them.

SANFORD WINS IN TAHITI

Results of the elections for French Polynesia's Territorial Assembly, announced in June, showed a convincing win for the parties led by Territorial Deputy Francis Sanford.

M Sanford's Front Uni won 13 seats, sympathisers of the Front Uni 3, the conservative RPR 10, and Independents 4. With supporters, M Sanford is expected to control at least 18 of the 30 seats.

The new Assembly has unanimously approved the draft Territorial Statute giving greatly increased internal autonomy. M Sanford's personal standing as the man who brought internal autonomy to the Territory formed the basis of the election campaign of the Front Uni.

As a result of the consensus achieved on the new Statute before the elections between all local political parties and the French Government, the election campaigns were low-key affairs, with interest focused on personalities rather than issues.

Pro-independence candidates fared badly, and only managed to score 1.4% of the Tahiti vote.

In the New Hebrides, land is what it's all about

By PIM staff writer MALCOLM SALMON

It is said that when subordinates began to outline some problem to France's famed World War I commander, Marshal Foch, they would regularly be cut short with the question: "*De quoi s'agit-il?*" — "What's it about?" In this way, Foch hoped to do away with long explanations and at once get to the heart of the matter.

A fair answer to Foch's question in relation to today's situation in the New Hebrides would be: "Land." And the land situation in the condominium is hotting up.

Several documents recently circulating in the New Hebrides eloquently demonstrate this.

The first is a letter signed by Chief P. Poilapa of Mele Village in the southwest of Efate Island. The letter is addressed to Mrs Sylvia McMichael, managing director of Tara plantation, which is about 10 miles from Vila and two miles from Mele village. The chief's letter says:

"The Chief and People of Mele village demand the return of the land at present occupied by your company in Mele land.

"We need not tell you of the past history as to the acquiring of the land and definitely believe that it was through devious means that your predecessors acquired this land. The history of how land has been fraudulently taken by Europeans in the past in our islands is not a new tale and we know that you cannot deny it.

"We know that your argument for the freehold of this land would be based on the decision of the Joint Court. However, we wish to inform you that we do not regard the Land Titles in the Joint Court as valid, because they contain a foreign and colonial seal in which none of our forefathers had any role to play.

"We claim what we know is ours, and that we are the rightful owners.

"We hereby give you three months notice as from this date (March 5, 1977) to vacate this land. Failing that we will be forced to take action."

(A petition along similar lines was

sent on the same day to the French and British Resident Commissioners in Vila.)

The reply to Chief Poilapa's letter was written by Mr L. N. Nevels, Jr, an American attorney operating out of Honolulu, who is attorney to Mrs Sylvia McMichael. It says in part:

"Your letter to Mrs McMichael has been turned over to me for reply.

"As you must have anticipated, it is impossible to do otherwise than reject your claim. Permit me to give you the reasons therefore.

"You are quite correct in believing that my client relies upon her Court Title to support her freehold interest in the lands of Tara Plantation. But it goes beyond that.

Vanuaaku Party's resolution

The Vanuaaku Party, formerly the National Party of the New Hebrides, decided at its congress in June that the July constitutional conference, scheduled for Paris, should be held in the New Hebrides.

A congress resolution said: "Such a conference, since it concerns the life and future of the people of Vanuaaku (New Hebrides) should be held in Vanuaaku." The resolution added that the party could not afford to send a full delegation to Europe.

The French/Bislama language fortnightly, Nabanga, reacted sharply to this decision in its issue of June 18. In a major article on the Vanuaaku Party congress, signed by J.M., Nabanga said: "In London or in Paris ... of course, it is not possible to stage demonstrations which might intimidate or strive to convince the negotiators on the other side of the table.

"If there were a summit conference in Vila, the Vanuaaku Party could make use of certain means of pressure ..."

"My client, as do practically all other fair-minded persons, of every racial, religious and political background, believes that all people have an inalienable right to select their own government, their own leaders and their own laws. No man should be dominated by an alien philosophy which (if he understands it at all) he inherently disagrees with. All honourable men will agree that New Hebrideans are no exception, that they are entitled to govern themselves, in their own way, with their own institutions, and that they should be encouraged and assisted in taking their place as an independent nation in this 20th century ...

"Any humane and understanding person will recognise the yearning of some New Hebridean leaders to restore an earlier, simpler, satisfying way of life. That same understanding person will feel great sorrow that it cannot be done, however much the desire may be there.

"However well-intentioned the people who advocate a return to 'custom' may be, such a return is impossible.

"When you become self-governing and independent, as will surely happen soon, you will be a very small nation among more than 180 other independent and self-governing nations of the world in this 20th century. If the 20th century with all its upheavals, miseries and successes has taught us anything, it has taught us that nations are *interdependent*: none can survive by itself, in a shell, unrelated to many, if not all, other nations. What happens in Zanzibar or Angola or the United States has some effect upon the New Hebrides, whether its people like it or not. A typhoon in the Philippines has a pronounced effect on the New Hebrides ...

"Thus, the New Hebrides will have to realise, as an independent nation, that it has to live in the world community. To do this it must earn the respect of at least a goodly number of that world community ... Indeed, the New Hebrides will for some time be very dependent

upon the goodwill of and the investment from many other countries and the citizens of those countries.

"It is always tempting, in the creation of a new country, to try to get a 'head start'. The simple way of doing this is for the new government to take the lands and property from former colonials. They have no votes, no political power. Practically all new governments are tempted to do this. But it has grave consequences. Consider the lack of success of those new nations who have done so in the past 20 years — Zaire, Tanzania, Uganda, Papua New Guinea, Angola, and others. Each of these has suffered tremendous hardships with more to follow.

"They have antagonised the responsible nations of the world (perhaps without intending to), they have suffered revolutions, break-away movements, assassinations, coups d'etat, economic disasters — beyond the scope of other new nations. Many of these disasters are directly related to the suspicion and contempt held for governments which take other people's lands. It would be tragic if the New Hebrides starts its independent status with these same potential problems, it would be pathetic if it did not learn from the sad experiences of other recently-founded countries.

"A nation, no less than an individual, must honour commitments given in the past, whether those commitments were made by themselves or by others ...

(Mr Nevels was writing primarily about the New Hebrides situation. His views on the present state of Papua New Guinea are so wide of the mark that he needs a good lawyer himself to protect him from the justifiable indignation of the PNG Government. PNG is not unsuccessful, nor is it suffering undue hardships, assassinations, coups, revolutions, nor has it lost the goodwill of other nations).

Things had also been stirring on Pentecost Island where in February a council of custom chiefs on the island declared itself the government of the island. Father Walter Lini, president of the Vanuaaku Party (formerly New Hebrides National Party), was invited by the council to visit Pentecost and to counter-sign the declaration.

A French company, Thevenin et Cie (Thevenin & Co.) reacted by

virtually threatening to take the law into its own hands to protect its interest in Pentecost's Lonorore Plantation "if forced to". The Thevenin statement follows in full:

"DECLARATION OF POSITION BY THEVENIN ET CIE."

"The following statement is made by Thevenin et Cie as the lawful, adjudicated owner and long-time possessor of some 2 500 acres of land known as Lonorore Plantation, Pentecost Island, new Hebrides.

"Thevenin et Cie and its predecessors, starting prior to 1904, with foresight and creative effort, brought forth from the Pentecost bush a productive plantation. Many years ago Thevenin et Cie by due process of law before a properly constituted tribunal had its land titles adjudicated and confirmed.

"Thevenin et Cie was voluntarily established under French law; it and its predecessors voluntarily submitted their persons, their businesses and the lands of Lonorore Plantation to the jurisdiction of the Condominium Government. Thevenin et Cie has obeyed that government's laws and will continue to obey them so long as that government performs those acts for which it was primarily created — namely, to protect the persons and property rights of those over whom it exercises jurisdiction.

"Thevenin et Cie acknowledges the legitimate desire of the New Hebridean people to govern themselves; Thevenin et Cie endorses the political principle that all people are entitled to select their own leaders and to submit themselves to

laws appropriate to their own cultures and aspirations. No man should be prohibited from the exercise of these natural rights.

"Thevenin et Cie is well aware that the obtaining of self-government is for any people a process distinguished by slogans, statements, oratory and sometimes promises of impossible dreams. This is particularly so where, as in the New Hebrides, there exists an enormous diversity of languages, customs, economic conditions and objectives. When these difficulties are combined with a most rudimentary infrastructure and a severe shortage of trained personnel with which to operate a 20th century government, it is to be expected that those striving for self-government and independence will seek to enlist adherents by making insupportable statements and by promising popular, though irrational, acts. This is human nature and can be endured.

"However, when representatives of some of the people usurp political authority; when a few people resolve to take without compensation the property of others, this is another matter. Such has recently been the case.

"At a meeting held on February 10-11, the Vanuaaku Pati at Quatnapni, Pentecost unilaterally declared itself the government of Pentecost Island and in addition resolved to take Lonorore Plantation and distribute it to one or more of the adherents of the Vanuaaku Pati. This action was further magnified by the publication in the March

● continued on p. 89

Dearer living in the New Hebrides

Increases in import duties in the New Hebrides will send up the prices of cigarettes, tobacco and cars. A hike in vehicle licences will also make motoring dearer and will make transport charges dearer. Telephone charges are also up.

The tax on raw tobacco has been lifted from FNH 400 to FNH 1,500 a kg, on cigars from FNH 2,000 to FNH 3,000 a kg and on cigarettes from FNH 1,130 to FNH 1,700 a kg. The duty on stick tobacco is unchanged.

The duty rate on vehicles from 1,100 cc to 1,500 cc has been increased from 20% to 30%, and on

vehicles over 1,500 cc it is now 35%.

New vehicle licence rates are: motor-cycles, 100 cc or under, FNH 1,200; over 100 cc FNH 1,500; cars, 1100 cc or under, FNH 2,000; over 1,100 cc, FNH 3,000; over 1,500 cc, FNH 5,000; trucks, up to one tonne, FNH 3,000; one to three tonnes, FNH 5,000; over three tonnes, FNH 8,000.

Half rates apply to vehicles five years old, taxis and others used on islands other than Efate and Santo.

Telephone rental charges rise to FNH 10,000 a year, and the charge for local calls rises from 8c to 10c.



A BOUNCER!

Nauru MP Rene Harris lost his seat in parliament through a court conviction for assault but he bounced back in no uncertain manner when the by-election was held. He polled 95 votes in his Aiwo constituency, a majority of 32 over his three opponents — Reginald R. Akiri (41), John C. D. Bill (12) and August D. Deiye (10). The Deputy Speaker, Derog Gioura, lost his seat through a Supreme Court order which ruled that his election for the Ubenide constituency was invalid. Kennan R. Adeang was declared elected in his stead. The Member for Yaren, Leo Keke, was elected Deputy Speaker.

MOVING HOUSE

The Congress of Micronesia is moving house from Saipan to Ponape, with a first session in its new abode scheduled for August 15-20. The COM will lead a general exodus of Trust Territory government departments as the standing decision that Ponape should be the new capital is put into effect.

All correspondence to the COM should now be addressed to Kolonia, Ponape.

A BURNING QUESTION

A huge banyan tree collapsed and fell across the main road on the Island of Makira in the Solomons. No one was hurt but the tree blocked the road. Two trucks and a trailer travelling from Kira Kira were trapped on one side and another vehicles was stranded on the other side. How to clear the road? Set fire to the tree. The fire burned for two days!

TRAGIC COINCIDENCE

Paul Tatamat, 28, a taxi driver of Nguna, New Hebrides, was found dead

in bed in May at the Foyer-Hostel, Vila. A post mortem failed to discover the cause, and organs from his body were sent to Australia for scientific examination. Four years ago his brother Wilfred, a police sergeant, was found dead in bed in Santo.

BOYS WANTED!

Dick Kidby, a former Melbourne businessman with a lifelong interest in football, has thrown in his lot with the Papua New Guinea Office of Sport, a government agency, and is helping to promote Australian Rules football in PNG.

To help get his plans moving he sent circulars to 83 high schools in PNG to assess their requirements for 1978. One of the early answers received said: "Dear Sir: Thank you for your interest, but we wish to advise that this is a girls' school. Our only requirements for 1978 are boys."

THE ROAD BACK

Japanese-born Taicho Futeemma, 71, was a tailor in Vila before World War II. When the war broke out he was interned in Australia and was repatriated to Japan at the war's end. He had left behind in Vila his wife, their three sons and two daughters.

He returned to Vila on a visit in May, found his wife, and learned that they now had more than 60 grandchildren and great grandchildren.

Both he and his wife had since remarried, but in both cases their partners had since died.

MILLION FOR ARTIFACTS

A huge collection of South Pacific artifacts fetched nearly \$1 million at auction at Christies, London, in June.

A spokesman for the auctioneers said highlights included a heavily tattooed shrunken Maori head with black hair and a plugged nose, and a red and yellow Hawaiian cloak made from half-a-million parrot feathers.

The collector, Mr James Cooper, haunted British dealers' shops for years to accumulate the items. He never set eyes on the countries from which they came.

KILLER FLU

At least 14 people were reported dead late in June after an outbreak of influenza in the remote Sambanga area of Kabwum district in Papua New Guinea's Morobe province.

GAOLED — FOR GREED

Mr Colin Perrier, a Fiji magistrate, was in no mood to be lenient when two young men appeared before him on charges relating to the theft of NZ School Certificate examination papers. He said they had caused "total disruption of the lives of several thousand" young people at a critical time of their lives. He sentenced Rajendra Narayan, 20, to four years' gaol for having stolen the papers and Subhas Chand, 19, to



This peculiar contraption with the two pretty girls was PNG's centre-piece at an Asian Trade Fair in Melbourne in June. It's a good example of Papua New Guinean traditional art wedded to a modern mode of travel — the helicopter. The girls are Joyce Wickham, Air Niugini's senior international stewardess (left), and Eva Arni, PNG Office of Tourism public relations officer. They were hostesses at the fair. The PNG National Arts School made the fabric and the art work was done by Arts School Artists Kauge and Akis — PNG Post-Courier picture.

three years for having received the papers. Narayan's father had received the papers in his capacity as chief supervisor for Rishikul School, and put them in a carton under his bed. Narayan took some of the papers, selling a set of book-keeping papers to a boy for \$20 and a set of biology papers to another person for \$25. He gave the rest of the papers to Subhas Chand, who sold them to four other people, who copied them and then returned them. The court was told that because of their action 3 000 students received their School Certificate results late and 19 students were disqualified. Mr Perrier said Narayan and Chand had been motivated solely by greed.

PAMELA'S VICTIMS

About 1500 Mortlockese, their home islands ravaged by last year's Typhoon Pamela, could be relocated on some islands in Micronesia's Ponape district if local leaders agree. The Mortlock Islands lie about 306 km (190 miles) south of the Truk district centre, Moen. Ponape's new weekly newspaper, Pohnpei Spotlight, said a survey by the Truk department of agriculture had shown that no food crops could be grown on the affected islands for at least five years. The typhoon victims are at present on a welfare programme which will cut out before the end of the year.

● more on p. 25



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"EXPERTS" NOT WANTED

Papua New Guinea's North Solomons provincial government refused in June to see a consultant group appointed by the national government in Port Moresby. Two representatives of McKinsey Consultants had gone to the North Solomons capital of Arawa to discuss problems of provincial government with local leaders.

North Solomons Premier, Dr Alexis Sarei, said: "We don't want consultants to tell us what provincial government is about. We know what we want."

Appointment of the group, at a reported cost of K10,000 a week for 15 weeks, plus K10,000 expenses, was also attacked by the deputy speaker of the National Parliament, Mr John Kaputin, who served on the constitutional planning committee which drew up documents outlining the powers and functions of provincial governments. Mr Kaputin described the appointment of the McKinsey group as "another example of a deal" in which consultant groups were exploiting the country through *wantoks* (relatives) who are or were working as advisers to the government.

DEADLY DRINK

Two Fiji dockworkers died and one became seriously ill after drinking methyl alcohol at Kings Wharf, Suva. Several others also drank the liquid. The two who died were Manasa Koromo, 36 and Eparama Vakacabeqoli, 40. The police later issued a warning that about 45 litres of the methyl alcohol was missing from the wharf, and that it was deadly if consumed. The dead men left 11 children, aged from 3 to 18. The Fiji Waterside Workers' and Seamen's Union immediately moved to put \$1 000 into a trust fund for the children's benefit.

CHIEF SUES USA

A Palauan chief has launched a multi-million dollar lawsuit against the US and Trust Territory governments claiming his land is being occupied illegally. According to the Micronesian News Service, Thomas Orranges, head of the Ochedarechei clan in Angaur, a phosphate-rich island in southern Palau, has charged the US and TT governments with illegally taking away land owned by his and another clan.

Orranges claimed that the US Coast Guard, which built a LORAN navigational radio station and airport on the land in 1952, has never paid rent.

He claims that the island has always been owned by the people and clans in Angaur "from time immemorial up to the present", and that there is no public land in Angaur. It says the two governments had recognised the Angaur people's ownership until about 1952 when the so-called "German deed" surfaced. "The 'German deed' was reportedly signed in 1908 by a number of Angaur representatives to sell two-thirds of the 9.6 sq km (3.3 sq m) island to the

Germans. Six chiefs are said to have "signed" it with crosses.

The Angaur lawsuit maintains that "there was no such sale", and that even if there had been one it was "a direct result of coercion, force and duress", and therefore invalid.

Chief Orranges and his clan are said to have been the recipients of one of the TT's largest war claim settlements, \$US250,000, for postwar damage done by the US military to the clan's property.

PRESERVING AN ART

A group of customary leaders in Santa Cruz, Solomon Islands, fearing that the art of making the feather money unique to their area may die out, have formed a company to preserve it. Feather money is used in a number of places in the Solomons' outer eastern islands, but is only made on Santa Cruz, and at present by only a handful of people.

A standard length of the money is made from the feathers of 1500 birds and may take a year to weave. It is a traditional way of settling bride price and customary trade.

GET OUT OF THE OFFICE

Present training programmes for community workers in the Pacific Islands are "too office- and classroom-orientated", according to a group of specialists in social work from five Pacific countries who met recently in Madang, Papua New Guinea. They said after their fortnight-long meeting: "Too often one hears the complaint that field staff spend more time in their offices than with the people in the village, and perhaps this reflects the bias of current training institutions. We feel that the major emphasis should be on field training and field work experiences, with less time spent on studying theory based on conditions in bigger countries overseas." The meeting, sponsored by the South Pacific Commission, grouped people from the Cook Islands, Fiji, the New Hebrides, Papua New Guinea and the Solomon Islands.

CURE FOR DRUGS

A senior magistrate in Papua New Guinea proposed in May that Papua New Guinean youths should do a two-year period of "national service" working on the land. Mr Francis Iramu made the proposal, saying that from what he had seen in the courts PNG could be on the way to a serious drug and organised crime problem. Much of the situation stemmed from dissatisfied young people who were trying to find a place in the community. Under his proposal, when a youth turned 18 he would begin a two-year community work period in his home area.

Mr Iramu said he believed his proposal conflicted with citizen freedoms laid down in the national constitution. In the overall national interests, however, he believed the proposal required close government examination.

THE STING

Bernard Narokobi, who is fast earning a reputation as the Third-World philosopher of Papua New Guinea, in a newspaper article in May praised the mosquito for bringing sickness and death to early White settlers. He wrote: "I feel Papua New Guineans owe a lot to the mosquito." Whites in Port Moresby, reacting to the statement, accused Mr Narokobi of taking an uncharitable attitude. They said: "He would think us nasty-minded if we gloated over the chronic sickness which the mosquito has brought to his own people."

Critics of Mr Narokobi recalled that several years ago President Amin of Uganda established a decoration which he called the Order of the Mosquito. He said he selected the name because of the suffering the mosquito had brought to Whites in Africa.

TUVALUANS IN NZ

Nine men and three women from Tuvalu have gone to New Zealand to work. They were the first Tuvaluan recruits to work in a foreign country other than those engaged on a regular basis for the phosphate workings on Nauru. It was the first opportunity for overseas employment since Tuvalu (then the Ellice Islands) separated from the Gilbert Islands. On the way they spent three days in Suva where they were X-rayed.

\$500 000 HOLIDAY!

The cost of a 36-hour shutdown at Fiji's two biggest sugar mills, Lautoka and Rarawai, cost the Fiji Sugar Corporation about \$500 000. The mill workers refused to work on the Queen's Birthday holiday on June 13. The 500 workers involved gave notice late in the preceding week that they would not work that day. However, they did not break the law, even though they broke an agreement the Fiji Sugar Corporation had with the Fiji Sugar and General Workers' Union. The question of working on a public holiday was not one of the items in a certificate of dispute, although the question of the rate of pay for a public holiday was. The dispute has still to be adjudicated.

\$500 000 FALL

A 70-tonne ore hauler worth more than \$A500 000 was destroyed in a spectacular 100-metre fall at the Bougainville copper mine. The truck was being inspected by a mechanic at the side of the pit when it moved forward and plunged over the edge. No driver was aboard. The accident was the third at the mine in four days: in the two others, drivers escaped injury when a loaded ore hauler went over a steep slope, and an oil tanker left the road as it approached the mine complex.

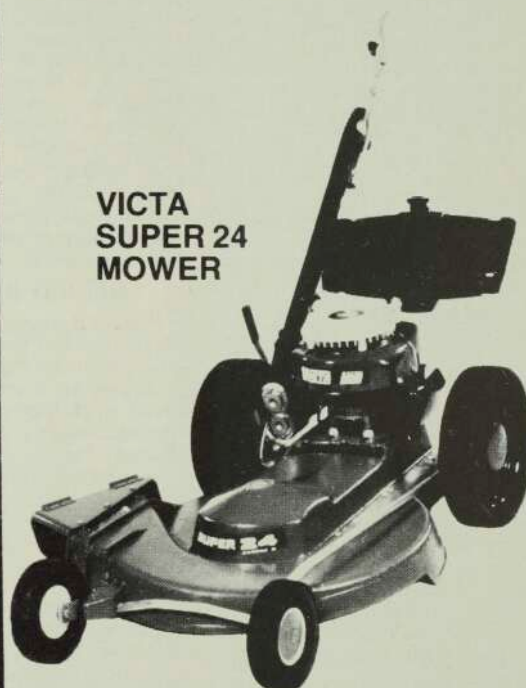
Cost of the three accidents was estimated at more than \$A1 million.

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PACIFIQUE SUD

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Top attention in Noumea in recent months is focused on that colourful live show — the great election spectacular — complete with riot squad gendarmes flown in from Tahiti, a top Fijian naval trainee, changes in the joint French UTA-Australian Traveland tourist venture, and yet another load of promises from Paris and INCO authorities on a new nickel project. Sandwiched in between these top stars were Japanese honeymooners and a Sydney churchman's warning of the "rising level of frustration" among the indigenous Caledonians and Hebrideans.

Of course, plenty of drama can be expected in Noumea up until the territorial elections in September. Now that the show is on the road, it is really the best time for tourists to visit the island and see the fun at first hand. French elections are always lively and passionate and the Pacific context gives the added rivalry of Paris and local interests inside the territory and suspect Anglo-Saxon agents all around outside.

After the gathering under the circus tent of the pro-Administration forces on April 17, latest act in the carefully-scripted election scenario was a totally new spectacle on June 15 in Noumea's central square. Some 100 people gathered for a meeting of the PALIKA (Kanaka Liberation Party) and were greeted by Paris' latest import, a brigade of *gardes mobiles* (riot squad gendarmes) complete with helmets, huge shields, truncheons and rifles.

This confrontation over a meeting on land rights around the east coast town of Poindimie was given full press coverage: no one could deny that the scene appeared ideal electoral propaganda to support the popular Paris argument that the French presence is required in New Caledonia to maintain law and order. From the tourist point of view the central square, bordered by Qantas and the Australian Consulate, is ideal for watching such military spectacles.

The latest nickel episodes can also be regarded as fitting into this pre-electoral drama. For over 10 years, the New Caledonians have been entertained with promises, the big stick and the carrot, to help them vote the right way. And now their newspapers are urging them to have hope "for another five years". The French love five-year plans, and under the latest agreement signed in June, Canadian INCO is to make further feasibility studies for a possible nickel treatment plant among the lateritic ore of the Goro-Port Boise area in southern New Caledonia.

Over the past eight years, the Caledonians have benefited from great French investment for the important role that Paris has drafted out for the territory. New Caledonia has been described by one governor as the "aircraft carrier for the beaming out of French civilisation" into the Pacific. And just what kind of merchandise this "aircraft carrier" it to send out will be interesting to see as French ships step up their calls around the Pacific. New friends are being made in political and defence spheres. It is interesting to note that the Noumea press recently featured a young Fijian naval trainee, Esala Teleni, whose photo was headed "Fiji: the first commander" with the explanation that after next March he would command a ship in the Fiji Navy. Could this press reference be a veiled hint to Caledonia Melanesians not to count on support from France's friends in Fiji or does the interest relate to prospective customers for defence deals?

Men who know about these things say it is much more fun to do arms deals with the French rather than the Russians or Americans.

Someone who had another idea of the French military activity in New Caledonia was the Rev John Mavor of Sydney who, in a June submission to the Australian Senate Standing Committee on Defence and Foreign relations, suggested Australia

should try to avoid "a second Timor" in the South Pacific. Mr Mavor sensed a "rising level of frustration" among Caledonian and Hebridean indigenes. He explained that the recent fighting in Timor followed upon the islanders being trained militarily and he saw parallels in the military training going on in New Caledonia.

Also in June, Australian Prime Minister Malcolm Fraser visited the French President and Prime Minister in Paris. As Mr Fraser well knows, not least among French interests in Australia are the development of uranium and the sale of military hardware.

Deals of another kind, in the tourist field, were in progress in late June between the French and Australian partners in the Island Holidays joint venture in New Caledonia and New Hebrides. While no official statement was forthcoming at that stage from the Australian side, Traveland, Noumea sources reported that after one year's operation on a 50-50 basis the French side UTH (hotel arm of UTA airlines) was negotiating to take back a major share of this partnership. The venture was set up in 1976 to enlist Australian managerial expertise in boosting tourist traffic to the Chateau Royal hotel and the Isle of Pines.

UTA airlines is also working hard at its Tokyo end, where the Japanese are assembling possible planeloads of young Nippon bridal couples to fly down for a wedding where they would say *oui, oui* or *hai, hai* before the Mayor of Noumea. Since all French weddings must be performed in a civil ceremony, irrespective of what happens in a church, there is quite a stream of marriages performed in the Noumea Town Hall. Amid the multi-lingual stampede, the authorities will have to watch that no Miss Sakuko-san Blossom finds herself unexpectedly married to Leon the lion-hearted from the Wallis Islands.

PEOPLE

Captain Brett Hilder, graduated as MA at Sydney's Macquarie University in May.

His thesis, *Voyage of Torres*, defends the theory that Endeavour Strait in Torres Strait was discovered by Torres in 1606 and not by Captain Cook 164 years later. As Captain Hilder said in a press interview: "Very few people accept this idea. They want the strait to be discovered by Cook in 1770, and not some damn Spaniard in 1606."

An abridged version of Captain Hilder's thesis appeared as a magazine article in PIM in April, 1973.

One of the best known mariners in the South Pacific, Captain Hilder has long been familiar to PIM readers for his talented black and white portraits of prominent Island personalities.

Many old friends of Colin Buscombe, well known in Papua New Guinea for more than 25 years, might like to know that since March he's been in the Allendale Hospital, Cessnock, New South Wales. He'd like to keep in touch. Brother Harley Buscombe is now living at Miranda, Sydney.



Captain Hilder (left) gets a handshake and his MA parchment from Sir Garfield Barwick, the university Chancellor and Chief Justice of the High Court of Australia.

Mr Terry Goggin, until recently head of the New Zealand and South Pacific section of Australia's Department of Foreign Affairs, took up a new post towards the end of May — assistant secretary to the Government of Western Samoa. He replaces Mr Rod Gates and his appointment is for two years. Mr Goggin has served with the Australian Government in Malaysia, India, South Korea and Thailand. Mr Gates becomes deputy director of the South Pacific Bureau for Economic Co-operation (SPEC).

English-born Tongan daughter of royalty, saw the land of her parents for the first time on June 7 as a mere babe of two months. Salote Lupepau'u Salamasina Purea Vahine Arii 'o e Hau Tuita, the

daughter of Princess Pilolevu and Captain Ma'ulupekotofa Tuita, was born at Oxford, England. She arrived in Tonga with her mother and grandmothers Queen Halaevalu Mata'aho and Fatafehi Tuita. She is the first granddaughter of King Taufa'ahau and Queen Mata'aho. Her husband, son of a Tongan noble, was to follow in June after completing a 10 months' course on foreign service at Oxford University. Baby Lupepau'u's grandmothers and two uncles, Princes 'Aho'eitu and 'Alaivahamama'o, were among those at her baptism at Lincoln Chapel, Oxford in May.

Mr Myles Park Preston, 50, has been appointed Deputy Governor of the Solomon Islands. Mr Preston was previously head of the Caribbean department in the Foreign and Commonwealth Office in London.

John Milne, for some time at Apia observatory and well known in the Pacific Islands, is these days First Secretary (Information) at the Australian High Commission in Kuala Lumpur, Malaysia. He is still a regular reader of PIM.

Adrian Winkel, recently-appointed High Commissioner for the US Trust Territory, is said to be a "tough, demanding, but fair" administrator. He promised to continue to be just that when he moved into his new post. His guiding principle as HighCom? "I will attempt to be as honest, open-minded, objective and fair as I can in terms of even-handedness in dealing with the people." He wants to work with the people of Micronesia to make the government as effective and productive as possible. His administration will be people-oriented and he expects his staff also to be people-oriented.

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TROPICALITIES

Tune in a tsunami

A popular radio programme at the University of Hawaii these days is "tune in a tsunami".

Though popularly called tidal waves, the dreaded tsunamis are not caused by the tide, nor are they ordinary ocean swells. According to the US National Geographic Society, tsunamis are a series of almost invisible seismic sea waves that travel at more than 600 miles an hour in very deep water. They are detectable while at sea only by sensitive shore-based instruments.

As they approach land, however, tsunamis suddenly become terrifying walls of water that sweep everything before them.

Scientists at the University of Hawaii are now testing a new early warning system to locate the deadly waves. Earthquakes that cause tsunamis generate disturbances in the ionosphere high above the earth that can be detected by radio.

In the new warning system, a special radio receiver on the island of Hawaii reads signals from a "time-and-frequency" station on Kauai. Reflected from the ionosphere, the signals will show a shift in frequency if an earthquake with tsunami potential occurs. The location and size of the quake are determined by other equipment.

Hawaii is especially vulnerable to tsunamis. In the last 150 years, at least 85 have struck the islands, causing almost 400 fatalities.

More about the Coe family

Responding to the request in PIM (January) for information concerning the above photograph which was found at St Ives, New South Wales, and sent to PIM by Mrs M. G. Rosser of Newport Beach, NSW, Mrs Marilyn Southall, of Lower Hutt, New Zealand, has written:

"The picture in PIM was faded, so we were unable to identify the family group in any positive way.



"But concerning the names mentioned in the caption, we can offer a few details.

"Jonas Coe, my great-grandfather, who was an American Consul in Western Samoa, did, as PIM mentioned, marry a Tongan lady by the name of Litia, and did have the children named in PIM.

But "Queen Emma", as a daughter of Jonas, was a half-sister, and not, as mentioned in PIM, a stepsister.

"PIM is quite right in stating that Eliza, Robert and Adeline are dead. But the date for Robert's death is wrong. Robert Coe, my grandfather, died in 1965 (not 1963) at the age of 80. (And a truly wonderful grandfather he was, I might add!)

"My great-aunt Nellie Lydia (noted in PIM as having died in 1960) is still very much alive and in very good health at 93.

"If Mrs Rosser wants any more information, I would be happy if she would write to me at 15a Howard Grove, Totara Park, Upper Hutt, New Zealand. My mother, Robert Coe's daughter, would be happy to help in any way possible. By the way, if she does write, I would be glad if Mrs Rosser would tell us whether she has any connection with

our family, or just a general interest in it."

A bedroom 'farce' at Ba

The scene in a Ba, Fiji, bedroom, could almost have been taken from a comedy, except that it was rather serious. A 29-year-old labourer, suspicious of his wife's fidelity, was in the living room of his house about 2am one day last year, and his wife was in the bedroom.

He heard whispering and went into the room, where he saw his wife hiding under the bedclothes and his boss under the bed. The angry man snatched up his cane knife and belted his wife across the bottom with it, and lashed out at his employer as he ran from the bedroom.

His actions landed him in court on two charges of having committed acts intended to cause grievous bodily harm. He found a sympathetic magistrate in Mr Hugh Sinclair, who described the circumstances as unusual, if not actually unique.

"The circumstances of a husband surprising his wife in *flagrante delicto* in the middle of the night are

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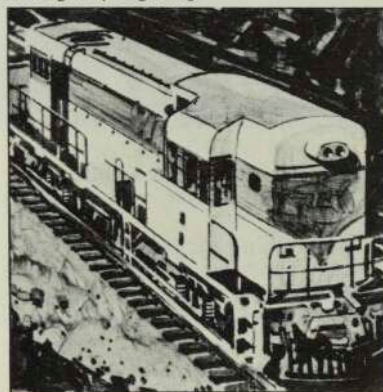
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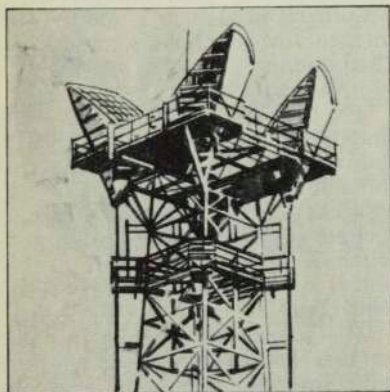
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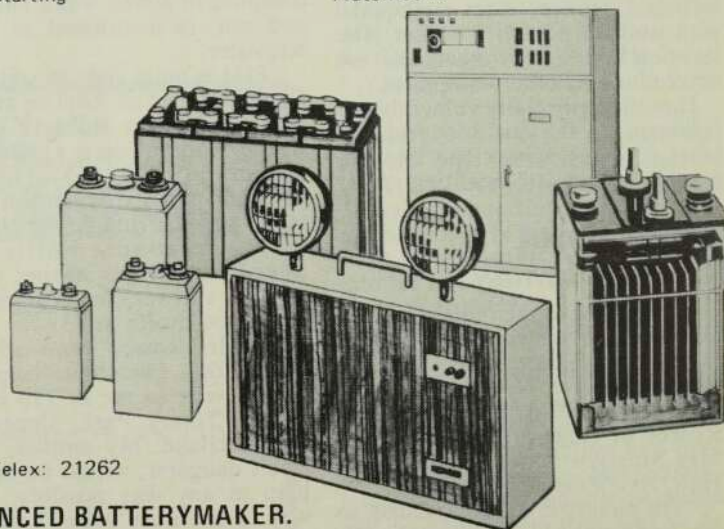
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productions and form the basis of the subject of numerous theatrical many farcical situation comedies," Mr Sinclair said.

But the realities of life, as such, were serious.

"The man, to all accounts, a faithful husband and good father to five children who surprises his wife in such a situation can well be excused from not appreciating the comical aspect of such situations to others," Mr Sinclair said.

"It is understandable for such a man to act in anger, for his mind to be temporarily warped by his horror, and to act illogically in his anger."

Mr Sinclair said a deterrent sentence was not appropriate. He sentenced the man to 12 months' imprisonment on each charge, to be served concurrently, then suspended sentence for 18 months.

There was a happy sequel. The court was told the husband and wife were reconciled and had moved elsewhere.

Claret — for the stomach's sake

As was the case in a number of other Pacific Island countries in the past, the Cook Islands had a series of acts and regulations which either forbade or restricted the sale of alcoholic liquor.

These prohibitions grew in the main from the desire of the missionaries to shield the indigenous peoples from the evils of the demon grog.

However, there were always those who sought means to satisfy their thirst. On February 5, 1905, the Resident Agent at Mangaia wrote to the Resident Commissioner: "Clause 22 of the Statute of Mangaia is very clear as far as the prohibition of liquor as a beverage is concerned and indeed I cannot see why it should be regarded as a beverage as at least two of the Europeans on the island are quite unable to take it in moderation. Infinitely better for them, therefore that they should not have it at all. But I do not think this applies to claret, *which is taken with meals and therefore is really a food.* The new liquor law of your Rarotonga Island Council seems to make an exception in favour of claret".

There were some odd attitudes to the matter of racial origins as far as

allowing access to alcohol was concerned. In 1904, The Rarotonga Island Council enacted an ordinance to regulate the sale of spiritous liquor, section 5 reading "No spiritous liquor shall be sold or given to any Native inhabitant of any Polynesian island, except on the written permission of the Resident Medical Officer. For the purposes of this ordinance all Chinamen shall be deemed to be Native inhabitants of Rarotonga."

Over the years, there have been some notable hard drinkers residing in the Cook Islands but in 1911 they must have been quite exceptional. On July 17, 1911, the Governor in New Zealand assented to an ordinance prohibiting the importing except under conditions of an American cod-liver oil extract. The ordinance included the following statement, "And whereas in the opinion of the Governor the importation of a medical preparation stated to contain 17% alcohol and called or known as 'Wampole's Extract of cod-liver oil', prepared by Henry K. Wampole and Co (Incorporated), Philadelphia, United States of America, into the said islands is likely to be injurious to the inhabitants by reason of their using the same as drink of an intoxicating nature ..."

Lae — the last outpost

Last January this column gleefully reported that more than 12 months after independence, the Papua New Guinea Post Office was still postmarking local mail with TP & NG, which means "Territory of Papua and New Guinea," and which ceased to be meaningful years ago.

Well, we can report that things are improving. We've just got a letter from a government department in Lae, franked TPNG. They've got rid of that "and". Perhaps next year they'll go to work on the "Territory".

Siers is sailing again

New Zealander Jim Siers, who sailed an outrigger canoe, the Taratai from the Gilbert Islands to Fiji in 1976, plans another adventure to prove a point. He is sailing

another vessel, built in Fiji, to New Zealand the long way round, following the path of ancient Fijians. He intends to make landfalls in Samoa, Tonga, the Marquesas and the Cook Islands.

His vessel, the Taratai II was launched at the Regent Hotel, in Nadi Bay, by the Tui Nadi, Ratu Napolioni Dawai, who splashed yaqona over her. Many people, including Gilbertese, helped Siers to build the boat, which has a hull of marine dakua, a present from the Pacific Lumber Co, of Lautoka.

Siers said the ancient Fijians produced a beautiful pottery called lapita. Pottery found in the Marquesas, and dated to the beginning of the Christian era had since been identified as having been made in the Rewa delta, or that the materials from which pots were made came from there. There were those who felt that pottery made in Fiji was traded to Tonga and from there taken on a voyage which finished in the Marquesas.

Scientists tour the Islands

The Royal Society of New Zealand has organised a scientific expedition to the outlying islands of Fiji and Tonga. Seventeen scientists — interested in botany, biology and geology among other things — have been visiting Ata and Fua in the Tongan Group and the Lau Islands of Fiji.

Two additional projects involved a linguistic survey of island dialects and the recording and documentation of Lau music.

The scientists, from universities, government departments and museums set off aboard the Department of Scientific and Industrial research vessel Tangaroa on June 15. The Tangaroa, which also carries out oceanographic surveys in the nearby regions, was due to return to Wellington on July 29.

Many of the islands have rarely been visited by scientists. The expedition continued the Royal Society's policy of fostering scientific research in the South-west Pacific region. The last expedition in 1969 marked the Bicentenary of Captain James Cook's first voyage to the region.

Expedition leader was J. V. Eade of the New Zealand Oceanographic Institute.



EDITOR'S MAILBAG

'TWO-FACED' IN THE SOLOMONS

I am a retired US Marine who, as a young man, nearly laid down my life fighting the Japanese in the Guadalcanal Campaign.

Times were rough then and the Solomon Islanders were mighty glad to see my ship in their waters. I came back, with memories of the beautiful islands and the friendly people I knew drawing me like a magnet over the years. I came in my own sailboat so I could enjoy my retirement years cruising among the South Sea Islands.

When I got to the Solomons with my family I was told I had to post a cash bond of \$30 000 for my vessel and also pay \$100 for a "light fee". Well, nobody has that kind of money on hand and what other country has ever asked for such a ridiculous amount of money just to visit their country? I planned on staying awhile in the Solomons and thought I'd get my boat hauled and the bottom fixed.

I expected to spend a lot of money there over my stay but my cash comes in over a monthly basis. I wouldn't come up with a bond for my boat anyway. If I did sell my boat the guy who bought it would have to pay the duty, not me. Also, who in the Solomons has got a 100 000 bucks to pay for my boat?

Also, I had no intention of selling my boat and still don't. As for the \$100 light fee, I wouldn't pay that either as I was told I had to pay it even if I were just passing through and spending four days in the Solomons. What other country makes a tourist pay \$100 just to stop by on the way to somewhere else?

I left, angered by the idea that I could not visit my friends I had not seen since the war. I sailed across the Pacific to come back to the Solomons and the Solomons treated me worse than any other country I've ever sailed to.

Well, I thought the light fee and bond harassment were the ridiculous effects of British colonialism, in particular. I also heard that the head of Customs was British and that he set the whole thing up. I

wasn't mad at the Solomon Islanders as I thought they were simply unaware of what the British were doing. I wondered how the British had managed to provoke a situation that was obviously against the best interest of the Solomon people.

Then, after I had flown home, leaving the yachting life to my son, I received a copy of PIM from him in which the Chief Minister of the Solomons defended the light fee. (PIM, Mar. p21).

The Solomon Islanders are, according to the Chief Minister, responsible for the anti-yacht (anti-visitor) law.

I don't mind telling you I am really angry now. Of all the countries in the world, I never expected the Solomons to be so two-faced. They welcomed the US in 1944 when their necks were on the Japanese chopping blocks and today they pass a law which will not even let me visit their islands. Well, I won't be going back. I'm sorry now for the bullet that nearly killed me in 1944.

I've never regretted it until now.

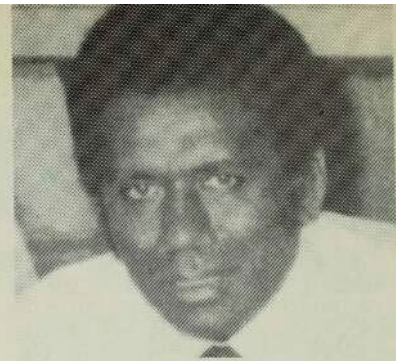
Sincerely,
LAWRENCE O'BRIEN
Florida, USA.

MORE!

When abominating words such as "racism", "whitie", "anti-whitie" and "black pantherism" are read, one invariably has to adjust one's lenses before reading on. The time it takes to do this would be sufficient to make a liar or otherwise of the reader. As for the writer, "with the fulness of the heart the mouth speaks!"

So it was interesting to read (PIM, June, p22) of an ardent yachting who, after some personal disappointment with Hilda, his wife (or husband), a fish hook or some nonsensical troop, ventured to set himself up as judge supreme and accused the Solomons of being "racist" and "anti-whitie".

His point is taken, and I am glad to suppose that Klaus Schaffer does not own a group of lovely islands



Chief Minister Mr Peter Kenilorea...he defended the light fee.

with clean waters and unspoiled surroundings, or we will have cause to see (if not already), enlarged on mile-high notices (and backed by the Gestapo), what's written deep in his heart: "No Black Bathers"; "Yachts With White Crews, Pass".

If Quint's "very friendly and helpful people" should put up a "\$100 light fee", how much more would the Schaffers demand with their snug friendliness?

I am not saying that the Slugged Yachtie brothers are not justified in their grievances, but if yachties with only their "sailor's-privilege" right should complain, how much more right would the Solomons' authorities have in making a ruling and in setting a fee they consider proper on free-bounty-seekers who bring nothing to the Solomons but their whitle smiles?

PIM had this to say of the **ESCAPADE** (May, p89) "... after two months cruising ... the men went diving ... but said they saw only two anchors".

Are we to believe that yachties only go diving once, and that they leave their 10 fingers tucked away in their cabins before they drive in? Perhaps Schaffer would say that it's a tourist's right too to be a "finder-keeper"?

I don't know if Mr Kenilorea is "reading up Idi Amin's tourist policies ...", but I for one, would like to read up Foster's tourist policies. Could you send me a copy Mr Schaffer? Please send me a copy of your own country's tourist policies too.

It's amusing to see that Schaffer tried to group his **HILDA** and other yachts with "the small inter-island boats that come from Bougainville ...". Can you say that a boat of human cargo from a nuclear-polluted zone and a boat of consumer goods from a nuclear-free zone are classified as the same?

Bougainvilleans are in the

SOLOMONS, and there's no fear of epidemics or unauthorised non-medicinal cure-seekers coming from there. Remember, restrictions are put up only because of fear, not because of the number of gold teeth the other has.

I am reminded of a poem by the Cook Island poet, M. Tognia:

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

Now you pretend
not to remember

Why?

Let me assure Schaffer that the Solomons waters are not fenced. Sail through. But remember, if you stop over, you are no longer in your own front yard.

CHARLES GALAMURI

Honiara.

AND MORE!

I wish to add a few comments on the subject of the \$100 fee now imposed on yachts visiting the Solomon Islands. It is well known in Honiara that this tax was initiated by Mr John Green, an adviser to Customs and formerly Chief Customs Officer. This was done, not as an act of the legislature, but simply by the broader application of an existing regulation designed for large commercial ships.

Ostensibly, this tax is a light duty which serves to obtain funds for the maintenance of aids to navigation from those who benefit from them. In fact the money collected does not go into a fund for such purposes but simply into general government revenue.

The actual aids to navigation in the Solomons are few and far between as well as poorly maintained. That this tax is discriminatory against yachts is clearly apparent. Local vessels, which make the most use of the aids to navigation, such as they are, pay no light dues nor are visitors arriving by other modes of transport similarly taxed.

The initiation of this tax by Mr Green was not surprising. For a number of years as head of Customs he would arbitrarily require visiting yachts to post a bond for 30% of the value of the vessel. Supposedly, this was to prevent sale of the vessel locally without paying duty. The Solomon Islands are hardly a market for yachts and with the tiny number of locally-owned private

A REASON FOR THE LEVY

Other letters on the subject of the Solomons light fee include one from a "sometime yachtie" signing himself Ian Powers, of Wellington, NZ.

Mr Powers claims the light fee was imposed at the behest of a government official, who was annoyed, when he visited the Honiara Yacht Club, to find that yachties were sitting at the table which he was in the habit of using. The visitors refused to move and the official left.

"A few days later I happened to return to the club only

to notice that there was not a single sailing vessel left in the basin," Mr Powers writes, and added that he asked a long-standing member what became of all the yachts and he replied that the official had made so much trouble for them that they had left.

Mr Powers alleged that the official took a law assessing a navigational levy on freighters of so much a ton and claimed yachts had to pay it.

"Also, since it was merely a few cents per ton — which would have troubled no one — he stipulated there was to be, for yachts, a \$100 minimum!"

yachts it would be impossible for a resident to buy one without everyone's knowledge. In any case it is the obligation of the buyer who imports it, not the seller to pay duty. The real purpose of the bond was to harass yachties whom Mr Green did not like the look of.

Mr Green's personal dislike for yachties is part of a broader picture. For many years the colonial civil servants in the Solomons have regarded the Protectorate as their own private club and have actively discouraged tourism, anthropologists and other visitors whom they felt might intrude in their private domain. It was most surprising to see Mr Kenilorea's personal letter responding to such tourism and even more so to see him defend it. Apparently, the colonialists have done an effective brainwashing job for they now have a Melanesian defending blatantly colonialist policies. It was equally surprising to see Mr Kenilorea's thinly-veiled sarcasm towards 'globe trotters' and his attitude that such visitors should be happy to pay such a tax because it helps the people of the Solomons.

The 'Globe Trotters', whom Mr Kenilorea deprecates, are simply human beings responding to the quite admirable urge to experience, understand and appreciate the world in which they live. To discriminate against such persons is not only contrary to basic human rights but contrary to the wishes of the people of the Solomon Islands who, outside Honiara, are most happy to see the occasional visiting yacht.

As a yachtsman myself I pay my own way and have no objection to reasonable fees for services rendered. I do, however, object to a discriminatory rip-off totally out of line with international standards.

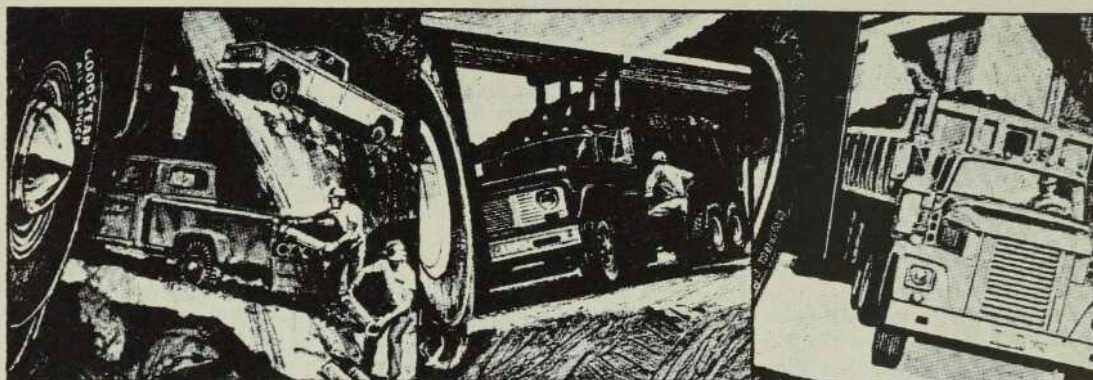
Finally the benefit to the people of the Solomons is highly questionable. The Government of the Solomon Islands utilises almost all of its resources to maintain its own existence. The village people who constitute 90% of the population receive so little from the government they would hardly be aware if it ceased to exist. As it is the Government of the Solomons owes its existence to international charity and as a taxpayer of one of the contributing nations I feel I have more than done my part.

I am not happy to pay \$100 simply to enter the Solomons in my boat and I am sure Mr Kenilorea would not have been either had he been charged a similar amount upon entering New Zealand to receive his education.

The light dues for yachts entering the Solomon Islands is a harsh, discriminating and unjust tax and should be abolished. If the Government of the Solomons is incapable of perceiving this then outside advice on how to run their country is obviously in order.

M. J. SWINBURN
Oliveh, Auckland, NZ.

More letters on p. 35



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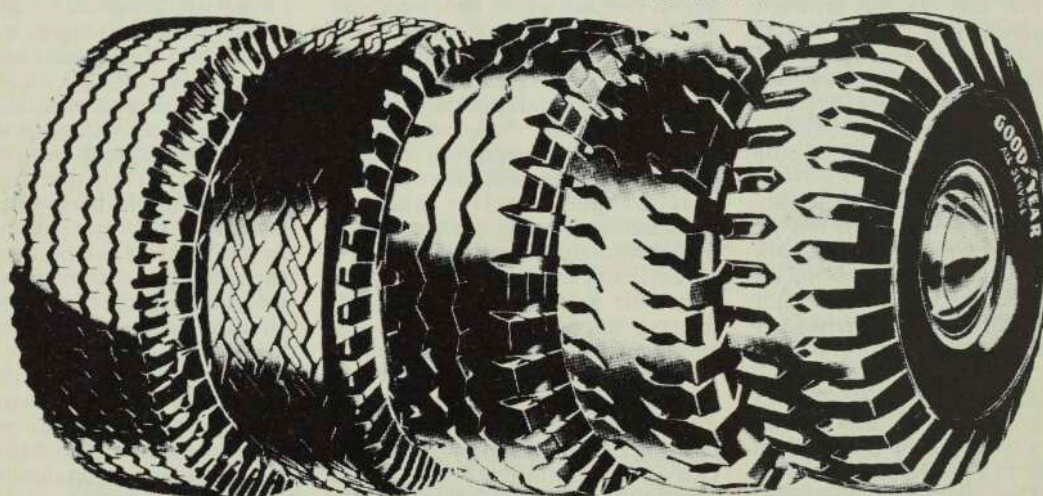
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THE TOURIST'S RAROTONGA

Ned Avary's article (PIM, May, pp 42-44) on Rarotonga is typical of the usual tourist brochure's bullshit. It reflected a perpetuator of the happy-go-lucky South Sea Islander's myth. One would have expected such chauvinistic and patronising articles as something of the yesteryears. But it seems that the Noble savage myth, which has captured the imagination of many *Papa'a* (Europeans) for the last two centuries will continue doing so for some time yet.

Firstly, there is no such line claiming Michener's choice of Rarotonga as his paradise on page 80 in his book *Return to Paradise*. In fact nothing on that page came anywhere near to a mention of Rarotonga, because the page as it was, was part of a story set in Papeete.

Secondly, Papeiha the Tahitian missionary did not swim up from his London Missionary Society vessel at Black Rock but further up about three miles east at Avarua harbour. It is obvious that Ned is simply publicising Black Rock as a popular swimming venue. Black Rock known by its maori name as *Tuoro* was believed by Rarotongans as the place where the spirit of a dead person bids farewell and leaps into *Avaiki* — their ancestral homeland.

Thirdly it is not that "... no one thinks of selling ..." (p 43) the "abundant" fish and fruits, because some do but more because the local and overseas markets and prices are unattractive to encourage intensive exploitation. Further, there is insufficient real capital necessary for the development of such on a profitable level. These are only some of the many factors that discourage commercial exploitation of the above resources, and that which indicates a fully-aware Rarotongan of an industrial country's economic system. It does not in any way reflect the "unspoiled native" of Ned Avary's perception.

Fourthly, the Rarotongan is an ordinary human being. Apart from his smiles, the waving and many *kia orana*, are the petty politicking, jealousy, gossip and *urutoe* (back-biting). Then there are the land tenure problems, of who should have more right to plant on which



Makiuti Tongia..... typical bullshit!

land section, or build a house site, or who should succeed to the traditional titles of *ariki* for example.

If Ned had asked Napa about his investiture ceremony, he would have learnt of the serious conflicts of interest between two major groups from the same clan. Both groups did not reconcile their grievances, and thus invested their nominees to the *ariki* title independent of the other. For the first time in the oral and written history of the *Tinomana* kingly/chiefly line has this been the case — the creation of two *Tinomana*.

Finally, as an amateur archaeologist, I am interested to find out how Ted arrived at his figure of 5 000 Maoris (43) that he reckoned helped Toi (if it was him at all) construct the *ara-metua*. Certainly, a substantial population would have been involved, but as to exactly how many, the Canterbury Museum archaeological team led by Dr Roger Duff, who excavated a portion of it in 1962, 63 and 1964 could not determine at all.

I raise these points to rectify the *pikika'a* (lies) that Ned Avary covered in your respectable magazine.

MAKIUTI TONGIA
(Rarotongan Student)

University of the South Pacific,
Suva, Fiji.

IN DEFENCE OF ALBERT ELLIS

I have just read *The Banabans Story — Told by an Insider* (PIM, April, p 30) and I just cannot let it pass without comment.

It is an incredible story but also it

proves again that history is only what a writer wishes to make it. Quite obviously, the author has read, or at least reproduced, only what he wanted to support one point of view.

He quotes some small parts of Judge Megarry's judgment taken out of their context — and without the Judge's qualifications — such tactics are less than fair. By this method it is possible to support any view one wishes to take.

But what to me was the final straw as showing undeniable bias were his remarks about Albert Ellis. As written the inference is that Albert Ellis procured the rights to mine phosphate on Ocean Island by "entertaining" the Banabans with whisky ("Johnny Walker") and gin ("Gordons").

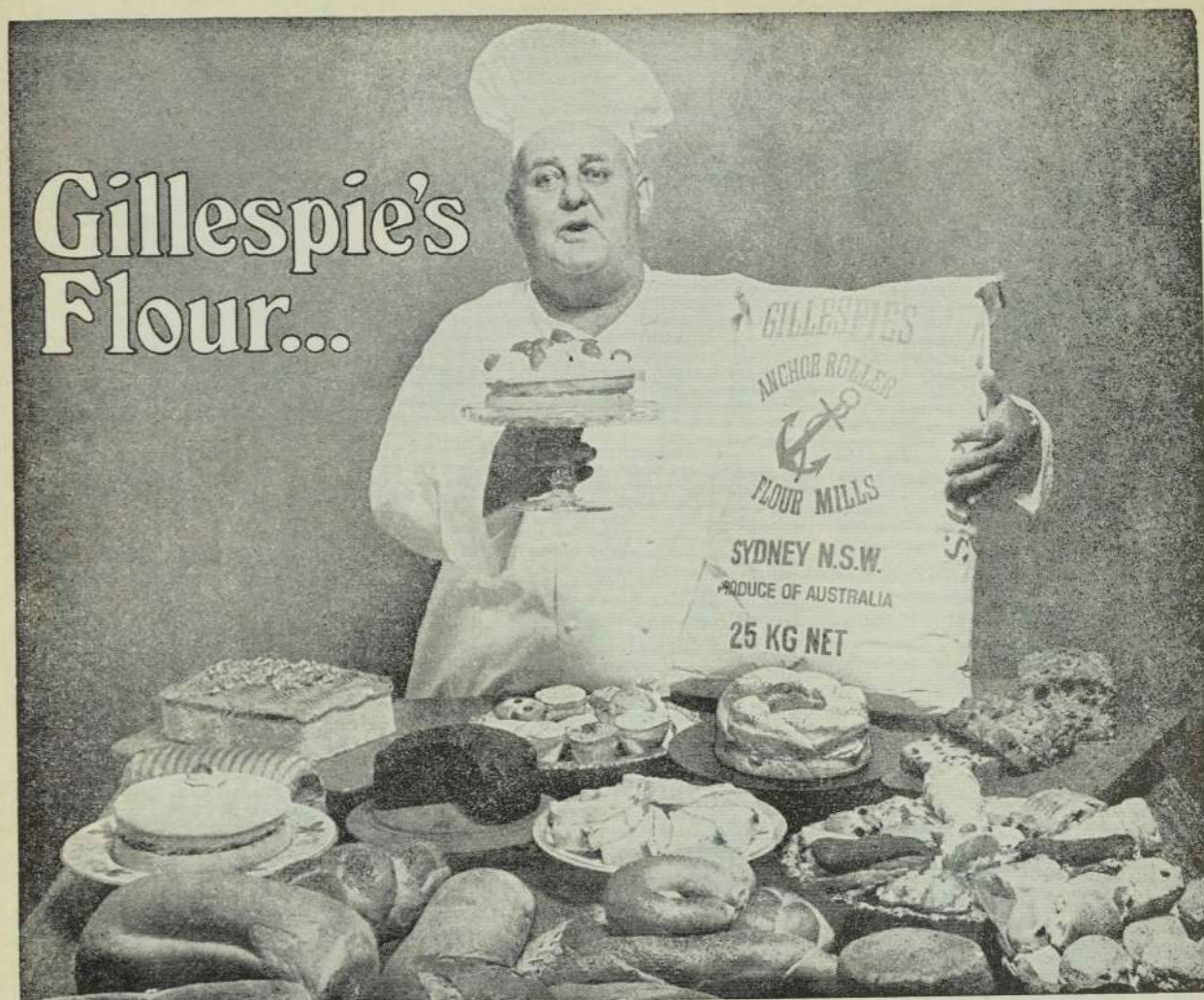
I was privileged to know Albert Ellis from my youngest days until his death and any such suggestion is a complete travesty. Albert Ellis was a deeply-religious and strict-living man of the highest integrity who never touched alcohol and would not under any circumstances have used it for the purposes suggested.

He had a deep love of the Banaban people. I spoke to him shortly after he had returned from Ocean Island following the Japanese capitulation in 1945. When describing how his beloved Banabans had been treated he could hardly keep the tears from his eyes. I am saddened to think that a younger generation, for political ends, has seen fit to denigrate a great man who all his life had the Banabans' welfare at heart.

It is all very well to judge the worth of the phosphate deposits by today's prices but a significant fact remains that although Britain had the right to upwards of 40% of such deposits, at no time did she take up more than a fraction of her entitlement for the simple reason that it was more economic to procure phosphate from North Africa.

As far as replanting was concerned this was tried but after several abortive attempts (due to the unpredictable Ocean Island climate) it was considered a rather futile exercise. Perhaps, had it been tried again, it might have succeeded but that is now history and for this failure the Banabans will receive compensation.

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the above I am genuinely pleased that the United Kingdom, Australian and New Zealand governments are making a further payment to the Banabans and I feel sure that if he were alive today Sir Albert Ellis would have been the first to express his pleasure. I am also sure that had the present generation of Banabans known Sir Albert personally they would have appreciated him for the very fair, kindly and lovable man that he really was.

GLEN B. JOHNSTON
Herne Bay,

THE INTREPID EKA

It was with considerable interest that I read the article by Jane Gregor *Intrepid was the Word for 'Eka'*, Author of *At Home in Fiji* (PIM, June, p 52).

I am one of Eka's grand-nieces. I too have a great love of the Pacific Islands, and, as you can see from my address, I live on one. Like Eka, my sister in New Zealand, (Mrs) N. B. Gardner, is gifted with the paintbrush. Now that her family is grown up, she does many oils of the NZ bushland. In particular, she paints the famous NZ kauri trees, and landscapes of the early Kauri milling days.

We are the granddaughters of the late William Gordon-Cumming, one of Eka's "travelling brothers", and still have letters written to the family in NZ from Scotland, and of course some of her books. They were a great source of interest to us as children, and I still enjoy reading them. I often wish I had the same ability to record my impressions of the Islands today.

Our mother inherited many of Eka's qualities, and instilled in us a great love of nature, art, writing and reading. I frequently read modern stories of the Pacific Islands in which the authors refer to Eka's books, which are still a well of information. They are difficult to obtain, but occasionally one turns up in the secondhand bookshops in Sydney. But one pays for them dearly!

I always read and enjoy PIM, finding it interesting and informative. I hope it will continue to be unbiased in its views of the emerging independent Islands.

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MAGAZINE

Norfolk Island, 1 676 km north-east of Sydney, is the second oldest British settlement in the South Seas, having been occupied within a few weeks of the first British settlement at Sydney in 1788. It became a vile penal colony until 1856 when the descendants of the Bounty mutineers moved there from Pitcairn, and turned it into their own particular paradise. Recently a paper called the Nimmo Report has threatened to change the island's life style, and this article outlines the arguments, against the background of the Norfolk Island tradition.

Norfolk: From hell-hole to heaven-on-earth

By ALAN GILL

The Australian Minister for Administrative Services, Senator Reg Withers, and Federal Attorney-General, Mr Bob Ellicott, were guests of honour at Norfolk Island's 121st Anniversary Day celebrations on June 8.

The grander-than-usual celebrations also marked the Queen's silver jubilee.

Bounty mutineers may have seized one of her ancestor's ships but their descendants are today the monarch's most loyal subjects. And with good reason — the bid to avoid total integration into Australia (and become liable for Australian taxation) is based partly on the claim that in the 19th century Queen Victoria had given Norfolk to the Pitcairners.

At the traditional picnic in the now-roofless former gaol, Cr Bill Blucher, standing just inside Gallows' Gate, reminded the guests of the settlement's origin as a penal colony.

"At one time the penalty for being hungry and borrowing your neighbour's bread was transportation to this hell-hole that we now regard as a paradise and our heaven on earth."

Clearly, Cr Blucher, president of committees on Norfolk Island Council, is unwilling to see his "paradise" go — a message conveyed to Senator Withers and Mr Ellicott as they tucked into their sucking pig and other delicacies.

A few hours earlier Cr Blucher, in

the uniform of Captain Denham, RN, who with the departing convict settlement's commissariat storekeeper had facilitated the Bounty descendants' arrival, joined the Administrator of Norfolk, Mr Desmond O'Leary, and Mrs O'Leary at Kingston jetty.

Mr O'Leary, alias Mr Stewart (the commissariat storekeeper) and his wife wore period costumes hired in Sydney. It was a popular touch — for the first time an Administrator had participated in, rather than merely watched, the re-enacted arrival of the Adams, Christian, Young, Evans, McCoy, Quintal, Buffett, Nobbs and other families from Pitcairn.

The day before the celebrations, the two visitors from Canberra had attended an open meeting of the Norfolk Island Council to discuss the Royal Commission into Norfolk Island (the Nimmo Report), which recommends that Norfolk's population of 1600 should have a voice in the Federal Parliament, be eligible for Australian welfare benefits and pay Australian taxes.

Cr Blucher, who has the blood of that famous German Field Marshal (remember Waterloo) — and also that of the Christian and Quintal mutineer families — said islanders had their own "distinct culture, history and bloodlines" and it was absurd to regard Norfolk as a bit of Australia 1 000 miles out in the Pacific.

He told the two ministers that he

and his colleagues did not feel deprived by not having the vote.

The two ministers asked council members what they considered to be their present nationality and status.

Cr John Rives said: "We are de-facto Australians. I like to think we have the protection of Australia in our external needs." Cr Greg Quintal told the ministers: "I always classify myself as a Norfolk Islander not as an Australian ... I intend no disrespect by this."

Cr Roy Smith said: "We are Australian, and have proved it in two world wars, but are a different type of Australian."

The two ministers were given voting papers relating to the poll taken some weeks earlier which purported to show that the majority of islanders wanted Norfolk to remain "a distinct and separate Territory of Australia, with its own system of laws, benefits and taxes".

Senator Withers suggested that the poll had been conducted in an unsatisfactory manner and did not meet Australian requirements for a secret ballot. In a subsequent radio interview he appeared to express himself more forcefully, considering the poll "totally and utterly valueless".

Happily, courtesy still reigns supreme on Norfolk. On the day after the council meeting, Cr Blucher acted the convivial host to the two ministers at the Bounty picnic, and applauded Senator Withers' "all-comers" team which trounced

the Norfolk side at cricket.

Still dressed as Captain Denham, RN, he went on to win the old-time waltz contest at the Bounty Ball. Senator Withers charmed the local lasses with his progressive barn dance and Mr Ellicott performed a versatile, if unorthodox, rock'n'roll.

The council believes that imposition of "mainland-style" taxation would send prices rocketing, cripple the tourist industry, and actively discourage younger islanders from remaining on Norfolk.

With the exception of the tourist revenue Norfolk's income is small. Main sources of public revenue were (in 1975) customs duty \$409 735, stamp sales \$347 713, company fees \$197 961, liquor sales profit \$149 453, Australian Government grant \$126 000.

Visitors are charged a tourist tax of \$2 a person payable on departure. The official, who asked me to pay up, was so apologetic about the matter (the receipt bore an equally courteous statement about why the tax was necessary) that I felt like paying twice.

Leading islanders dispute recent widespread claims that Norfolk Island "costs" Australia \$2½ million every year in subsidies.

The council maintains that there is no poverty on Norfolk, negligible crime (there are three policemen on the island), and that social security benefits are unnecessary. Where hardship occurs the family spirit ensures that each looks after its own.

A minority of residents vocally dispute this situation. Mrs Carol Adams, who has been circulating a pro-Nimmo petition, stopped me in the street to say that a small number of islanders, having returned to Norfolk after "making their pile" on the mainland, were presenting a false picture for selfish motives. She said that for the majority of islanders the introduction of mainland social security benefits would more than compensate for the imposition of taxes.

Certainly, the island looks prosperous. This year for the first time there are more cars than people. Most cars — the one hired to Senator Withers had the label removed in advance — carry stickers proclaiming *Lub-be Norfolk* (leave Norfolk alone).

Some Norfolk people relate the



Mrs Merval Hoare (left) is the island's resident historian. She believes integration with Australia will be an advantage to the island. Leader of the Norfolk Island Council — Bill Blucher — doesn't. He has a famous field-marshal's blood in his veins. Below, all heavy freight comes by sea and ships frequently have to unload into lighters in turbulent conditions. The horse in this crate had an easy time of it.



island's prosperity to the absence of trade unions. They fear this situation would disappear if the island were totally integrated with Australia. A woman in a chemist shop told me: "We don't want Bob

Hawke and his friends to take over Norfolk."

The absence of employer and employee cartels has unexpected benefits for the consumer. I was told that an islander who dies receives an



Tom Lloyd, printer, editor and reporter (with his wife "Tim") on the weekly newspaper, *The Norfolk Islander*, is a descendant of the islanders, and would like the island to be "a kind of people's park". Below, islanders Eddie Snell and Mick Bailey are among the boatmen and lighterage team who get Norfolk's cargo ashore in the best Pitcairn tradition.

all-inclusive funeral (including lined wooden coffin) for \$10. Visitors are also eligible for this benefit. Mourners generally do much of the digging, while the bell of the Methodist church signals to the entire population that a death has occurred.

Many islanders are prepared to pay some form of taxes provided the revenue benefits Norfolk Island. Mr Tom Lloyd, editor, printer and sole reporter on the *Norfolk Islander*, embraces this "moderate anti" stance.

He told me: "I would really like Norfolk to be a kind of people's park, where folk can unwind away from television, pollution, and all the problems of 'mainland' living. I can see some good points about Nimmo but cannot agree that taxes raised in Norfolk Island should leave Norfolk Island. I fear we would all become mere numbers in some Canberra computer.

"I think many of us would be prepared to pay taxes if all the revenue were to remain here, less, perhaps, a small portion for the defence of Norfolk or similar essential purpose."

During the past 18 months there has appeared another publication on Norfolk, a monthly, the *Norfolk Island News*, owned and edited by an American-born resident, Mr Ed Howard, who took out Australian citizenship (on Norfolk).

He tends to be emphatic — where others are speculative — about the "rights" accorded by Queen Victoria to the Bounty descendants. He supports the council's view.

An opposing view is taken by Mrs Merval Hoare, long-term "mainland" resident of Norfolk, the island's local historian and author of *Rambler's Guide to Norfolk Island* and *Norfolk Island: An Outline of its History*.

Mrs Hoare, who came from New Zealand 28 years ago, supports the Nimmo Report and believes that the introduction of Australian "mainland" social security benefits will be a boon to the elderly Pitcairn de-

continued on p 43



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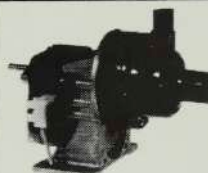
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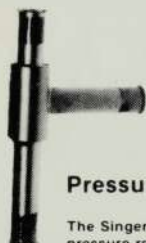
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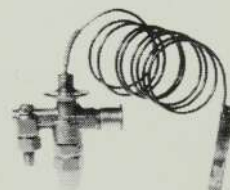
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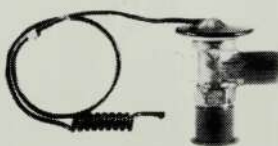
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scendants now eligible for a "miserable \$15 a week" from the Senior Citizens' Fund (previously known as Distressed Persons' Fund).

She points out that many mainland residents already pay Australian taxes on their pensions and other income but are unable to claim benefits.

Mrs Hoare does not believe that Norfolk was officially ceded to the arriving Pitcairn Islanders.

She says that according to George Hunn Nobbs, the first pastor of the Pitcairn community, who arranged and personally led the migration from Pitcairn to Norfolk (in 1856), articles of cession were read to him by Captain Stephen Fremantle, of HMS Juno, and later handed to the Magistrate, Frederick Young.

This document, often quoted as evidence for the islanders' "rights" to Norfolk, was discovered by Mrs Hoare — after a lapse of more than 100 years — among Bishop George Augustus Selwyn's papers at the Auckland Institute and Museum.

The document outlines the distribution of land for various purposes but makes no reference to "ownership" or legal rights by Pitcairners in their new homeland.



A depressing day on Levuka — with the historic store of Morris Hedstrom Ltd on the left, facing Burns Philp's store on the right.

A slice of Fiji's history fades with store closure

A slice of the history of Levuka in its halcyon days disappeared with the recent closure of the Morris Hedstrom store. Only a few months earlier the Morris Hedstrom competitor in Fiji, Burns Philp (SS) Co Ltd, closed its retail store at Ba.

Both closures were a sign of changing trends. Levuka's importance as a trading centre fell away rapidly in the late 1950s when the copra ships from the islands of Lomaiviti and from Savasavu, Lau and Taveuni bypassed Fiji's old capital and carried their cargoes on to the newly-established crushing mill in Suva.

Levuka trading fell away rapidly and it was not long before it started to look a little like a ghost town, even though it retained its old-world charm. The tourist industry provided a trickle of extra trading. Then the arrival of the Japanese-controlled Pacific Fishing Co, which set up a freezing plant and later a cannery, helped in a further revival of Levuka's fortunes, but it was not sufficient to save the Morris Hedstrom branch.

Morris Hedstrom was founded in 1892 by Maynard Hedstrom, born at Levuka in 1872, the son of a Swedish sea captain, and Percy Atherton Morris, aged 23, who arrived at Levuka with his parents in 1891.

The two young men soon got together and set up Morris, Hedstrom and Co. Mr Hedstrom was able to bring in a useful sub-agency for the Union SS Co, which he had acquired earlier. He was also a recognised customs agent.

Expansion started almost immediately. They took over the trading business of Miller Hedley and set their eyes on Suva. Mr Hedstrom went to the new capital and took charge of the firm's branch there, while his partner remained at Levuka.

By takeover or amalgamation a number of old Fiji firms became part of Morris Hedstrom Ltd, under which name the company was incorporated with the comma dropped from the original name. Firms taken over were Brown, Joske and Hedstrom, Arthur Joske Ltd, G. W. Miller and Co (Lau), Hugh Ragg and Co (Ba), John Robertson and Co (Sigatoka), Tindall and Ross (Tonga), and Smyth and Carruthers (Samoa). When Henry Marks and Co Ltd became part of MH's it was the most important amalgamation which had occurred in Fiji up to then. An even bigger deal was in 1955, when Morris Hedstrom was taken over by W. R. Carpenter, which is now one of the biggest trading firms in Fiji, Tonga and Samoa.

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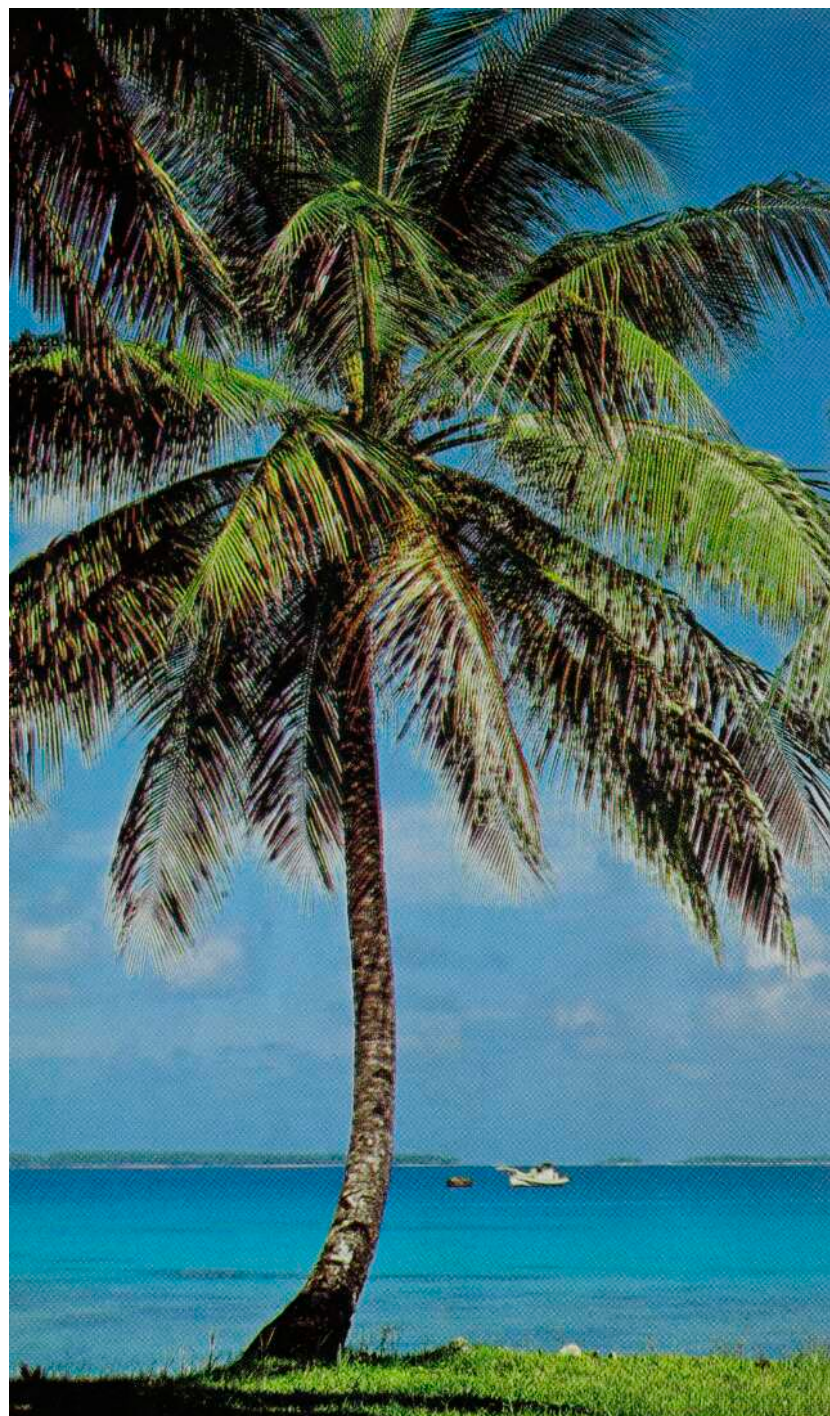
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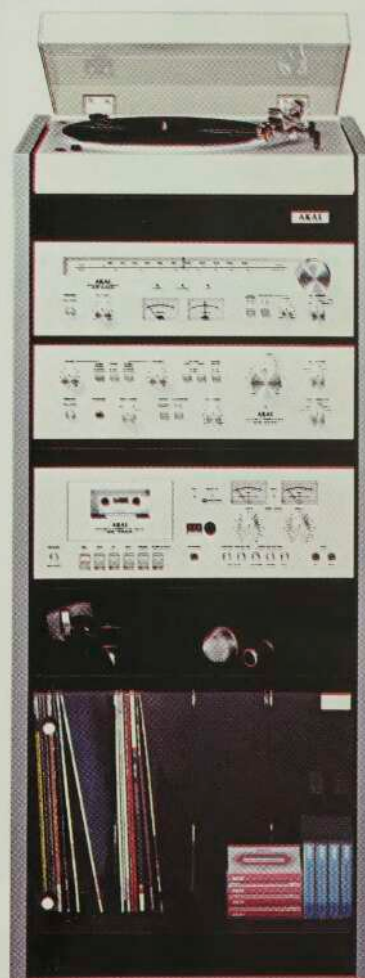
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From a letter by Esau Tuza in the Solomons News Drum on the projected tour of the Solomons by American evangelist Ralph Bell:

... a crusading campaign is at heart a colonial campaign. It has in its fabric the misconception that Christ can and must redeem a certain culture rather than seeing Christ at work in any given cultural context ... This idea will give the local people a religious "cargo myth" — blessing can only come from outside, and above all from the States!

From an interview with M. Merrot, official of the Land Survey Department, Vila, and a keen stamp collector, as reported in Nabanga:

In M. Merrot's large red stamp album, even though he has a practically complete collection of New Hebrides stamps, they don't take up much space — only about 30 pages in fact. He remarked: "The Condominium postal service has had the good sense not to go in for philatelic inflation like certain other countries, which flood collectors with an unending stream of new issues. When a country releases too many stamps philatelists tend to lose interest, if only because the whole thing becomes too expensive."

From The Fiji Times:

He (Mr Apisai Tora, union secretary) objected to the action taken by his members being described as a strike. "This is not a strike, but an extended stop-work meeting, which may be extended indefinitely," he said.

From an interview with Francis Sanford, Tahiti's deputy to the French National Assembly, in Journal de Tahiti, Papeete:

Ah, if only Francois Mitterand had become President of the Republic ... Today we would have had internal autonomy without any fuss — it would have been agreed as between decent Frenchmen. I'll always remember him saying at Papeete Town Hall: "If I spoke from the heart, I'd say stay with us. But speaking from my head, using my powers of reasoning, I say: Make up your own minds. You have the right to choose whatever status you wish ..."

From Mary A. Browning's column in Micronesia Independent, Majuro, Marshall Islands:

When the newly appointed Liaison Officer of the Congress of Micronesia, Leo A. Falcum, walked into his Washington office suite last September it contained 1) a telephone, and 2) several cartons of COM publications. The cartons provided a stand for the phone, and a borrowed chair completed the arrangements while Falcum began making his contacts.

A warning to bank bandits, maybe, in the Norfolk Island Government Gazette:

It is notified that the Commonwealth Bank will be holding a pistol shoot on Wednesday, 18 May, 1977, at Garnet Point, between the hours of 4.00 pm and 5.30 pm. Persons are warned to keep clear of the area during the shoot.

From the New Hebrides News:

Visitors to Fonah Village, North Ambrym, to watch the famous Rom Tatabi dance on May 14, also watched seven young men each kill a pig to receive the name "Mwal", the first step in pig killing ... The Rom Tatabi dance is normally performed when more than one young man is prepared for it. The first stage towards it is circumcision. Then he has to look for a Rom Tatabi costume, which is made only by people who have gone through the stages. The costume, made from special banana leaves and fine bush materials must be bought with a specially-made headdress and pigs ...



FROM THE ISLANDS PRESS

From a letter by Geoffrey Price, Master of Lodge Melanesia, in the Solomons News Drum:

The Masonic Lodge has been broken into for the fourth or fifth time this year. This is generally the work of vandals and it has not been to their advantage as there is little or nothing of value in this lodge. The general public seem to have the idea that the Masonic Order is a secret society, verging on black magic and composed of a hard drinking set. This is by no means the case and some of our government officials and ministers would do well to learn their facts before going into print on this matter ...

From "The scourge of the bottle", a series of anti-drink articles by the Tonga Minister of Police, the Hon 'Akau'ola, in the Tonga Chronicle:

... Unfortunately, no self-respecting Tongan drunk likes to be detained without putting up a struggle, particularly if there is an audience readily available. Should there be ladies present, the situation develops into a momentous struggle. I put it to you — what is the Tongan male subconsciously still trying to prove?

From the Samoa Times:

Some referees in the sub-unions rugby competition for the S. V. MacKenzie Shield are only "walk-arounds who know nothing about rules" and are a big discouragement to the game, sub-union players and officials complained. The players said that they were tired of trying to play a decent game when an overweight referee, who was always "miles away" from the ball guessed at a decision ...

Garden parties at Government House, Suva, in the "old days" as recalled by Mrs Iverna McCaig in The Fiji Times:

... In those early days one felt very special just to drive up to the big gracious building with one's prettiest frock on, bought just for the occasion. Women and men of those days were much more formal and etiquette was seen to be very important ... With the band playing in the background, it was always a pleasure to sit on the lawn looking at the ladies' frocks and talk the afternoon away. Now everything is changed, of course, and people are much more modernised. Women are just as well groomed and the parties are just as nice but a lot of the grandeur is missing. For instance no one minds if you don't wear gloves or a hat. People do seem much happier these days at the garden parties ...

From the Cook Islands News:

The hotels and motels on Rarotonga are really full of visitors. It's getting to the stage now, that if you want a night out, it pays to book a week in advance.



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The Germans, the colonial masters of New Guinea . . .

Australians often forget that Germany was a great colonial power in the 19th and early 20th centuries. We like to think that the modern history of the *New Guinea* part of Papua New Guinea began with the Australian mandate, but of course the Germans ruled there for 30 years before the Australians, and even today the effect of their administration has not entirely vanished.

When it is considered at all, German colonial practice is usually written off as having been brutal, inhumane and intolerant. This is, of course, too simplistic a view. There were good and bad administrators among the Germans, just as there were among the British and Australians. Part of the reason for the bad reputation of the Germans as colonialists has been the difficulty until recent years of obtaining access to official information.

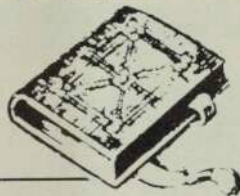
The full range of German Foreign and Colonial Office records are now available to historians, however, and papers and essays are beginning to appear in such respected organs as *The Journal of Pacific History*. The reputation of Germany can only gain from this close inspection, as the present book amply demonstrates.

Germany in the Pacific and Far East 1870-1914 is a collection of papers edited by two Pacific and Asian specialists, written by a number of historians and academics — East and West German, Japanese, American, English and Australian — on many aspects of German imperialism.

It is not light reading, but it is highly rewarding, and any preconceived notions about the German approach to colonisation will surely be modified by a study of these papers.

The book is in three parts. The first contains three papers, on German commercial penetration and development in the Pacific, China, the Netherlands, East Indies and

BOOKS



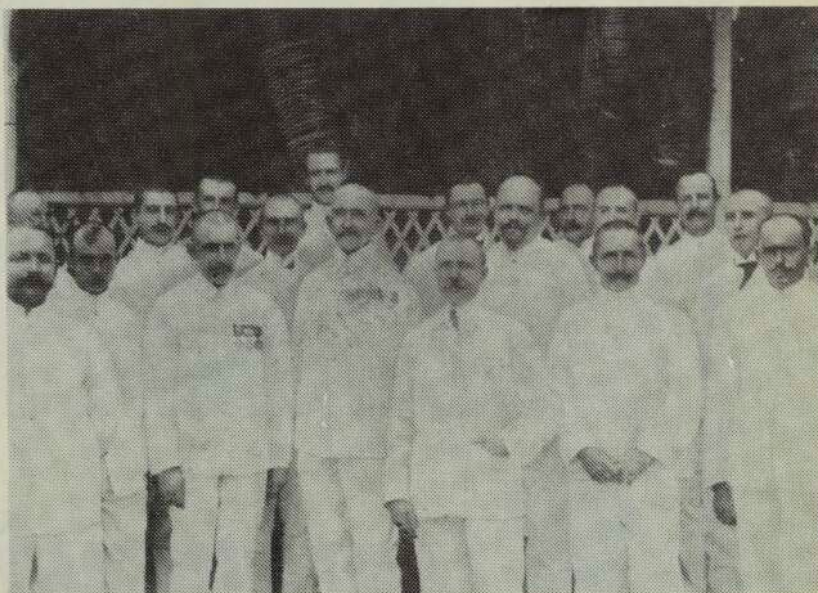
Malaya, two written by East Germans from a Marxist point of view and doubly interesting because of this.

The second part is wide-ranging: there are six papers on Anglo-German rivalry in the Pacific, the German role in the Samoan Tri-dominium from 1889 to 1898, the work of the Imperial German Navy

in Asia and the Pacific as it affected colonial policy, the acquisition of the Caroline Islands, and — a most revealing study — German cultural and political influence on Japan.

Most Australians will find the third part of the book the most informative. There are six papers again here, on aspects of German colonial rule and native response in German New Guinea, Samoa and Ponape, and Kiautschou. This last should convince doubters that Germany was capable of enlightened colonial rule.

From 1898 to 1914, Germany owned the colony of Kiautschou, in Chiao-Chou Bay in the Chinese province of Shantung. For the brief period of its existence the colony was under the jurisdiction of the German Navy, which turned



The German elite of New Guinea just before World War I, administrators, planters and traders. The short man in the centre of the front row is Dr Albert Hahl, regarded as the most outstanding of the German governors in the South Pacific before the war which robbed them of their power and possessions in the South Pacific. On the left of Hahl is the famous Bulominski, the district administrator, who forced the villagers to build the road from Kavieng which bears his name.

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Kiautschou into a great commercial centre to rival the British colony of Hong Kong, for Anglo-German rivalry in China at this time was intense. The navy made Kiautschou into a model colony, the most successful that Germany ever had.

Three of the papers concentrate on German New Guinea. One, by Peter Sack, a German scholar who has made a particular study of German New Guinea land laws, and entitled *Law, Politics and Native "Crimes" in German New Guinea*, is an excellent account of the methods the Germans employed to punish and control native unrest — the punitive expedition, naval strength, the formation of a native police force, the use of the whip and the death sentence.

The second, by Ingrid Moses, is entitled *The Extension of Colonial Rule in Kaiser Wilhelmsland*, an examination of the ways by which the Germans, using few people, established and maintained power and authority over a wild land and its wild inhabitants, while the final paper — *Colonial Missions and Imperialism: The Background to the Fiasco of the Rhenish Mission in New Guinea*, by Klaus-J. Bade, is a fascinating study of the work of the missions in general and the Rhenish Mission in particular.

At the beginning of World War I, after 27 years of devotion and zeal, the Rhenish Mission was able to claim just 96 parish members among the New Guinea people!

Probably the most valuable feature of this admirable book is the great wealth of source reference material it contains. Out of a total of 417 pages, 36 are devoted to chapter notes and 63 to a detailed guide to archival sources and a select bibliography. This section will appeal mainly to the specialist.

In all, an important book that deserves a wider readership than it will probably get. It is expensive but well produced. University of Queensland Press is today the leading University Press in Australia and is issuing some of the best books to be published in this country. Even at \$25 you should purchase the present volume if you are seriously interested in Pacific history. — *James Sinclair*

(GERMANY IN THE PACIFIC AND FAR EAST 1870-1914. Edited by J. M. Moses and P. M. Kennedy. Published by University of Queensland Press. \$25.)

... and Papuans, as Williams saw them

F. E. Williams, a South Australian and Rhodes Scholar, was appointed assistant government anthropologist in the Papuan Public Service in 1922, and in 1928 he succeeded Dr Walter Strong as government anthropologist, a position he held until his death in 1943 in a wartime aeroplane crash in the Owen Stanley mountains.

Most anthropological writings are difficult, indeed repellent, for the general reader, for ethnographers as a class employ a strange vocabulary of words and terms which mean little to the non-professional. A few, however, have written books and essays that have a wide appeal — the personality of the author comes through, the language is clear and sometimes brilliant, and one is entertained while being educated.

The books of Bronislaw Malinowski are prime examples — how superbly he titled them! *Coral Gardens and their Magic*; *Argonauts of the Western Pacific*; *The Sexual Life of Savages* (you will be disappointed if you are looking for titillation) — who would not want to read them? And F. E. Williams, too, wrote the kind of

ethnographical books that must appeal to anyone with a deep interest in the people of Papua New Guinea and their culture.

He published four books (recently re-issued) — *Orokaiva Magic*, *Orokaiva Society*, *Papuans of the Trans-Fly* and *Drama of Orokaiva*. They are just as rewarding as those by the more celebrated Malinowski. He also wrote over 40 reports, papers and essays. The books are available at most public libraries, but the shorter works are not easy to locate. They were mostly issued as slim bound monographs, or appeared in professional journals. This present book, therefore, is to be welcomed, for it presents a number of the most important of Williams' essays, together with an introduction and notes by Erik Schwimmer, himself an anthropologist who has worked in the field in Papua New Guinea.

The title essay, *The Vailala Madness*, is of fundamental importance, for the "Madness" was the first recorded outbreak of what is known today as cargo cult, and Williams was the first ethnographer to study and describe the phenomenon. The

Painless lessons for kiddies

Two new books from Australian publishers offer good value to anyone casting around for ideas on gifts for children.

Latest in the series of picture stories by photographer Axel Poignant and his writer wife, Roslyn, is *Children of Oriporo*, set in the village of Fetuna on the island of Raiatea, French Polynesia.

A simple children's adventure story, it achieves a measure of quite painless instruction concerning a number of features of Polynesian life — for example, the improvisation of a fishing net from palm fronds, and the cooking of fish on pre-heated stones.

The pictures, in both colour and black and white, are admirable. They include a particularly good action shot of a canoe wreck which features in the story.

Olaf Ruhen's *The Day of the Diprotodon* sympathetically evokes

the process of extinction of the diprotodon, the huge prehistoric ancestor of such pouched marsupials as the kangaroo. These gentle, herbivorous creatures fed on the lush grasslands which, some 50 million years ago, were to be found in what is now the desert country of South Australia around Lake Callabonna.

They died out because a sudden climatic change brought drought to their home region, destroying the vegetation and drying up the lakes at which they watered.

The veteran Sydney author teams in the book with a young Victorian artist, Peter Pavey, whose sensitive drawings contribute greatly to the overall effect of the work. — *F.L.S.*

(CHILDREN OF ORIPORO. By Axel and Roslyn Poignant. Published by Angus & Robertson, PO Box 177, Cremorne Junction, NSW, 2090. \$6.95. THE DAY OF THE DIPROTODON. By Olaf Ruhen. Illustrated by Peter Pavey. Published by Hodder & Stoughton (Australia), 2 Apollo Place, Lane Cove, NSW, 2066. \$4.96.)

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F. E. Williams

titles of the other essays in this collection bear apt testimony to the range of his professional interest, and his use of words: *Trading Voyages from the Gulf of Papua, Bull-Roarers in the Papuan Gulf, Sex Affiliation and its Implication, Natives of Lake Kutubu, Papua* (what a pity it is that the editor did not also include the superb *Report on the Grasslanders* printed as an appendix to the Papua Annual Report 1938-39, and a must for anyone interested in the people of the Southern Highlands and that most enchanting of Papuan lakes, Kutubu) and the delightful *Creed of a Government Anthropologist*.

I believe that this book should be on the shelves of every library of PNG interest. It is a pity that the editor is not able to give us much information about Williams the man. He is a curiously elusive figure. He lived for his work and thought nothing of spending six months at a time in the gloomy swamps of the Papuan Delta and similar unsalubrious parts, studying the life of the people.

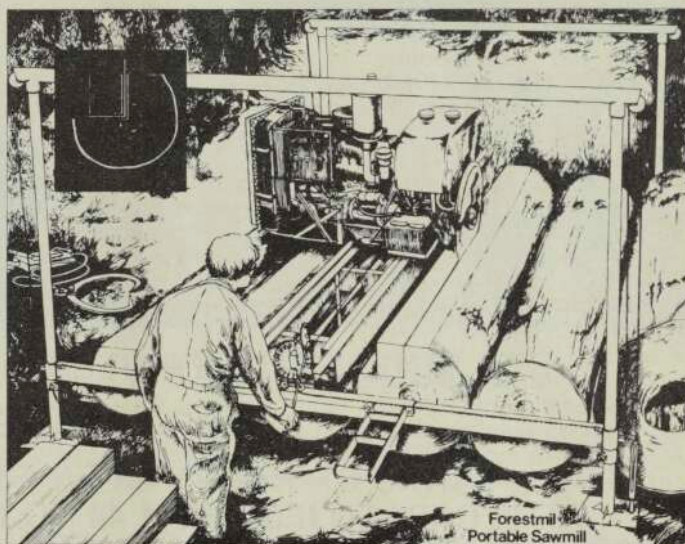
Young Papua New Guineans who are curious about the vanished customs of many of their tribes should cherish the work of F. E. Williams. His school of anthropology is not fashionable today, and few ethnographers probably read him, but to my mind his accounts are far more valuable than the streamlined efforts of many of the modernists. His writing is warm and sympathetic, but tinged with wry wit.

I recommend this book most highly. It is well printed and bound, with a list of all Williams' publications and a good bibliography. As prices go these days it is not overly expensive at \$18.00. — James Sinclair

(THE VAILALA MADNESS AND OTHER ESSAYS. By Francis Edgar Williams, with an introduction by Erik Schwimmer. Published by University of Queensland Press. \$18.)

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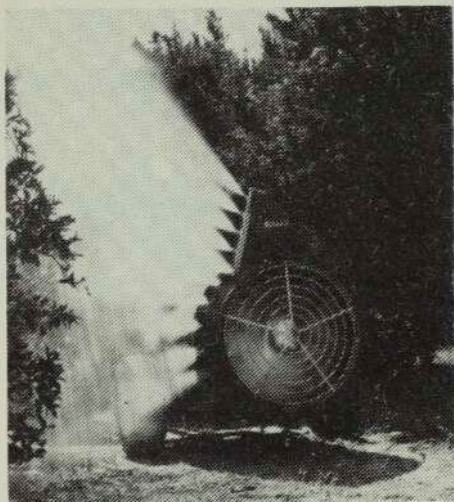
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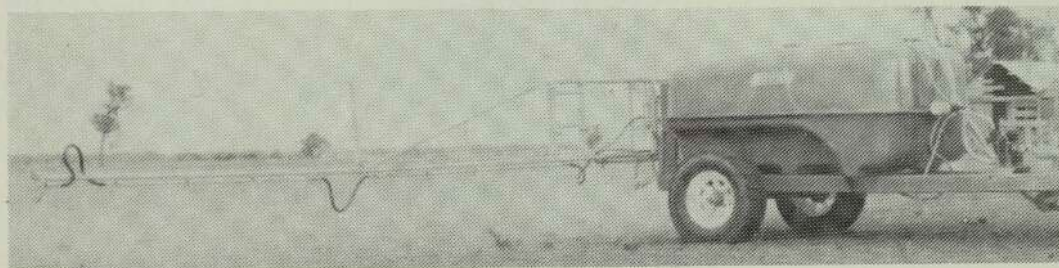
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BUSINESS

With water everywhere, Islanders are still tillers of the soil

By NORMAN BAXTER

The economy of the South Pacific Islands, almost without exception, is based on agriculture and will be for many years in spite of the encroachment of western influences. There is profitable mining in some groups, and growing secondary industries in others, but from whatever angle the picture is looked at it always comes back to agriculture.

Although copra is no longer king overall, it is still an important industry and still the main one for most of the groups. The introduction of crops from other tropical areas has given a boost to the economy of some groups.

Beef cattle projects are being extended throughout the Pacific, with most Island governments aiming at supplying their own needs and building up export markets in the not too distant future. The pig industry, so long the source of meat for the Islanders, is also being expanded in many areas.

Rice, another introduced crop, is rapidly becoming a staple food in a number of groups. There are a number of big rice projects under way, or in the pipeline. As with beef, rice projects are aimed at making the countries concerned self-supporting in this commodity and perhaps building up an export trade as in the Solomons.

The rice industry, on a per capita basis, is probably more advanced in the Solomons than anywhere else in the Pacific. Fiji has been slowly building up a rice industry for many years, with some speeding up recently. Fiji has a natural rice bowl in the Rewa Valley, where sugar was grown for more than 70 years. CSR Ltd introduced rice as an alternative when it closed the Nausori mill in 1959, but farmers did not take kindly to the change and the industry did not flourish in that area as it should.

However, there has been a new approach in the last three or four

years, and with other areas of Viti Levu and Vanua Levu likely to become paddy fields, Fiji could become self-supporting in rice in a few years.

Papua New Guinea is now reaping the benefit from the introduction of coffee, cocoa, tea and palm oil, world prices for which are booming. Like all booms, however, there is bound to be a recession, and it is pleasing to see that efforts are being made to build up stabilisation funds to act as cushions when prices come down.

Copra is no longer the major primary industry in Papua New Guinea, the biggest copra producer in the South Pacific. But it is still an important crop there. It is also important in Fiji, where sugar has been the main primary industry practically since Cession in 1874, and it remains the main primary product in most of the other countries in the South Pacific.

Fiji, Western Samoa and Tonga as associate members of the European

Economic Community, enjoy a unique protection under the Lome Convention, signed in 1975. Subject to certain conditions, prices for commodities they send to the EEC are stabilised at the average price of the previous four years. To qualify, the money a commodity earns from exports to all destinations must be 7½% of export earnings from all commodities. But for the least-developed, land-locked and Island countries, the figure is only 2½%, and that covers Fiji, Western Samoa and Tonga. Papua New Guinea* which has also joined the Lome Convention, can expect similar benefits when her associate status is ratified.

The Gilbert Islands and Tuvalu may have a new market for their copra in the Marshall Islands, where a processing plant has been established at Majuro. The Marshall Islands Development Authority has made tentative arrangements to buy 6 800 tonnes of copra a year from the Gilberts and Tuvalu. As the

USP agricultural school for W. Samoa

The University of the South Pacific now has a second campus, in Western Samoa.

Under an agreement signed in March, the former South Pacific Regional College of Tropical Agriculture at Alafua became the USP's School of Agriculture.

The agreement means that as well as acquiring its first campus outside Fiji, the USP now has its first fully professional school. Not only will programmes in agriculture at degree and diploma level be taught, but the university will seek to develop, substantially, the nucleus of research and consultancy strengths of the college leading to a regional centre of excellence.

The former principal of the College, Dr Felix Wendt, a Samoan,

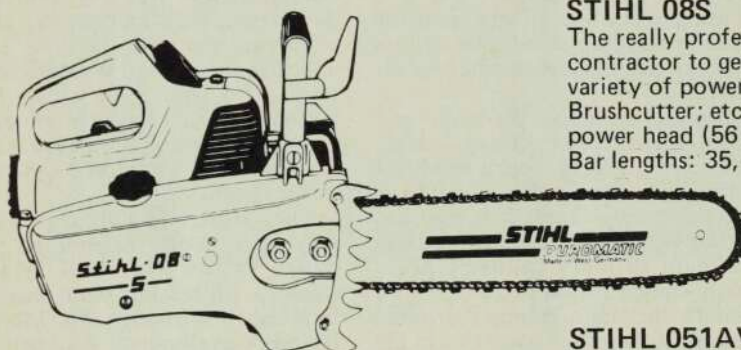
becomes the first Head of the USP School of Agriculture.

In addition to the present facilities at Alafua, the Western Samoan Government has earmarked a 100-acre site on which the university hopes to develop a commercial farm.

The government has pledged to contribute \$WS130,000 for each of the next five years to a special development budget for the USP School of Agriculture.

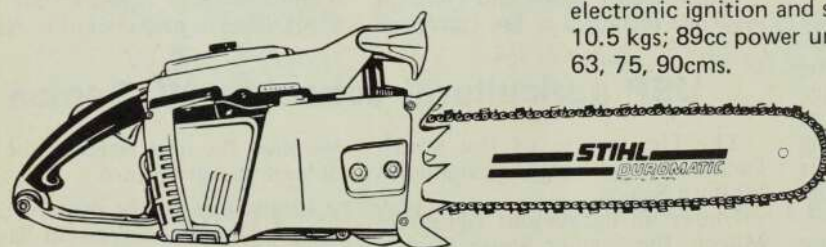
The college has been in existence since 1966, and has graduated about 130 diploma holders, many from countries other than Western Samoa. In 1975, in collaboration with the USP, it established degree-level teaching.

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total production of the two groups is about 9 000 tonnes, some will be available for other markets.

New Caledonia, with nickel as its main industry, does not bother about copra to any extent. Small quantities are grown in the Loyalty Islands. In the New Hebrides the coconut trees yield poorly. Most of the production goes to Marseilles, with small quantities sent to Japan.

In the Solomons, copra production fluctuates with world demand. Growers work hard when prices are good. After independence the Solomons will be eligible to sign the Lome Convention and eventually may have the same protective umbrella over its copra which the three countries in the Pacific triangle now enjoy. The Solomons produces about 10 000 tonnes of copra a year.

In Western Samoa, possibly spurred by the benefits of the Lome Convention, a determined effort is being made to upgrade plantations. Old trees are being rooted out to make way for younger, more prolific palms. The benefits are expected to show up early in the 1980s. Tonga produces about 10 000 tonnes of copra a year, and could produce as much as 30 000 tonnes. However, like a lot of other areas in the South Pacific, there is a strong home demand for coconuts.

Bananas for export to New Zealand are still grown in Western Samoa, Tonga and the Cook Islands. Fiji has dropped out of this market altogether. Marketing policies and the problem of growing bananas at an economic price make it a difficult crop for the Pacific Islands today.

Beef cattle is a growing industry in most groups. Except for a few bigger projects, such as Yaqara in Fiji, and some in the New Guinea Highlands, cattle for years were run more or less as an adjunct to copra, with estate managers finding them useful for keeping unwanted growth in check. Any sort of bovine was suitable. Now there is more attention to the type of cattle. Breeds suitable to the Islands environment are being introduced, often as a purebred, often as a crossbred.

The New Hebrides and the Solomons have big beef industries by Islands standards, Papua New Guinea and New Caledonia herds supply a big percentage of the local



Modern farming on an old battlefield.... crop dusting rice on Guadalcanal Plain in the Solomons.

market, and the Fiji beef cattle industry is expanding. In Western Samoa, with aid from the Asian Development Bank, and, probably, Australia, efforts are being made to build up the existing cattle industry.

Development of marine resources into commercial enterprises is attracting the interest of several island groups. American Samoa has had a thriving fish canning industry for more than 20 years. Fiji and the Solomon Islands also have canneries. The Fiji cannery is an extension of a fish freezing factory established about 15 years ago.

Micronesia is keen to get into the fishing industry, hence its request, so far unsuccessful, to the United States to press for a 200-mile fishing zone at the Law of the Sea Conference. The Gilbert Islands is

Coffee boom but a whisper in Fiji

If there is any rub-off for Fiji in the world coffee boom, it won't be the farmers who will benefit. Rather it will be the Department of Agriculture, which is building up a store of beans at its experimental station at Naduruloulou, a few miles from Nausori.

About four years ago, when coffee prices were one-sixth or one-seventh of the current rate, farmers from a number of nearby areas sent their beans to Naduruloulou for drying and processing. The beans were blended and sold to a local packer for marketing. Farmers pulled out of coffee-growing as costs rose and the processing machines lay idle. Even the current high prices have not enticed them back. So the department takes charge of any beans which become available from the experimental station and will probably pay any profits into consolidated revenue.

another group looking closely at fishing, to have an industry established against the time the phosphate industry on Ocean Island closes in 1980 or 1981.

Apart from some major primary industries, common to most groups, there are many minor industries earning a place in the economy. Fiji is looking to sorghum to help cut down imports of more than 80 000 tons of this grain each year. Fiji also has a useful honey enterprise and is on the way to becoming self-sufficient in poultry. The country also grows tobacco from imported seed. It is blended with imported leaf. Fiji is almost self-sufficient in cigarettes, and has a cigarette export trade to Tonga and American Samoa.

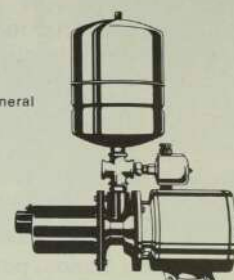
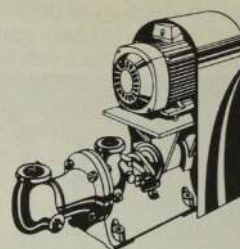
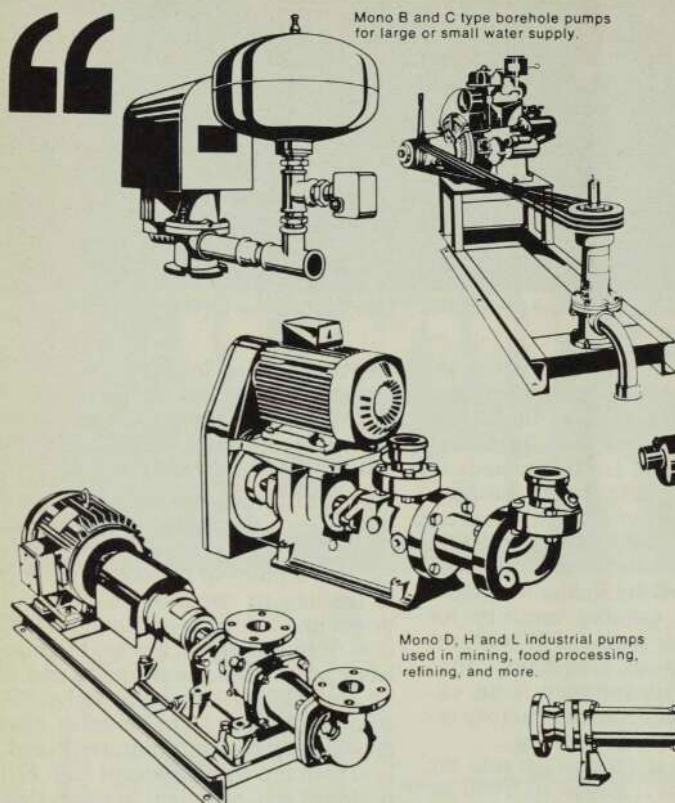
Fiji also produces a high quality pineapple, excellent mangoes, bananas, rock and water melons, ginger, passionfruit, yams, taro, beans, tomatoes, garlic and eggplant. Some of these are exported to New Zealand to fill an almost insatiable demand from Pacific Islanders living there.

The Fiji story is repeated, on a lesser scale, in Western Samoa, Tonga and the Cook Islands for many of the smaller lines. The Cooks also export fresh and canned citrus products to New Zealand.

Niue Island supplies New Zealand with limes and passionfruit, and also a high quality honey. French Polynesia exports a good quality vanilla, but nowhere nearly as much as it once did because of lack of interest.

All groups are capable of producing enough fruit and vegetables for their own needs. Many of these fruits are native; there are also a number of introduced home garden-type fruit and vegetables which have done well, and add a bit more variety to the Islanders' diets.

“



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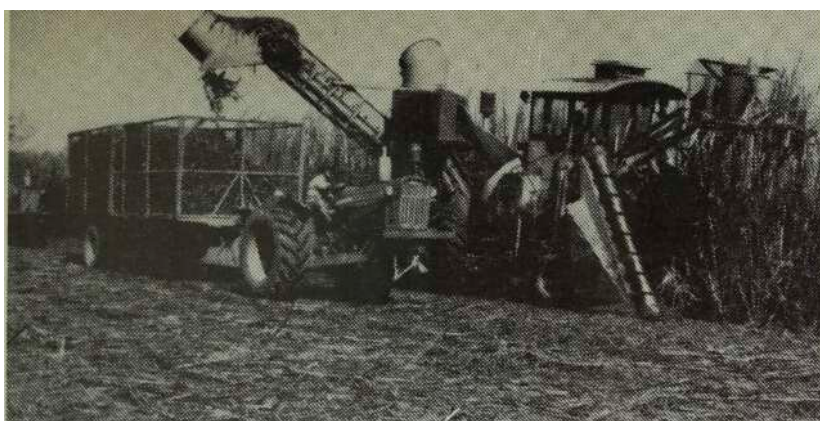
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The old and the new.... left, a mechanical harvester working at Ingham in north Queensland cuts the cane, removes trash and transfers chopped cane to the rail bin alongside the harvester. On the right, the Fiji cane cutter works as all cutters have worked in Fiji for nearly 100 years.

SUGAR RULES THE ECONOMY IN FIJI AND QUEENSLAND

Fiji and Queensland have had a common interest — sugar — for close on 100 years. Sugar, more than anything else, has built up the Fiji economy to what it is today. Queensland, on the other hand, with a variety of natural resources, has never had to rely largely on the one commodity or product.

Nevertheless, sugar has made an important contribution to the development of tropical and sub-tropical Queensland and the north-eastern area of New South Wales. Australian sugar exports in 1975, for example, were worth about \$690 million. A big percentage of about 300,000 people in the sugar producing areas north of the Tropic of Capricorn look to sugar for their livelihood.

Most sugar farms are fully mechanised. Machines are used for ploughing, planting, harvesting and transport. Here, too, there have been big savings in costs and time.

Farm mechanisation and bulk handling are probably envied by those in the sugar industry in Fiji. But these methods are not likely to be introduced on any large scale, now or in the foreseeable future. Apart from the huge capital investment required, which, of course, would make the industry much more efficient, the human factor is too closely involved.

Many Fiji families depend on earnings from farm work, cane-cutting and loading ships' holds from jute bags. Fiji is just not in a position to absorb, in other industries, the

labour surplus which would result from the introduction of modern methods. In Australia there are so many alternative employment opportunities that a change from manual work to mechanisation can be achieved with relatively little disruption and without disastrous economic effects.

The Australian cane farmer, like his Fiji counterpart, is a small farmer, although his holding is bigger. Most Australian cane farms are about 45 hectares (110 acres) while in Fiji most farms are about 4.04 ha (10 acres).

Australian cane yields to the hectare, generally speaking, are higher than in Fiji, and in a good season a farmer could gross about \$60,000 on which, of course, he would have to meet heavy charges and taxes.

Before the cane is harvested it is burned to remove leaves, weeds and other trash among the stalks. Burning simplifies harvesting and, by saving time, reduces harvesting costs.

In Fiji, the millers did their best to deter farmers from burning their cane before harvesting as the unburned cane yielded a better-quality sugar. Cutting burned cane is a dirty job, but the cutters themselves preferred it for burning destroyed the hornets. But the main reason for burning was that the cane farmer needed his money quickly. Burned cane has to be harvested and milled quickly before it deteriorates and it received a priority at the mill.

On yield of sugar, there is not

much difference between Australian and Fiji cane. In Fiji it takes about 7.8 tonnes of cane to make a tonne of raw sugar. In Australia, in 1976, the average was 7.08 tonnes of cane to make a tonne of sugar. The Australian yield has varied from 6.94 tonnes to 7.69 tonnes since 1971.

The area under cane in Australia harvested for milling in 1976 was 288,227 ha, which yielded 23,343,662 tonnes of cane for crushing. The 1976 yield of sugar was 3,295,558 tonnes. The area planted and the yield have increased each year since 1971, except for 1973.

There are 33 raw sugar mills in Australia. Twelve are co-operatively owned by cane farmers, 10 by CSR Ltd and 11 by other companies. There are bulk terminals at Cairns, Mourilyan, Lucinda, Townsville, Mackay and Bundaberg with a total capacity of 1,475,000 tonnes. This is the biggest bulk storage capacity in the world.

CSR Ltd has refineries in Brisbane, Sydney, Melbourne, Adelaide and Perth and refines about 96% of Australian sugar. The Millaquin refinery at Bundaberg refines about one-third of the sugar required for the Queensland market.

Cane crops extend along about 2,100 kilometres of the coastline from Mossman, north of Cairns, to Grafton about 650 kilometres north of Sydney. There are about 7,200 farms.

For many years, Australian sugar



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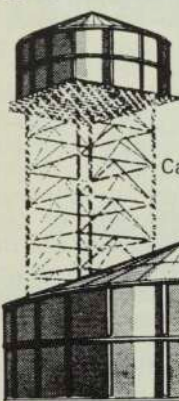
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was sold in three distinct categories — to the domestic market, under the various agreements (Commonwealth Sugar Agreement, International Sugar Agreement, US Sugar Act, etc) and the residual world free market.

Under drastically changed circumstances, Australia now develops long-term export contracts with established customers. Anything left over is sold on the free market on the basis of ruling world prices.

The Sugar Board, set up in 1923, subject to the Queensland Minister for Primary Industry, has an almost complete control of the industry, and also has power to control, manage, operate and maintain the bulk sugar terminals.

The Queensland Government, as owner of all sugar produced, contracts with CSR Ltd and the Millaquin Sugar Co to refine and distribute sugar for the home market. It also contracts with CSR Ltd to finance the sugar crop and market all exports of Australian sugar.

Local cane prices boards draw up awards for each season governing the conditions relating to the supply and delivery of cane to the mills, payment and fixing individual farm peaks. These awards, if there is no appeal, are binding.

In 1975 favourable marketing prospects led the Queensland Government to approve an increase in industry capacity of about 10%, which brought in another 38,000 ha.

All the raw sugar produced in Australia is pooled for marketing. Sugar industry income available for distribution to growers is the total proceeds obtained from sales of home consumption sugar and exported raw sugar, less costs of refining, transport, export marketing and other marketing costs incurred on behalf of the sugar pool.

Fiji has a similar system.

The sharing of sugar industry income between growers and millers is determined by the Central Sugar Cane Prices Board. The division has been about two-thirds to growers and one-third to millers, but can vary slightly according to the quality of cane grown and the efficiency of sugar milling. The methods of payment for cane and raw sugar, by placing premiums on quality, play an important part in promoting farming and milling efficiency.

COOKS' CITRUS INDUSTRY BATTLES FOR SURVIVAL

By W. H. PERCIVAL on Rarotonga

For the last few years the citrus industry in the Cook Islands has been ailing as orchardists struggled to meet ever-rising costs and continually grumbled about the low prices received for their produce.

Today, everything costs a lot more — from fertilisers to farm machinery and, on top of the "normal" hazards of bad seasons and tree and fruit diseases, came a dearth of labour as the able-bodied emigrated to New Zealand. Many citrus growers, whose plantations proved to be uneconomical, gave up the struggle and went to New Zealand to live and work and make some money.

The Cook Islands Government leaned over backwards to correct the situation with various aid schemes, even to the extent of using government labour to prune the fruit trees.

Since the end of World War II, citrus, particularly oranges, has been a major export and the chief market was always New Zealand. Then the oranges became unpopular with the NZ buying public which preferred more attractive-looking fruit from other countries, so it was decided to export orange and pineapple juice instead.

A WARNING IN FIJI

A warning that mechanisation might come to the Fiji sugar industry because labour was getting close to pricing itself off the market was sounded by Mr J. S. (Ian) Thomson in his report on the 1976 season. Mr Thomson is independent chairman of the Fiji sugar industry. He said an inevitable demand for mechanical cane harvesting would follow continuing rising labour costs.

"It (mechanisation) will be difficult to resist, and one and all should remember that it is the growers themselves who pay for harvesting labour out of their share of the sugar proceeds," Mr Thomson said. "Harvesting is a grower's cost and a grower's responsibility under the current sugar cane contract."

In 1961, Island Foods Ltd, a subsidiary of W. Gregg and Co of Dunedin, NZ, set up a fruit juicing and canning factory in Rarotonga. The policy was to gradually phase out the export of oranges and increase the factory's input of the fruit.

During the first years of operation only fruit below export grade was sent to the factory, but, as the scheme gained momentum, export quality oranges were also taken.

Thus, the number of bushel cases of oranges exported to New Zealand fell progressively from more than 63 000 in 1971 to only 970 in 1975.

At the same time the value of citrus juice exported to New Zealand climbed from just over \$500 000 in 1971 to more than \$900 000 in 1975. In the same period of 1971-75 juice exports to Fiji and Tahiti totalled almost \$1 million.

The latest figures available — January-June, 1976 — show juice exports to New Zealand worth more than \$255 000.

Came a bumper crop in 1973 due to good weather and, the government claimed, their incentive schemes.

On the other hand, for the last few years the juicing factory has not been getting the amount of citrus it expected and Island Foods Ltd will close down in August.

The government has hopes of negotiating satisfactorily with other major New Zealand food processors to replace Greggs Ltd and has assured the citrus growers that there will be continued processing of fruit in the Cook Islands after Greggs' withdrawal.

A new government scheme involves the planting of 100 acres a year with new citrus trees, starting this year. More government funds will be needed to increase the output of seedlings, and more equipment will be needed if the necessary land area can be obtained.

In the debate in the Legislative Assembly in late May, Minister of Agriculture Mr William Estall, said: "It is now an established fact

that the economic return on an acre of citrus trees is minimal. We are looking for bigger blocks to put under citrus. The current citrus incorporation schemes in Rarotonga, Atiu and Aitutaki, are doing very well. The Cook Islands Party Government believe Cook Islanders cannot afford to forsake agriculture, but they should also be able to make reasonable profits."

In 1974, and following the recommendations of the Shand Report, a committee with representatives from Island Foods, the Primary Produce Marketing Board and the Agriculture Department was established to work out a formula from which the price paid by Island Foods, based on the factory's output, could be calculated.

While this was still being worked out the company agreed to pay 3c a pound for citrus, an increase of 2.8c a pound over the 1973 price.

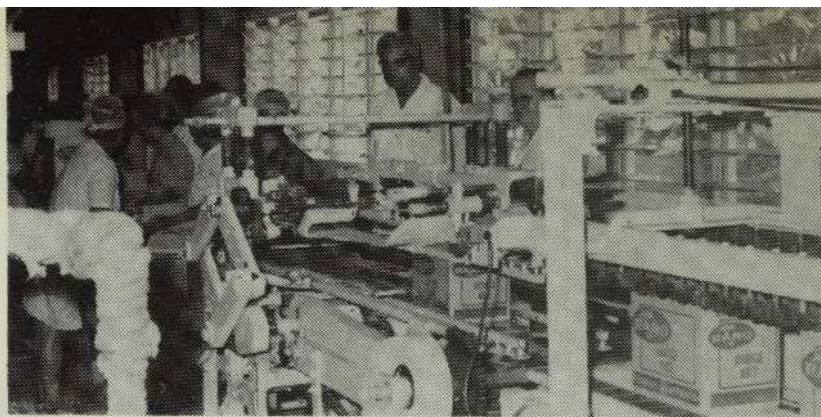
In 1976, the Cook Islands government promised greater assistance in agriculture, the minister continued. More money was spent on the Department of Agriculture, and a lot of money was spent in co-operation with the New Zealand Government on schemes to assist growers, in particular for fertiliser and spraying materials.

Involved in this were the NZ Department of Industrial and Scientific Research and the Cook Islands' Department of Agriculture. This work is still continuing.

The Cooks' government had devised and recently implemented a price-support scheme, said the Minister of Finance. This scheme has now raised the price to the growers for a pound of oranges to 3.95c — "and the government has declared that during next year's picking season the price for a pound of oranges will be not less than 5c a pound," Mr Geoffrey Henry said. "That is an open invitation to all citrus growers to start work now in looking after their plots, in replacing old trees and pruning their productive ones."

Mr William Estall said the government was considering other incentive schemes such as the export bonus scheme.

"We will be encouraging farmers to do more for themselves and will do everything possible within our means to see that credit facilities are available to them," he said.



The juicing factory on Rarotonga.....and there's a familiar figure in the background, Fiji Prime Minister Ratu Sir Kamisese Mara on a factory tour.

—Photo: Johnson's Studio

Niue: The passion and the fruit of it all

PIM's report *There's a Blight on Niue's Passionfruit Industry* (April, p. 60) aroused a little passion and, it seems fair to say, bore some fruit.

The report, by Stafford L. K. Guest, painted a rather gloomy picture of the state of the industry, and quoted the Niue Development Board's food factory manager, Mr Dave Pooch, in support of this viewpoint.

The article drew a sharp response from Mr Young Vivian, Minister of Economic Development and chairman of the Niue Development Board, who is quoted in the May 6 issue of the government newspaper, *Tohi Tala Niue*, saying: "Niue does in fact supply about a third of the New Zealand passionfruit market, but the fact that Dave Pooch predicted that 'this year will see an all-time low in pulp and juice output' is completely unfounded. What Dave said in the PIM article is not right. Mr Pooch is primarily a food technologist and is unqualified to comment on the anticipated fruit production."

Mr Young went on to make highly optimistic noises about the industry's future.

So that appeared to be that.

But, just three weeks later, Mr Young was on a very different tack. Speaking at the Niue Assembly on May 26, he described the industry's situation as "critical", saying that Niue's biggest New Zealand buyer had advised that unless Niue could increase production the buyer will either have to turn elsewhere for its

passionfruit supply or stop using passionfruit in its products.

Mr Young said that to meet the situation, a task force headed by the secretary to the government, Mr T. M. Chapman, had been set up to mount "a gigantic effort to increase passionfruit production by 100% in the next 18 months". This was to become "top priority alongside the electric power scheme".

The task force plan was twofold, Mr Vivian said. Firstly, every effort would be made to maximise production on the existing 20-odd hectares (50-odd acres) by improving management techniques, especially the methods used in pollination and in fighting plant diseases.

Secondly, a further 40 hectares (100 acres) would be planted to passionfruit and a similar area to limes.

He quoted the estimate of visiting New Zealand scientist, Dr Murray Hopping, that Niue had the capacity to boost passionfruit production to 300 tonnes in 1978. (Production in 1976 was 75 tonnes.)

Mr Young concluded on a stirring note: "Thus the Niue Government is making a giant and enthusiastic, if belated, effort to rectify the critical market situation that has been allowed to develop. With the concerted efforts of the Niue Development Board and the task force, Niue should not only be able to meet the demands of the passionfruit buyers in New Zealand, which for Niue would mean a substantial increase in export revenue, but may even be able to consider further markets outside New Zealand."

No smoking for Noumea's smelter

From PAUL STERLING in Noumea

Visitors to New Caledonia are probably surprised by the clouds of red dust that can be seen hanging in the sky over Noumea. It is an unusual sight in a Pacific Island, but at the same time an indication of the territory's major industry, the production of nickel and ferro-nickel.

But a decision by the Legislative Council to introduce a programme of gradual reduction of atmospheric pollution could greatly improve the aspect of the city by 1982 — and banish the clouds.

The legislation, good news for inhabitants and visitors, has been an unpleasant surprise for Mr Jean Lanchon, general manager of the Societe Le Nickel. It was introduced after the visit of Mr Rebiere, an expert from France, invited by the Territorial Assembly to examine the city's pollution problems in February.

Opinions on the cost of pollution control are varied. The council has estimated the operation at \$A30 million, while the company considers that the programme, to be completed by the end of 1981, will cost nearly twice as much. Operations will include drying and pre-heating ore, adding extra filters to furnaces and feeding tubes, sealing the internal roads and stocking areas and adding a 101 metre chimney to the generating plant.

In addition, the company will have to pay for the cost of installing automatic control and analysis equipment to be set up both within the installations and in the town itself.

The council's decision has limited dust production at 150 milligrammes for future installations. Mr Lanchon, in a press conference following the announcement, indicated that limits for modern installations in France were less stringent. French industrial towns were subject to pollution from several independent sources. He also said that the programme would reduce profits by roughly 10% and thus affect the taxes payable to the territory's budget. He expressed the

opinion that the legislation could also be an added discouragement to prospective investors in new smelting installations.

Undoubtedly, the people of Noumea have suffered from exaggerated pollution in the past, unexpected in the general environment of a South Pacific island. The company has made certain efforts over the last 10 years to reduce this.

Australia aids Islands' students

A total of 73 Australian scholarships have been awarded this year to students from Fiji, Western Samoa and Tonga.

The awards are almost evenly divided between the three countries, with Fiji having 26, Western Samoa 24 and Tonga 23.

They have been made under Australia's South Pacific Aid Programme (SPAP), the Commonwealth Co-operation in Education Scheme (CCE), and the Commonwealth Scholarship and Fellowship Plan (CSFP).



A new shipping organisation, the Pacific Forum Line Limited is presently in the process of formation and is now at the stage where the appointment of a

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Bank plans to boost Tonga's economy

A South Pacific mercantile bank wishes to set up in Tonga and bring with it new industries which will create employment, King Taufa'ahau Tupou said in his speech from the throne when opening the 1977 session of Tonga's Legislative Assembly. He did not name the bank.

He referred to it after saying the Bank of Tonga had helped the country's development, but there were some requirements with which it could not cope. Thus, it was considered necessary to set up the Tonga Development Bank which would assist people in fields outside the services offered by the Bank of Tonga.

The mercantile bank's intended ventures included introduction of an aircraft assembly firm for amphibious planes to sell in other parts of the world. It also intended to bring in a ship-building firm from Canada which specialised in building aluminium boats for fishing, cargo carriage and patrol work.

The king said there was another company interested in setting up a pharmaceutical firm, which would package medical drugs from North and South America for re-export to Asia. Still another company the mercantile bank hoped to introduce was one which would process coconut oil to make salad oil, paints and varnish, margarine and other products which Tonga now imported.

"The same bank is also interested in extending the airfield to accommodate large international jet aircraft," the king said. "It is also interested in establishing an airline to improve communications with the United States and Asian countries, with perhaps improved connections to other jet airfields in the Pacific."

"The bank also intends launching a satellite to improve communications between Tonga and other parts of the world, for much of its activities will depend to a large extent on instant communications over long distances. The communications will be with countries

where financial trading is established and investments and other commercial businesses provide services necessary to the functions of the bank."

A slipway was also envisaged.

The king said Tonga had always wanted an extension to the airfield and construction of a slipway. In the past they were just visions. Today, he was pleased to say, they were beginning to materialise. Interest in their construction had been received from four sources. Negotiations were in progress to work out details of the venture. Countries showing interest in the slipway were Australia, West Germany, Japan and Canada.

The possibility of setting up a sugar mill was being investigated by an expert made available by the Taiwan Government. A sugar industry could eliminate an import and supply nearby markets in Samoa and Niue. The results of a feasibility study by an Australian firm about setting up a cannery were nearly finished. Canning was expected to start with tomatoes and then go on to other produce and fish.

There was also an investigation into new markets like Honolulu for agricultural produce.

Mitsui abandons Rennell bauxite

The doubtful delights of a major mining operation on their island has been lost to the people of Rennell Island in the Solomons with the June decision of two foreign companies not to go ahead with a \$300 million bauxite-alumina project there.

The companies are Mitsui Mining and Smelting Co of Japan and Pacific Aluminium Pty of Australia. The latter company is a wholly-owned subsidiary of Conzinc Riontinto of Aust Ltd.

Their "no-go" decision ended seven years of study of the project and shattered seven years of piled-up dreams for Rennellese inhabitants.

But is the decision a total loss?

Some people here see a bright side to it. They feel that the Rennellese, who have been less affected by Western influences than most Solomon Islanders, would have been worse off if the project had gone ahead, with a giant smelter spewing fumes into their midst and bulldozers flattening their gardens.

Main factors deterring Mitsui, which had a 50% interest in the project, from going ahead were the continuing slackness in the Japanese aluminium industry, and the difficulties of raising finance in the current economic situation.

Carpenter widening its Fiji interests

Kanacea Island, in central Lau, Fiji, owned by Morris Hedstrom, one of the Carpenter companies, is for sale for \$F5 million. It has been advertised in London. Kanacea is about three miles long and about 2½ miles wide. It is a copra producing island and requires a work force of about 60. Its highest point is about 253 metres above sea level.

Kanacea is one of several privately-owned islands in the copra areas in the eastern islands of Fiji. Others include Mago, Naitaubu, Katafaga and Laucala.

W. R. Carpenter is expanding its Fiji interests and at the same time will improve the cash flow should the sale of Kanacea Island go through at the price sought — \$5 million. Early in May, the group paid \$F740,000 for a controlling interest in the Desbro steel rolling mill, Suva, and will now spend more than \$1 million to expand it. The Fiji public will be offered at least 10% of the shareholding in the mill after it has been reorganised.

Tunnelling for treasure at Ok Tedi

Australia's Broken Hill Pty Co Ltd was reported ready in June to begin a major phase in the Ok Tedi copper prospect in Papua New Guinea.

The company said the new stage involves the driving of two tunnels — one of 270 m and the other 540 m — into the ore body at Mt Fubilan. The work requires removal of more than 9 000 tonnes of material, which will be crushed and sampled.

More than 140 drill holes had already been sunk at the time of the announcement.



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G149

PACIFIC TRANSPORT

Air Pacific is the meat in a New Zealand-Samoa sandwich

By NORMAN BAXTER

Political and social considerations, rather than cold economic facts, dictated the way Air Pacific worked and caused its failure as a regional airline, the airline's chairman, Mr Don Aidney, Suva businessman and accountant, told the annual Fiji tourist convention.

He also spelled out just how Air New Zealand has a tremendous advantage over Air Pacific on flights between Fiji and NZ, even though Fiji has unrestricted rights for as many services as it wishes between Fiji and Auckland, a matter which has rather exasperated the Fiji Prime Minister, Ratu Sir Kamisese Mara.

Mr Aidney's comments about the failure of Air Pacific as a regional carrier came only a few days after Western Samoa and New Zealand reached agreement in principle for a service from Western Samoa to New Zealand, via Tonga. The Tonga-Auckland leg of such a service would eat into the monopoly Air Pacific enjoys; with two operators a profit for each would be problematical.

Mr Aidney hit the nail on the head when he said the original regional concept was slowly being eroded by member countries setting up their own flag airlines. Some of those operators, although hardly successful for their owners, had virtually driven Air Pacific out of the market in some sectors.

Air Pacific had to operate as a Fiji-based airline through the region where regional operations were viable or complementary to Fiji's needs and development. It also had to run its operations on a viable financial basis. There were restraints on Air Pacific, including limited facilities which had not kept pace with the rapid development of aircraft requiring more demanding standards for airfields and equipment.

Because of finance and other difficulties, almost all regional air-

fields, including Nausori, were barely adequate even for the aircraft which Air Pacific now operated. Some airfields had load restrictions. For that reason, flights from Nausori to Auckland had to sacrifice six passengers, which represented about \$1 000 a flight. Delays could prevent a flight going at all because of the risk of being caught in darkness at Nukualofa. Firm passenger bookings out of Tonga and Tarawa were difficult because there were no telephone connections and no telex.

Small aircraft services were expensive. The Trislanders used on internal services would run at a loss of \$170 000 this year. Air Nauru was charging about half what Air Pacific regarded as the minimum economic fare it could offer and had effectively driven Air Pacific out of the Fiji-Tarawa and Fiji-Nauru trade.

Air Pacific had been accumulating losses for the last three years. In the last financial year it lost \$1.2 million, but this year was budgeting to break even. Air Pacific also planned to re-equip as the BAC 111 was reaching the end of its technical development life. He believed the trend for airlines to switch to bigger aircraft and overfly Fiji would favour Air Pacific which would provide some regular connections with

Australia and New Zealand. Air Pacific was now studying what its next generation of traffic would be.

[Ratu Sir Kamisese Mara, speaking after the mini South Pacific Forum in Rotorua in March, 1976, said Fiji was at a disadvantage in having Australian and New Zealand partners in Air Pacific. She had to exchange her national rights for airline co-ordination. Fiji had tied up her civil air rights for the sake of a regional airline associated with Air NZ and Qantas.]

Mr Aidney described the agreement on rights between NZ and Fiji as looking fine on paper, and probably suiting Air Pacific's needs and abilities at the time it was signed (four years ago). But it was a very carefully-negotiated agreement indeed for NZ.

It gave Air NZ, as the nominated carrier for NZ, unrestricted rights to fly from any point in NZ, any number of passengers, any number of times, in and out of Nadi. Air NZ could pick up as many passengers as it wished from Fiji or put down as many as it wanted there for all Air NZ's important onward destinations such as Honolulu, the US, Canada, the UK, Hong Kong, Japan, etc.

In return the agreement gave Fiji unrestricted rights to fly as many services as it wished between Fiji and Auckland — provided the aircraft called on the way at any one base in Tonga, the New Hebrides, New Caledonia or Norfolk Island.

Mr Aidney did not say so in so many words, but it is not hard to imagine how many passengers from Fiji would want to go to NZ via the New Hebrides, New Caledonia or Norfolk Islands.

Mr Aidney said that Fiji, to fly through any of those countries would have to negotiate rights, and he considered NZ knew that France was most unlikely to give Fiji rights between Noumea and New Zealand. The Norfolk Island airstrip could

MORE NEGOTIATIONS

Fiji intends to negotiate with the United States and Australia for air rights to Pago Pago and Australia, according to the Fiji Minister for Tourism, Mr Jonati Mavoa. Previous bilateral talks with the US had given Fiji rights only to visit Pago Pago. Fiji has told the US Civil Aeronautics Board she wants rights to Hawaii or the mainland.

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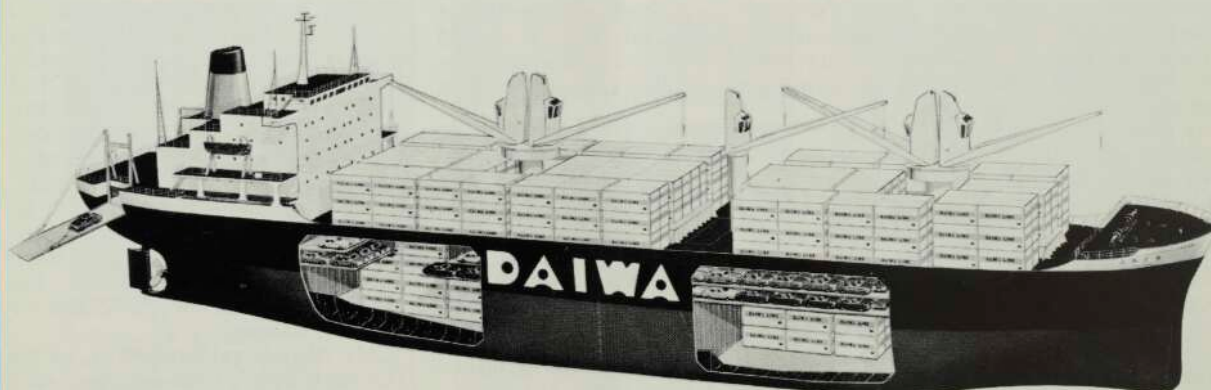
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not accommodate the BAC 111, and the New Hebrides was in the wrong direction.

Fiji also had rights to fly to Niue and Rarotonga and through those islands to American Samoa, French Polynesia, Easter Island and Santiago.

"This not only ensured that because of the limitations at the airfields they required us to call at, we could operate nothing bigger than a BAC 111 or an HS 748, but also required us under international rules to charge a higher fare than the direct Nadi-Auckland fare because of the extra milage involved", Mr Aidney said.

The operation of the service at all (to Auckland) was entirely dependent on the goodwill or the policy of some other country. Yet that agreement was described by NZ during recent talks as being "The most general bilateral agreement Fiji has".

"If this is so, God help us with the rest", Mr Aidney said.

It was fairly easy to spell out the effect. Air Pacific's revenue on its Auckland run was a little more than \$1 million a year. Air NZ's was something like \$12 million, plus more than another \$5 million earned from traffic put down and picked up in Fiji for onward destinations. Air Pacific had no more than 7% of the traffic.

NZ must have been feeling in a generous mood about the time of the tourist convention because an Air Pacific representative, Mr Kit Naidu, was able to announce that from August there would be six flights a week from Nausori to Auckland — three direct and three through Tonga.

The NZ Prime Minister, Mr Muldoon, stopped off in Western Samoa in June for the independence celebrations while on the way to London for the Commonwealth conference. He took time out from the festivities to talk about air services with the Western Samoa Prime Minister, Mr Tupuola Efi.

After this conference it was announced that Western Samoa would be the base for two new services with at least one of them operated by Polynesian Airlines in which the Western Samoa Government has an equity of more than 70%. The services will be from Faleolo Airport, about 40 km from Apia, to Rarotonga, and to Auckland, via



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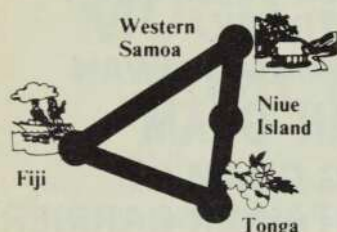
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WESTERN SAMOA



Mr Muldoon

Fua'amotu in Tonga. The service to Rarotonga will be operated by Polynesian Airlines with HS748 turbo prop aircraft, and is scheduled to start on November 2.

The airline to operate the service to Auckland is not yet known, but Polynesian already has a leg in, with support from Mr Muldoon. Mr Muldoon said he and Mr Efi had agreed in principle on a Boeing 737-200 series aircraft for the Apia-Fua'amotu-Auckland service. He did not say which airline would operate the service, but significantly, tacitly gave his support to Polynesian Airlines when he said, "If Polynesian Airlines can be fitted in, then good".

The link between Faleolo and Rarotonga will be welcomed by businessmen and tourists, for it will bring the Cook Islands back into the regional network.

On November 1, Polynesian Airlines will standardise the days of operation on two of the three weekly services to Nadi. Days of operation to Nadi at present often change so that aircraft can connect with Air

NZ flights. That arrangement has had an adverse effect on the movement of tourists.

Polynesian Airlines will operate from Apia to Nadi on Tuesdays and Thursdays, returning the same day. The third weekly service will be timed to connect with Air NZ services from Nadi to Auckland.

CRUISE SHIPS MAY BE WITHDRAWN

The Pacific Far East Line luxury cruise ships, Mariposa and Monterey, may be withdrawn within the next year if the US Government decides not to renew subsidies for them. They have been on the service since late in 1956, operating round voyages from San Francisco and Los Angeles to Honolulu, French Polynesia, the Cook Islands, New Zealand, Australia, Fiji, Niuafoou, Pago Pago and Honolulu and back to the US west coast.

The services ran at six-week intervals till fairly recently, when they were withdrawn occasionally for the Alaska cruise trade. The subsidy for the Monterey expires in December; for the Mariposa five months later.

OLD AONIU IS FOR SALE

Williams Trading Co (Fiji) Ltd has offered the ship Taoniu, 500 tonnes, for sale, but hopes to buy a replacement of about the same size in Europe. Williams Shipping bought the Taoniu from the Tonga Government for \$90,000, and is asking for "something less" than \$150,000 for its resale. The ship was

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Phone: 570 Cables: UNION

PACIFIC ISLANDS MONTHLY — AUGUST, 1977

known as the Aoniui when owned by Tonga, which bought her in 1958.

Tonga had operated her on trade routes covering Samoa, Tonga and Fiji. Williams Shipping kept her on the same run for about two months, but found this unprofitable, and confined her to operations within Fiji.

Pending sale of the Taoniui and acquisition of a new ship, Williams Shipping Co is operating that ship and another cargo-passenger ship, the Komaiwai, from Suva to Rotuma, northern Lau and Taveuni ports.

NEW SHIPS FOR MICRONESIA

Micronesia celebrated United States Maritime Day by having the keel laid in Kobe, Japan, for the first of seven new field trip ships. The ceremony was in the Hashimoto yard where the ships will be built. The first ship should be launched late in August and delivery is expected in November.

The ship, 66 tonnes dwt with a displacement of 1 219 tonnes will be 56.4 metres long. It will be powered with twin screws and GM diesel motors of 455 hp, providing a speed of 11 knots. She will carry 660 tonnes of fuel, water, cargo, etc. and has accommodation for passengers and their baggage.

ROADING COSTS WORRY THE TONGANS

Finance is an inhibiting factor in the development of good, hard-wearing roads in Tonga. With bitumen now costing more than \$50 (or P50) a barrel, compared with about P20 four years ago, there is not the same mileage as there was for the money.

Increasing traffic is demanding good roads, otherwise there is a heavy bill for maintenance. Tonga's Director of Works, Mr Chris Wilford, says there is little purpose in surfacing a road with bitumen unless the road is rebuilt and drained to a standard which will not undermine the bitumen. A reseal coat of bitumen is needed on a busy road every six years, and it costs about P5,625 a kilometre.

That is beyond the resources of Tonga, which finds it difficult to maintain coral roads. Under its 1965-70 development plan, Tonga spent P294,000 on roads. Under the

second plan, 1970-75, road expenditure was \$198,516.

About the only hope of getting a decent internal system lies with a grant from the UK. With that in mind, the Tonga Cabinet has approved an approach to the UK for permission to use a substantial part of the next grant for road construction. Then there might be some progress in alleviating the road dust problem.

NEW CENTRE FOR SAMOAN AIRLINE

Pago Pago-based South Pacific Island Airways is building a new maintenance and administrative centre at Tafuna airport, American Samoa, on 280 square metres of land leased from the government.

The company will be able to undertake round-the-clock maintenance of its fleet of aircraft, which now operates more than 140 scheduled flights weekly to nine islands and four countries. SPIA will soon increase the number of flights to Tonga, and expects to open up new routes, possibly between Pago Pago and Rarotonga.

LAUNCHING NEAR FOR FORUM LINE?

The South Pacific Regional Shipping Council has called on the Pacific Forum Line to start operations before the end of 1977, with one or more ships. The line came a step closer to realisation at Suva on June 16 when representatives of eight governments signed a memorandum of understanding and company documents to set up the line, which will have its headquarters at Apia.

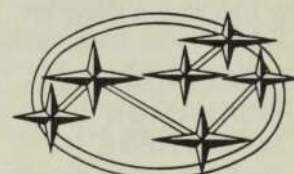
Ministers from the Cooks, Fiji, the Gilberts, Nauru, New Zealand, Tonga and Western Samoa, and the acting High Commissioner for Papua New Guinea in Fiji, signed the documents. The new company members pledged to take an equal number of shares. The documents were signed during the fifth meeting of the council, which comprises ministers responsible for shipping in the countries of the SP Forum. It was set up in 1975 to find out how to improve shipping services in the South Pacific.

The Suva meeting was conducted by the Nauru Minister of Island Development and Industry, Mr Kenas Aroi. Apart from Nauru and the other signatories to the docu-

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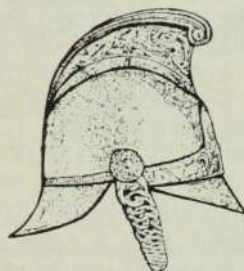
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ments, Australia and Niue were also represented at the meeting.

Twenty-five members of the staff of Nauru Pacific Line have been told to find other jobs, which signifies that Nauru Pacific is closing down, at least so far as an Australian administration base is concerned.

PIM has heard that the Nauru Island Council, which runs the shipping line, is disposing of the ships.

This, thinks PIM, means that Nauru, as well as signing the memorandum setting up the Forum Line, is closing down its operation and placing its ships under the Forum Line's flag.

TRIMMING UNION SAILS FOR FORUM LINE

New Zealand maritime unions are likely to be more friendly to the Pacific Forum Line following a visit to New Zealand by a two-man delegation from Western Samoa — Mr Vaovasamanaia Filipo, the Finance Minister, and Mr Neroni Slade, the Attorney-General. They met the president of the NZ Federation of Labour, Sir Thomas Skinner, representatives of five maritime unions, and the NZ Transport Minister, Mr McLachlan.

On their return they reported the unions had accepted, and had given support to, the concept for the operations of the line. Mr McLachlan assured them there would be no trouble from the unions against any ship of the line. That attitude was also adopted by Sir Thomas

FRUIT AND VEG DOWNED AN AIRCRAFT

A Nomad aircraft crashed seconds after climbing from Wewak runway in Papua New Guinea because fruit and vegetables placed in the rear compartment without the pilot's knowledge put the centre of gravity outside specified limits. The pilot had previously checked the loading.

The weight was insufficient to overload the aircraft, but it was enough to put it off balance. The aircraft stalled into the ground after take-off and became a total loss.

An investigation was carried out by the PNG Civil Aviation Agency, Australian Government aircraft factory experts and Douglas Airways.

The upshot of the investigation was a recommendation that warning signs in English, Pidgin and Motu be placed over the appropriate compartments of light aircraft operating in PNG. The signs should indicate that nothing should be loaded there without permission from the pilot.

ANOTHER SHIP FOR THE COOKS

The 407-tonne Mataora, ex-Fiducia, a steel-hulled, Dutch-built vessel, arrived at Rarotonga in June from Antwerp (Belgium). Vigo, in northern Spain, and Panama to enter the inter-Cook Islands trade. Mataora was acquired by the Cook Islands shipping company of Silk and Boyd Ltd under an arrangement with the Cook Islands Government.

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SUVA FIRM'S BIG REPAIR JOB

One of the biggest ship repairs undertaken in the Pacific Islands has been carried out by Millers, of Suva, on a Japanese tuna fishing boat, the Daio Maru, 437 tonnes. The Daio Maru had run aground on a reef in the Gilbert Islands in November, 1976, and had been towed 1,980 km to the ship-repair yard.

Millers engineers and repair yard staff had to make a complete overhaul of the engine room, refrigeration unit, electrical system, propulsion machinery and steering gear. Major repairs were required to the keel. The job cost \$200,000 in labour and materials.

Marine Pacific Ltd and Salvage Pacific Ltd refloated the Daio Maru in January, and the tow to Suva was undertaken by Marine Pacific. There was one stop on the way — at Tarawa.

AUSTRALIA-PNG FARES ARE UP

A new structure of air fares between Australia and Papua New Guinea came into force on July 15. There were increases in normal first and economy class fares to about the same level as those applying on similar short-haul routes in the South Pacific, while group rates were reduced. A new excursion fare is lower than normal economy fares.

This new fare, an advance purchase excursion fare, offers a discount of about 30% off the normal economy class fare, and ranges from \$143 return between Cairns and Port Moresby to \$236 return between Brisbane and Port Moresby and \$288 between Sydney and Port Moresby.

The discount for group travel for 15 or more passengers has been lifted from 10% to 33%.

The new first class, economy class and advance purchase excursion fares, with the kina equivalent in brackets, are:

Sydney-Port Moresby-Sydney — 1st class, \$648 (K574); economy class, \$406 (K360); advance purchase, \$288 (K255).

Brisbane-Port Moresby-Brisbane — 1st class, \$530 (K470); economy class, \$332 (K294); advance purchase, \$236 (K208).

Cairns-Port Moresby-Cairns — Economy class \$194 (K172); advance purchase, \$143 (K127).

CRUISING YACHTS

TO YACHTIES

A welcome and a helping hand has been extended to cruising yachtsmen visiting the Sydney area, by the newly-formed Sea Rescue organisation.

Though primarily formed as a rescue organisation, with voluntary patrols operating out of Botany Bay every weekend and public holiday, Sea Rescue will be happy to extend help and hospitality to visiting sailors.

On patrol days Sea Rescue monitors radio frequencies are 27.88 and 27.90 MHz or yachtsmen may contact Max Allen on Sydney 668-9967 or John Collins — c/- PIM.

● **GRACE**, 11 m sloop from Los Angeles, arrived in Huahine in April from the Marquesas. Owner-builder-skipper Joe Parks left Los Angeles on Feb 1 with his brother Dave and Nick Kalionzes, sailing to Huahine to join **YANKEE GIRL**, owned by another brother, Bob Parks. Joe, his father and brothers built Grace in two years. They planned to sail to Rarotonga in June and return to Los Angeles via Hawaii.

● **HOKULE'A**, 13.1 m long catamaran from Hawaii sailed into Papeete on May 24 after a fast 11-day trip from Kona. Carrying owner-builder Joe Cabell, Randy Coon and Woody Cox, the **Hokule'a** left Hawaii in near-gale weather. She sailed about a quarter of the way in winds of five knots or less, and used the motor between winds. Cabell christened his unusual cat before the more famous canoe of the same name was finished. Cabell plans to sail in French Polynesia for six months before returning to Hawaii.

● **JOLLY TAR**, 9.8 m Atkins cutter from Hawaii, carrying the Woodrum family of Lon, Sue and Casey, 8½, has been in French Polynesia since November, 1976, on her second trip to those islands. On this trip she has visited the Australs and Raivavae. After cruising in the Tuamotus and the Marquesas they intend to return to Hawaii in October.

● **LADY LEE**, 13.1 m Atkins ketch from San Diego, which left home in February, was in the Marquesas and the Tuamotus before arriving in Tahiti in mid-May. Owners Truman and Jeanne Schmidt, who had no immediate plans for the future, were waiting for friends and their family to join them.

● **NOA NOA**, 9.8 m Rhodes design Bermuda-rigged ketch double-ender from Miami spent March in Tahiti before visiting other Society Islands en route to Rarotonga and Samoa. Lynn Martin, "Foot" Young and Pamela Ingram bought the 42-year-old ketch three years ago. They sailed from Miami for the Bahamas,

but a storm forced them to Cuba. After cruising in the Caribbean, **Noa Noa** spent a year at Panama, then sailed for French Polynesia, minus the motor, which they got rid of in Panama.

● **PAPILLON**, 9.4 m Jim Brown sea running trimaran, which left San Diego in January, 1976, has been in French Polynesia since June, 1976. Owners Claes and Lillemor Nilson, from Stockholm, planned to sail to Suvarrow, Samoa and NZ.

● **SEAFORTH**, 11 m Angleman sea witch, from San Diego, limped into Papeete in mid-May with two-thirds of the mizzen mast missing and the main mast broken and split down the centre. Owners Al and Joan Cox encountered a squall when about 960 km north-east of the Marquesas. Winds gusted to 25 knots. All the damage occurred in the squall. They drifted to Hivo Oa, and then jury rigged **Sea Forth** for the trip to Tahiti.

● **VERONIKA**, 10.7 m steel sloop-rigged double-ender from Stuttgart, Germany, left Tahiti at the end of May, after a year in French Polynesia, for Niue, Vavau, Fiji and New Zealand. Gerd and Veronika Steidle, with cocker spaniel Bobo, bought their boat in Capetown in 1973 and sailed the next year for Brazil. They sailed 160 km up the Amazon and cruised in the Caribbean for a year before passing through the Panama Canal into the Pacific.

● **WANDERLURE**, 9.8 m schooner from Long Beach, California, with Art Hammond sailing single-handed, was in Bora Bora in May before sailing for Pukapuka, Suvarrow, Palmyra and New Zealand. Art left Panama in January, 1976, sailing to the Cocos Islands, Galapagos, Easter Island, Pitcairn, the Marquesas, Tuamotus and Tahiti. After cruising in the Society Islands he sailed to the Cook Islands, then returned to French Polynesia to visit a number of islands seldom called at by yachtsies. These included Rapa, Mangareva and Hao, which is a French military base.

● **WINDWAGON**, 15.25 m ketch-rigged auxiliary cruising yacht from Los Angeles, which spent several months in French Polynesia, had Rarotonga, Tonga, Fiji and New Caledonia next on her itinerary in the course of a world tour. Owners Ron and Wendy Burke, who left home in November, 1976, visited the Marquesas before arriving in Papeete. They hit the fringes of a cyclone, which broke the mizzen boom and knocked the dinghy overboard. Windwagon was built in 1938 and was wrecked on a reef in Rarotonga in 1967. Ron and Wendy bought the hull in 1975. With the Burkes are their son, Dustin, 2, Ron's brother Barry, Joe Jacaruso, of Los Angeles and Paulo Montaldi, of Milan.

● **MAVEI MARIE**, 50 ft yawl, Rose design and built in Germany in 1953, arrived at Rarotonga on June 3 from Bora Bora. On board were owner-skipper Willy Binsfeld, his wife, Herta, their two

daughters and son and friend Barbara Lindberg. Plans were to call at Niue, Tonga, Samoa, Fiji and be in New Zealand for Christmas.

● **EROS**, 45 ft sloop registered at Auckland, arrived at Rarotonga from Auckland on June 4 bound for Aitutaki and Fort Lauderdale, US. On board were owner-skipper Maurice Hornsby, who is an Auckland shipbroker, and five crew. They left Rarotonga on June 9.

● **KAILA**, 27 ft cutter registered at Auckland and with skipper-owner Robin Hooson and his wife, Lesley, arrived at Rarotonga from Bora Bora on June 5. They intended to call at Samoa and Fiji, then Whangarei, New Zealand.

● **CARAVELA OF EXE**, 41 ft yawl, two years out of Britain and on a leisurely cruise round the world, arrived at

Rarotonga on June 9 from Papeete. On board were owner-skipper Ted Lyne and his wife, Mary. They had called at the Galapagos, Marquesas, Tuamotus and Society Islands and planned to visit Tonga, Fiji and Auckland.

● **DECISION**, 48 ft American sloop with owner-skipper Robert Oldham and friends Roger and Carolyn Osborne, arrived at Rarotonga on June 6 from Bora Bora. They planned to call at Tonga, Fiji, Samoa and New Zealand.

● **SCHEHERAZADE**, 38 ft Australian sloop with Peter Bremer-Kamp and wife, Maya, and crew left Rarotonga for Fiji and intervening islands on June 9.

● **DJABALO**, 46 ft steel yawl, owned by Dr John Shiels and his wife Wendy, planned to leave Australia about mid-1977 to cruise in the Pacific Islands, with the

Solomons as the first port of call, and then "where the mood takes them". Dr Shiels was a surgeon at Lismore in northern NSW. He has Island connections in that he is a brother of Mrs Helen Fenbury, who, for many years was a resident of PNG with her late husband, David.

● **SHEARWATER 11**, 34ft Australian ketch, arrived at Rarotonga from Tahiti on May 30 with John and Tony Syme and Danny Mathews. They planned to sail to Tonga and New Zealand.

● **DEBORAH ANN**, 43 ft Choy Lee fibreglass ketch, anchored at Tubuai on April 29 from Raivavae and New Zealand. It departed on May 6 for Tahiti. On board were Peter Rogers (captain) and his wife Doreen, Pat Hurlburt, and Zanzie and Rae Paxton, all Canadians.

● **DRYAD**, 45 ft wooden yawl, 39 years old, purchased Virgin Islands. Arrived on May 6 from New Zealand, with Dick and Marty Pratt and their young daughter. It departed on May 9 for Raivavae and Tahiti. Dick had earlier cruised to Tahiti in 1960.

● **TOERE**, 43 ft steel ketch. She was lost for eight days after leaving Raiatea for Tahiti. No sextant aboard. Owner/captain Jean Bori and crew, Jean Benazech, both officers in French military at Tahiti. Bori built yacht in France and had it shipped to Tahiti. They were helped by Don Travers to anchor the yacht in the most secure location at Tubuai. He will later probably help them to sail it to Tahiti.

● **MAKARETU**, 45 ft steel ketch from Sydney, arrived at Tubuai on May 14 from Auckland, New Zealand, after 16-day voyage. Captain Brian Marriott, wife Carol, and children: Cherie aged seven, Deanne, five, and Belinda, one year. All Australians. With them are Susan Gratham (New Zealand), and Conrad Johnson (American). They planned to leave on May 20 for Raivavae, then Tahiti, and leisurely cruising back across the South Pacific towards Australia during the next few years.

● **MIKENO**, owned by Frenchman Georges Lagarrique, went aground on a reef near Nukulau Island outside Suva on May 26. Lagarrique was on a round-the-world tour. He was looking for advice as to whether his yacht could be saved.

● **SULA ERRANS**, 31 ft sloop from Auckland, carrying owners Franc and Cor MacNamara, planned to leave French Polynesia in April for the homeward trip via the Cooks, Samoa and Fiji, reaching New Zealand in October. Franc and Cor bought her four years ago and spent two winters in Tonga and Fiji, then sailed to the New Hebrides and New Caledonia and arrived in Tahiti last October. Since that time they have been cruising the Society Islands.

● **TEMPO**, 53 ft Spencer ketch from Coos Bay, Oregon, left San Diego last September for the South Seas, calling at the Marquesas and Tuamotus before arriving in Tahiti on January 7, 1977. Own-



FOR SALE: 'Bougainville Chief'

Steel general purpose cargo vessel. Built 1969. LOA 21.37m. Beam 6.4m. Draft 2.13 (Laden). 62 DWT. 115.70 gross tons. 49.59 nett. Main engine SS Caterpillar D.333 (C) 6 cyl. 185 BHP. Speed 9.0 knts. 4000 cu.ft. Hold capacity (850 bags) (2000 lbs. freezer). 1 x 1.5 SWL Derrick. Fuel capacity 4.2 tons F.W. 3.3 tons. Accom. 3 officers, 5 crew, 4 passengers. SSB radio, ER bridge control. Furuno Radar, Echo Sounder. K75,000 O.N.O.

**NEW GUINEA MARINE SURVEYS & SERVICES
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ed by Jane and Wally Beck of Albuquerque, New Mexico, **Tempo**, which means "a guide to the art of living" features a washer and spin dryer, refrigerator and deep-freeze, workshop, ham radio and diving tanks. Her interior is teak rubbed with a Danish blonde stain. Their plans will keep them in French Polynesia through July, when they expect 13 people from their family to visit them for two or three weeks. After that they will sail for Fiji and New Zealand or to the New Hebrides.

● **TOPAZ**, 50 ft Piver trimaran from Lahaina, Hawaii, left Honolulu last September for a 27-day sail to Papeete. Sailing on the ketch-rigged 27 ft beam yacht with six staterooms were co-owner and captain Archie Taylor and wife Diane, co-owner Tom Overton and wife Patti and crew Kevin Horan, Kristina Prater and Carl Hoffer. They have spent the past several months cruising the Society Islands. After a haul-out they will head back for Hawaii.

● **WIND'SON**, 20 ft Sparkman Stevens steel ketch from Grand Cayman in the Caribbean, sailed into Tahiti on April 17 after an easy sail that began in Savannah, Ga on January 7 and took owners Jim and Cheryl Schmidt of New York, their crew of two brothers Donald and James Bostwick of Savannah, their doberman Shasy and their Kitty Kat to the Bahamas, Caymans, Panama to the Galapagos, on to the Marquesas and Tuamotus. They planned to stay in French Polynesia for several months.

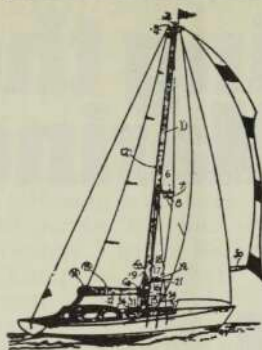
HEY, WHERE ARE YOU?

Harriette A. Allan, 1921 Dole St, Honolulu 96822, has sent us the following letter:

I had the pleasure of meeting PIM's editor about 18 months ago in Suva. I was the American lady who was babysitting boats at the Tradewinds Hotel — and a writer when I wasn't being lazy.

During the time I was boat-sitting on a 41 ft yawl and then the SAYANDRA, I met people from all over the world who were sailing the South Pacific Basin. Many of them became good friends, with whom I have tried to keep in touch.

However, because I have moved around — left Fiji to visit Australia and New Zealand, arriving in the States in February and back to Honolulu in March — I have lost contact with some people. Knowing how PIM is so widely read, is it possible for you to put a "Hey, where are you?" in the magazine? Maybe someone who reads PIM would know where the following friends are: Phineas and Joana Sprague, on MARIAH. Reinhardt Heiber, on GANESH. Dr Thomas Hodgins on GAY LUCILLE. (When I was in Whangarei, NZ, I heard a story that Tom had lost his boat, but there were no details and it was very third-hand.) I am making my home in Honolulu — I found I was so accustomed to island living I could not cope with the mainland.



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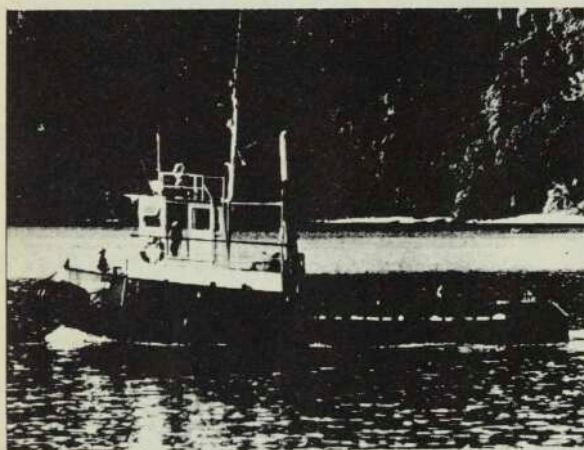


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Joe Bourke, New Guinea goldminer

Yet another pioneer of the days before Papua New Guinea ever joined the tourist circuit has departed with the death earlier this year of Joseph Michael Bourke. He was 78.

Joe was born at Ayr, Queensland, and after service in World War I went to New Guinea in 1925 as a member of the New Guinea Expropriation Board. He was transferred to Wau in 1926 (he is the 'Police Master Bourke' in Ion Idriess' somewhat fanciful *Gold Dust and Ashes*).

Bill Royal and Dick Glasson had just discovered the fabulous gold of Edie Creek. Joe soon decided that the life of a goldminer held more promise than government service, and he resigned in 1927 and went prospecting. For some years he had his ups and downs — not many men made their fortunes on the goldfield, most barely making wages — and when he was offered a job in March, 1935, prospecting wild country at the head of the Fly, Alice, Strickland and Sepik rivers, he accepted.

The 1935-37 gold prospecting expedition of the Oroville Dredging Company, under its American leader, the mining engineer Ward Williams, is one of the great sagas of exploration in New Guinea, but it is hardly remembered today. Oroville was a powerful company, prepared to spend heavily on a search of that inland country for gold. Ward Williams gathered a small but experienced party, including Joe Bourke and Bill Korn from the Morobe goldfield, and during the various phases of the expedition employed two aeroplanes piloted by Stuart Campbell and Ken Garden, and pioneered the technique of free-dropping from the air to ground parties.

They went right up the Fly, establishing a basecamp and airstrip at Giunga, beyond D'Alberts Junction where the Alice River comes in — and today a government station and key establishment in the huge Ok Tedi copper project.

In September, 1936, Joe Bourke, Bill Korn and Wallace Kienzle

made an extraordinary walk to Telefomin at the head of the Sepik, following the route of the discoverers, Charles Karius and Ivan Champion, on their wonderful North-West Patrol of 1926-27. They built the first airstrip at Telefomin and used it as a base to explore and prospect the wild mountainous land in the very centre of mainland New Guinea. But they found no payable gold, and in June, 1937, the expedition was disbanded.

Joe went back to the Morobe goldfield and when the Pacific war came served in the NGVR and ANGAU until 1943, finishing the war in American small ships and inter-island cargo ships.

I first met him in 1948, when he was in the process of building his Wau Hotel. He was a bluff, genial man, with a warm, ready wit — he and his wife, Billie, were kind to a young cadet patrol officer and later, when I was officer-in-charge of Mumeng patrol post, I got to know them very well. They were at the time manufacturing soft drinks in a modern little factory situated, of all

DEATHS of Islands People

places, near the Watut-Bulolo River junction. In 1951, Joe founded South Pacific Brewery and in 1955, Morobe Hotels Ltd. He dabbled in goldmining at intervals (it seems once a prospector, always a prospector) and in fact was a very shrewd and successful businessman.

After they left PNG some 10 years ago, Joe and Billie settled in the beautiful Bli Bli Valley, outside Nambour in Queensland, and, although he was in comfortable circumstances, Joe carried on various business activities more or less as a hobby. I received a letter from him in 1969, when I was stationed at Goroka in the Eastern Highlands, asking me for a photograph suitable for the jacket of a new issue of a little 45 rpm gramophone record he had made some years before — the story of Adam and Eve in Pidgin. He did an exceedingly robust and amusing version of this famous old item — I have just listened again to the copy he presented me with — and it is well-worth acquiring, if any copies still survive, to hear Pidgin "as she was spoke". — James Sinclair

Mr. P. T. W. Black, of BP's

Mr Percy Tasman Wulric Black, who spent 54 years in the employ of Burns Philp and Co Ltd, the last five as general manager, has died, aged 81. Along with his predecessor as general manager, the late Joe Mitchell, and the late James Burns, son of one of the founders of the firm, he helped to build BPs into the strong and profitable complex it is today.

Mr Black had no easy row to hoe to the top, even though his father, Mr P. G. Black, who joined BPs in the early 1880s, was also one of the early GMs in the firm's history, and was general manager when his son set out on a career with the old firm. In 1917, after education at Knox College, Sydney, and gaining his B.Ec degree at Sydney University, Mr Black went into a comparatively low position in the inspection department.

Then, like so many successful BP

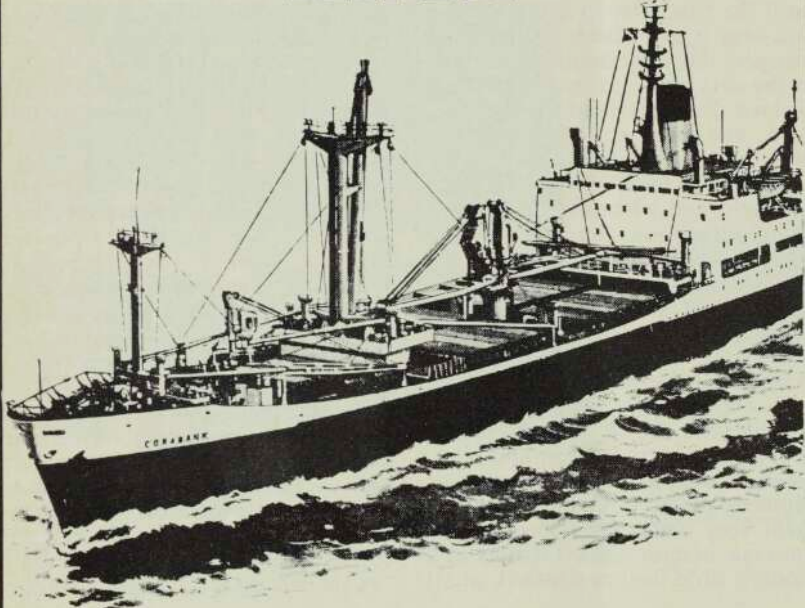
men, he went to sea, starting as assistant purser in the company's ships, trading from Australia to the Pacific Islands. This job called for a knowledge of copra and other Islands produce. He would go ashore in the landing boats at the remote islands, check the quantity and quality of the produce, and pay the growers.

He became closely linked with Burns Philp (SS) Co Ltd after that company was incorporated in 1920. He was then placed in charge of the South Sea department at Sydney headquarters, succeeding Mr Mitchell who had been promoted to general manager. Mr Black joined the board of the South Sea company in 1942, and was appointed to the parent company's board in 1947. His position as general manager demanded that he sit on the board of many other subsidiary and associated companies.



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SHIPPING

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Chandris Lines maintains a passenger service from Sydney via NZ, Suva or Papeete every second month.

Details from Chandris Lines, 135 King Street, Sydney (232-2455).

SYDNEY - LORD HOWE IS - NORFOLK IS - NEW HEBRIDES

Compagnie des Chargeurs Caledoniens operates four-weekly cargo service Sydney - Lord Howe Island, Norfolk Island, Port Vila and Santo.

Details Hetherington Kingsbury Pty Ltd, 37-49 Pitt Street, Sydney (27-1671).

SYDNEY - NZ - FIJI - HAWAII - CANADA - US

P & O liners call at Auckland, Suva, Honolulu and Vancouver 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 (231-6655).

AUSTRALIA - NZ - FIJI - TONGA - N. HEBRIDES - NOUMEA - PNG - SOLOMONS - SAMOAS

Sitmar Cruises operates a year-round cruise programme to include most of the above countries.

Details from Sitmar Cruises, 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 Apia, Auckland, Bay of Islands, Borabora, Honiara, Honolulu, Lautoka, Noumea, Nukualofa, Pago Pago, Papeete, Port Moresby, Santo, Savusavu, Suva, Vavau and Vila on cruises from Australia.

Details from P & O Booking Centre World Travel Headquarters Pty Ltd, 33 Bligh Street, Sydney (231-6655).

Pacific Navigation of Tonga operates a five-weekly general cargo/container service from Port Kembla, Sydney and Newcastle (inducement), to Suva, Lautoka (inducement), Apia, Pago Pago and Nukualofa.

Details from Beaufort Shipping Agency Co., Castlereagh Street, Sydney (221-2388).

AUSTRALIA - NEW CALEDONIA

Somacal operates a monthly service from Sydney to Noumea.

Details from Karlander (Aust) Pty Ltd, 19-31 Pitt Street, Sydney (27-6301).

Sofrana-Unilines ships serve Noumea every three weeks from the main ports along the east Australia coast.

Details from Sofrana-Unilines, 37 Pitt Street, Sydney (27-2031), Trans-Austral Shipping Pty Ltd, 57 Bourke Street, Melbourne (67-9162), ACTA Pty Ltd, Brisbane (221-3166), Elder Smith Goldsbrough, Mo. Ltd, Port Adelaide (47-5688), ANL, Newcastle (049-24364), Clements & Marshall, Burnie, Tasmania (31-1833).

Compagnie des Chargeurs Caledoniens operates three-weekly containerised cargo service from Sydney to Noumea.

Details Hetherington Kingsbury Pty Ltd, 37-49 Pitt Street, Sydney (27-1671).

AUSTRALIA - NEW CALEDONIA - NEW HEBRIDES

South Pacific United Lines maintains a four-weekly cargo service from Sydney to Noumea, Vila and Santo.

Details from Omni Traders & Brokers Pty Ltd, 26 George Street, Sydney (241-2872/6).

AUSTRALIA - FIJI

Karlander (Aust) Pty Ltd operates monthly 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 Street, Melbourne (60-0731), Burns Philp (SS) Co Ltd, Suva and Lautoka.

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), Trans-Austral Shipping Pty Ltd, 570 Bourke Street, Melbourne (67-9162), ACTA Pty Ltd, Brisbane (221-3116), Elder Smith Goldsbrough Mort Ltd, Port Adelaide (47-5688), ANL, Newcastle (049-24364), Clements & Marshall, Burnie, Tasmania (31-1833).

AUSTRALIA - FIJI - W. SAMOA

Nauru Pacific Line operates regular containerised, unitised and b/bulk service from Sydney and Brisbane to Lautoka, Suva and Apia.

Details: Nauru Pacific Line, Nauru House, 80 Collins Street, Melbourne (653-5709), InterOcean Swire, 8 Spring Street, Sydney (2-0522).

AUSTRALIA - TONGA - W. SAMOA

Karlander operates a monthly cargo service from Melbourne and Sydney to Nukualofa and Apia, thence US west coast.

Details: Karlander (Aust) Pty Ltd, 19-31 Pitt Street, Sydney (27-6301).

AUSTRALIA - TAHITI - US WEST COAST

South Pacific United Lines maintains a four-weekly service from Sydney to Papeete, and US west coast.

Details from Omni Traders & Brokers Pty Ltd, 261 George Street, Sydney (241-2872/6).

AUSTRALIA - PNG

Containers Pacific Express (Burns Philp and AWP Line) operates four-weekly cargo service from Melbourne, Sydney and Brisbane with Samos to Port Moresby and Lae. Forward schedules new three cellular vessel joint container service not finalised.

Details from Burns Philp & Co Ltd, 51 Pitt Street, Sydney (241-3851).

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 (2-0517), 60 Market Street, Melbourne (61-3031), J. C. Waller (Rabaul) Pty Ltd, Rabaul, Robert Laurie-Carpenter (NG) Pty Ltd, Lae.

New Guinea Express Lines operates three-weekly conventional and container services, Melbourne, Sydney, Brisbane, Port Moresby, Lae, Rabaul.

Details from New Guinea Express Lines, PO Box R73, Royal Exchange PO, Sydney (241-3991), MacArthur Shipping Agency Co, 82-92 Eagle Street, Brisbane (229-3777), Western Farmers Transport Pty Ltd, 459 Little Collins Street, Melbourne (67-8291), Breckwoldt's Shipping Agencies, in Port Moresby (24-2525), Lae (42-1536), Rabrad and Nuigini Pty Ltd, Rabaul (92-2911).

Karlander New Guinea Line's cargo vessels call at Melbourne, Sydney, Port Moresby, Lae, Madang, Wewak, Manus, Kimbe, Rabaul.

Details from Karlander (Aust) Pty Ltd, 19-31 Pitt Street, Sydney (27-6301), Dalgety Shipping, 461 Bourke Street, Melbourne (60-0731).

AUSTRALIA - PNG - SOLOMONS

New Guinea Australia Line's vessels operate from Sydney and Brisbane to Port Moresby, Lae, Rabaul, Kavieng, Wewak, Honiara, Kieta, Gizo, Madang and Samarai.

Details from InterOcean Swire, 8 Spring Street, Sydney (2-0522).

AUSTRALIA - SOLOMONS - GILBERT IS - MICRONESIA

Daiwa Line operates a container service every 30 days from Sydney to Noumea, Honiara, Tarawa, Guam, and Saipan.

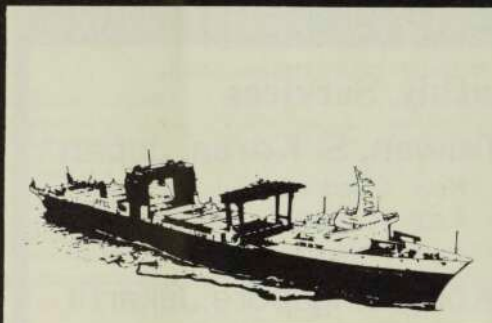
Details from Union-Bulkships Pty Ltd, 333-339 George Street, Sydney (2-0238, telex AA20397).

AUSTRALIA - NAURU - MAJURO

Nauru Pacific Line operates regular cargo/passenger service from Melbourne to Nauru and Majuro.

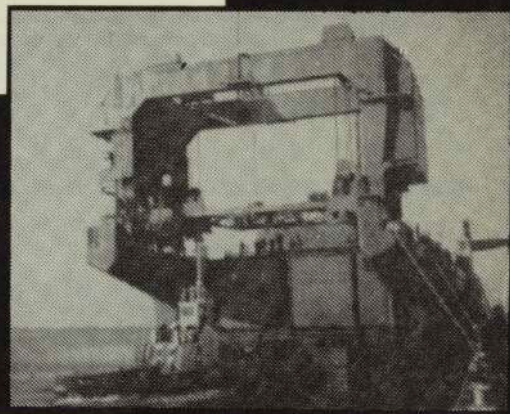
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New Hebrides: Agence Maritime Raymond Velicite, Port Vila

A.Samoa: Island Pacific Agencies Inc., 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, Noumea

Indonesia: P.T. Porodisa Raya Shipping Lines, Jakarta

Sabah: KOH Han Ming Shipping & Forwarding Agent, Kotakinabalu

Sarawak: Pan Sarawak Agencies Sdn. Bhd., Sibu & Kuching

Australia: Hetherington Kingsbury Pty. Ltd., Sydney, N.S.W.

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Telex : 522-3896 Kyowa O.

Details Nauru Pacific Line, Nauru House, 80 Collins Street, Melbourne (653-5709), InterOcean Swire, 8 Spring Street, Sydney (2-0522)

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 (2-0517), Farrell Lines, 1 Market Plaza, San Francisco, L.A. (9-4105), J. C. Waller (Rabaul) Pty Ltd, Rabaul, Burns Philp (NG) Ltd, 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) Pty Ltd, Rabaul, Robert Laurie-Carpenter (PNG) Pty Ltd, Lae, Farrell Lines, 1 Market Plaza, San Francisco, L.A. (9-4105), Wilh, Wilhelmsen Agency Pty Ltd, 13 Bridge Street, Sydney (2-0517).

PNG - UK/CONTINENT

Bank Line operates regular cargo service from Kieta, Rabaul, Kimbe, Madang and Lae to Liverpool, Hamburg, Rotterdam, Antwerp and London.

Details from Bank Line (A'asia) Pty Ltd, 1 York Street, Sydney (27-2041), Burns Philp (PNG) Ltd, PNG ports

PNG - US

Bank Line operates regular cargo service from Kieta, Rabaul, Kimbe, Madang and Lae direct to San Francisco, calls at US Gulf and east coast ports on inducement.

Details from Bank Line (A'asia) Pty Ltd, 1 York Street, Sydney (27-2041), Burns Philp (PNG) Ltd, PNG ports

SOLOMONS - FIJI - TONGA - W. SAMOA - UK/CONTINENT

Bank Line operates regular cargo service from Honiara, Suva, Nukualofa and Apia to Liverpool, Hamburg, Rotterdam and Antwerp.

Details from Bank Line (A'asia) Pty Ltd, 1 York Street, Sydney (27-2041), Burns Philp (SS) Co. Ltd, Suva

FAR EAST - FIJI - NEW ZEALAND

New Zealand Unit Express (CNC, MNOL, RIL) operates a three-weekly cargo service from Hong Kong to Lautoka, Suva, NZ ports, Manila, Kaoshiung, Keelung, Hong Kong.

Details from InterOcean Swire, 8 Spring Street, Sydney (2-0522).

Royal InterOcean Lines operates monthly cargo service with three ships from Surabaya, Jakarta, Bangkok, Port Kelang and Singapore to Suva and NZ ports.

Details from InterOcean Aust Services Pty Ltd, 8 Spring Street, Sydney (27-3801), 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 Seatrans (Fiji) Ltd, GPO Box 152, Suva, Fiji.

JAPAN - NZ - PNG

China Navigation Co, with three ships operates a monthly cargo service from Japan to New Zealand calling at Lae on return journey.

Details InterOcean Swire, 8 Spring Street, Sydney (2-0522)

FAR EAST - MID-S. PACIFIC

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 (2-0522)

Kyowa Shipping Co Ltd operates monthly services from Hong Kong, Taiwan, S. Korea and Japan, to Guam, Saipan, Solomons, New Caledonia, Fiji, Western and American Samoa, Tahiti, Cook Is., Tonga and New Hebrides.

Details: Hetherington Kingsbury Pty Ltd, 37-49 Pitt Street, Sydney (27-1671)

NORTH EUROPE - TAHITI - NEW CALEDONIA
Hamburg-Sued operates monthly cargo services from Hamburg, Dunkirk and Le Havre to Papeete, Noumea, via Panama.

Details from Columbus Overseas Services Pty Ltd, 333 George Street, Sydney (290-2966); Columbus Maritime Services, 17 Albert Street, Auckland (75-509).

NORTH EUROPE - TAHITI - N. CALEDONIA - PNG

Compagnie Generale Maritime operates three multi-purpose and three ro/ro cargo services a month from North European and Mediterranean ports to Papeete and Noumea. Three multi-purpose ships call monthly in Papua New Guinea.

Details from Compagnie General Maritime, 4-6 Bligh Street, Sydney (221-2522).

JAPAN - GUAM - FIJI - SAMOA - N. CALEDONIA - N. HEBRIDES

Daiwa Lines 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.

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 - N. CALEDONIA - N. HEBRIDES - PNG - SI

Sofrana-Unilines with two ships operates to Vila and Santo, to Honiara and Papua New Guinea, and to Noumea.

Details from Sofrana-Unilines, 42 Customs Street, Auckland (7-3279), PO Box 3614, Telex: NZ2313.

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 (7-1859), J. C. Waller (Rabaul) Pty 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 Blueport ACT (NZ) Ltd, PO 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, PO Box 3382, Auckland, NZ (7-1221-3).

Pacific Line with one ship operates monthly cargo service New Zealand, Lautoka, Suva.

Details: Sofrana-Unilines, 42 Customs Street, Auckland (7-3279) PO Box 3614, Telex NZ2313.

NZ - TONGA

Warner Pacific Line services Onehunga - Nukualofa - Vavau - Haapai fortnightly, and Timaru - Nukualofa - Vavau monthly.

Details from Air Marine Service (NZ) Ltd, PO Box 2505, Auckland (362-731).

NZ - W. SAMOA

Warner Pacific Line services Onehunga - Apia every 21 days carrying general and freezer cargoes and Timaru - Apia every 21 days carrying freezer cargo.

Details from Air Marine Services (NZ) Ltd, PO Box 2505, Auckland (362-731).

NZ - W. SAMOA - TONGA

Pacific Navigation of Tonga operates a four-weekly cargo service, Auckland - Nukualofa - Vavau - Apia - Nukualofa - Auckland.

Details from McKay Shipping Ltd, Downtown House, Queen Street, Auckland (33-656).

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).

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MADANG: W. Double, P.O. Box 22, Madang, Telephone 82 2696.

FIJI.

K. Witherington Ltd., P.O. Box 293, Suva, Telephone 22 356.

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John Lum & Associates, P.O. Box 65, Santo, Telephone 329.

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LAUTOKA—Sub-Branch Office: Burns Philp Bldg.

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

NEW CALEDONIA—T. A. Hagen, Ste. W. A. Johnston, S.A.R.L. —Noumea.

NEW HEBRIDES—District Manager: G. F. Donnelly, Vila; Santo: Burns Philp (New Hebrides) Ltd.

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

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APIA—Burns Philp (South Sea) Company, Ltd.

PAPEETE—Agence Maritime Internationale Tahiti.

PAGO PAGO—Polynesia Shipping Services Inc.

NOUMEA—Etablissements Ballande.

SYDNEY—Trans-Austral Shipping Pty. Ltd.

SUVA—Burns Philp (South Sea) Company, Ltd.

LAE/RABAU—Burns Philp (New Guinea) Ltd.

PORT VILA—Comptoirs Francais de Nouvelles Hebrides.

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.

NZ - SE ASIA - PACIFIC ISLANDS

Sofrana Fareast Lines operates a five-weekly service from Auckland to SE Asia, PNG, New Caledonia and Fiji.

Details from Sofrana Unilines, 42 Customs Street, Auckland (73-279).

UK - PANAMA - SAMOA - FIJI

The Fiji Direct Service, cargo only, is maintained by Conference vessels, sailing at regular monthly intervals out of Avonmouth, via Panama, for Apia, Suva and Lautoka.

Details from Burns Philp (SS) Co Ltd, Suva.

UK/N. CONTINENT - TAHITI - N. CAL - N. HEB

Bank Line operates regular cargo service from Hull, Hamburg, Bremen, Antwerp and Rotterdam to Papeete, Noumea and Vila.

Details from Bank Line (A'asia) Pty Ltd, 1 York Street, Sydney (27-2041). Ets AMAV, Papeete; Ets Ballande, Noumea, Burns Philp (NH) Ltd, Vila.

UK/N. CONTINENT - PNG - SOLOMONS

Bank Line operates regular cargo service from Hull, Hamburg, Bremen, Antwerp and Rotterdam to Port Moresby, Lae, Madang, Kimbe, Rabaul, Kieta and Honiara and, on inducement to Yandina, Tarawa and Nauru.

Details from Bank Line (A'asia) Pty Ltd, 1 York Street, Sydney (27-2041); Burns Philp (PNG) Ltd, PNG ports.

EUROPE - TAHITI - W. SAMOA - FIJI - N. CAL

Nedlloyd offers regular cargo services from Northern Europe and UK to Papeete, Apia, Fiji and New Caledonia.

Details InterOcean Aust Services Pty Ltd, 8 Spring Street, Sydney (27-3801).

SAN FRANCISCO - HONOLULU - MICRONESIA

Nauru Pacific Line operates regular conventional/container service from San Francisco and Honolulu to Majuro, Nauru, Ponape, Truk and Saipan.

Details from Nauru Pacific Line, Nauru House, 80 Collins Street, Melbourne (653-5709). North American Maritime Agencies, 100 California Street, San Francisco, California 9411 (981-0343).

US - FIJI - TAHITI - NZ - AUSTRALIA

Bank Line Ltd operates regular cargo services from US Gulf ports to Australia and NZ. Calls at Suva, Lautoka and Papeete on demand.

Details from Bank Line (A'asia) Pty Ltd, 1 York Street, Sydney (27-2011).

Pacific Far East Line cruise ships operate from San Francisco, Los Angeles, Honolulu, Moorea, Papeete, Rarotonga, Auckland, Opuia (Bay of Islands), Sydney and return via Suva, Niuafoou, Pago Pago and Honolulu to San Francisco.

Freight is carried on these passenger liners.

Passenger details from World Travel Headquarters Pty Ltd, 33 Bligh Street, Sydney (231-6655); freight details from Beaufort Shipping Agency Co, 2 Castlereagh Street, Sydney (221-2388).

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 Wih, Wilhelmsen Agency Pty Ltd, 1 Bridge Street, Sydney (2-0517), 60 Market Street Melbourne (61-0301), Farrell Lines, 1 Market Plaza San Francisco, L.A. (415-777-3300); Dalgely NZ Ltd Auckland (7-1859); Kneubuhl 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 (9-6799).

PRODUCE PRICES

Unless otherwise shown, quotations are in Australian dollars. Australian dollar (June 28) quoted: New Zealand, \$1.1529 (buying), \$1.1471 (selling); Papua New Guinea, K0.8855 (buying), 0.8788 (selling); Fiji, \$1.0360 (buying), \$1.0120 (selling); Western Samoa, tala 0.8803 (buying), tala 0.8678 (selling); Tonga, pa'anga 1.0275 (buying), pa'anga 0.9830 (selling); US, US\$1.1125 (buying), \$1.1077 (selling); UK, £stg0.6490 (buying), stg0.6416 (selling); French Pacific, CFP 100.39 (buying), CFP 98.84 (selling).

COPRA

Copra industries are controlled through copra boards in PNG, the Solomons, the Gilberts, both Samoa, 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.

PNG—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 in New Britain.

Latest prices less K17 levy were: Per tonne, delivered main ports, hot air dried, K266, FMS, K263, smoke dried, \$261.

FIJI—The board fixes prices on Philippines price, taking into account freight, taxes, selling costs, shrinkage, etc. Latest prices to producers were: Fiji 1, 33.50, Fiji 2, \$223.50, CAS \$80.

NEW HEBRIDES—Copra sold direct by planters France and Japan, Burns Philp paying on wharf, Vila Santo. May 27 FNH 17,500, London May 20, 244 francs 100 kg cif Marseilles.

US TRUST TERRITORY—Palau: 1st grade 80, 2nd grade, \$170, 3rd grade, \$160, at district centre, outer islands \$155, \$145 and \$135 for the three grades. Yap: \$160, \$150 and \$140 respectively at district centre, outer islands, \$135, \$125 and \$115 respectively. Truk, Ponape, Kusaie and Northern Marianas: \$150, \$140 and \$130 respectively at district centre, outer islands, \$125, \$115 and \$105. Marshalls 80 at district centre, \$155 outer islands.

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

SOLOMON ISLANDS—Copra Board pays per lb at Honiara, Yandina and Gizo, 9c 1st grade, 8½c 2nd grade, 7c 3rd grade.

GILBERT ISLANDS—6½c per lb.

WESTERN SAMOA—1st grade, T253.42, 2nd grade T240.17 fob.

TONGA—All copra sold to EEC, 1st grade, P70, 2nd grade, P58.

NIUE—Standard, \$180 a tonne gross.

OTHER PRODUCE

COCOA—Island rates are based on Ghana price. Ghana price on June 27 was £stg2.938 ton, cif, Continent.

June 28, fob Rabaul, export quality, K3,350 per tonne, delivered ex-wharf Sydney, \$4,100 per tonne.

New Hebrides—London, May 20, 1,150 met tons 100 kg.

Solomons—Delivered Honiara: prices recently were \$1 per lb 1st grade, 90c 2nd grade.

Western Samoa—T2,402.54 per ton fob.

CHILLIES—Solomons, Honiara buyers pay for tabasco, 1st grade 40c per lb, 2nd grade, 30c per lb. Long Red is 20c per lb.

COFFEE—PNG June 27, cif Sydney. Good quality, per kg: A Grade \$5.50, B Grade \$5.45, C Grade \$4.74, Y Grade \$4.70.

PEANUTS—PNG. Sydney agents reported recently fob Lae, kernels, white Spanish, 19c per lb.

BROOMCORN—Fiji, 1st grade 16½c per lb, 2nd grade, 14½c per lb, 3rd grade, 4c per lb.

RICE (Aust)—PNG: Dried brown, 25 kilo bags, \$298.94 per tonne. Vitamin enriched white, 25 kilo bags, \$303.94 per tonne, all fow Sydney/Melbourne. **Pacific Islands**: Calrose med grain, white, 25 kilo bags, \$320 per tonne. Kula long grain white, 25 kilo bags, \$335 per tonne. All prices cif Sydney/Melbourne.

RUBBER—London, June 27, 47.25c-48.25c per kg.

VANILLA BEANS—Prices recently were: White and yellow label processing standard packs, \$7.50, green label \$7.40 cif Sydney. Tonga — P4.20 fob Nukualofa, \$4.50 Melbourne.

TROCHUS—Solomons: Co-op and private buyers pay 21c per lb for good quality.

BLACK LIP—Solomons: Co-op and private buyers pay 25c per lb for good quality.

GOLD LIP: Solomons: Co-op and private buyers pay 38c per lb.

BECHE-DE-MER—Solomons: Co-op and private buyers pay: 1st grade \$2.50 per lb; 2nd grade \$1.80 per lb, 3rd grade, \$1.30 per lb.

GREEN SNAIL—Solomons: Co-op and private buyers pay 42c per lb.

TORTOISE SHELL—Solomons: Co-op and private buyers pay max of \$4 per lb, depending on quality.

SANDALWOOD—New Hebrides, London May 20, 345 met francs per 100 super ft.

SHARK FINS—Gilbert Is Co-op Federation pays per lb, \$1.32 1st grade, \$1.2nd grade, 80c 3rd grade. Solomons: Co-op and private buyers pay \$2.50 per lb.

COCONUT OIL—PNG: London, May 20, £stg485 ton cif N. Europe ports.

MEAL CAKE—PNG: London, May 20, £stg104.77 tonne cif E. Europe ports.

EXCHANGE RATES

FIJI—June 28, Through Bank of NSW, ANZ Bank, Bank of NZ, Bank of Baroda, First National City Bank, Aust \$ on Fiji, buying \$F1=\$A.99.

COOK IS., NIUE—NZ currency is used.

NEW HEBRIDES—June 28, 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 = FNH 88.99 (buying), FNH 87.94 (selling).

WESTERN SAMOA—June 28, through Bank of Western Samoa, controlled from NZ, T1 = \$A1.15.

TONGA—June 28, P1 = \$A1.02.

NORFOLK IS, SOLOMON IS, GI, NAURU—Australian currency is used, no exchange payable on transactions with Australia.

PAPUA NEW GUINEA—June 28, Through PNG Banking Corp, Bank of NSW, ANZ Bank, Bank of South Pacific, K1 = \$A1.14.

FRENCH PACIFIC—Pacific francs (CFP) are used in New Caledonia, Wallis and Futuna Is, and French Polynesia. French Bank, Sydney, June 28, quoted \$A = CFP 100.11 (buying), CFP 98.94 (selling). June 27, Paris-London, £1 = 8.4890 francs (buying), 8.4840 francs (selling). CFP-London, £1 = CFP 154.4545 (buying), CFP 154.2727 (selling). CFP to 1 met franc 18.43 (buying), 17.94 (selling).

Banks should be approached for daily rates.

● Copra production in the Solomon Islands was 6 836 tons in the first quarter of 1977, compared with 5 386 tons in the same period last year. A rise in local prices from the end of 1976 was said to be the cause of the production rise.

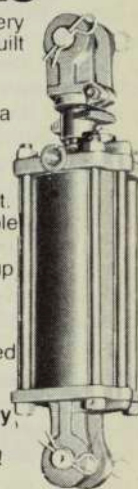
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of September, 1977.

The Song would contain six to
eight sentences or two verses and
a chorus, or three verses without
a chorus arranged euphonically
and rhythmically.

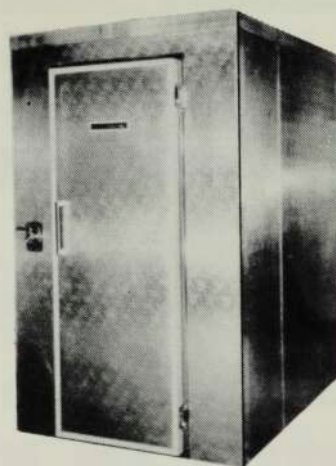


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NEW HEBRIDES LAND From p 19

1977 issue of the Vanuaaku Pati's 'New Hebridean Viewpoints' of a story of Lonorore Plantation distinguished by outright falsehoods, half-truths and insupportable conclusions.

"So that there will exist now and in the future no misunderstanding, Thevenin et Cie makes the following declarations in response to the actions of the Vanuaaku Pati and the political situation now extant in the New Hebrides:

"1. That so long as the Condominium Government shall fulfil its primary functions of protecting the personal liberties and property rights of those dwelling within or having business interests in the New Hebrides, Thevenin et Cie will continue to obey the laws of the Condominium Government.

"2. That in the event the Condominium Government shall at some future time cease to exercise such primary functions, or shall substantially modify its past concepts of private land ownership, or shall surrender its jurisdiction over the New Hebrides, or any portion thereof, to another body politic, Thevenin et Cie reserves its natural and inherent right to reject such changes. Any government which directly or indirectly permits its prior solemn adjudications to be disregarded, either by its own officials or by surrender of jurisdiction to a successor government, thereby releases its subjects from the duty of continued support.

"3. For more than 70 years past Thevenin et Cie and its predecessors have by their conduct exemplified and exercised all indicia of ownership of the lands of Lonorore Plantation. They have, moreover, complied with all laws under which freehold title to these lands has arisen.

"THEVENIN ET CIE IS THE OWNER OF LONORORE PLANTATION. IT WILL NOT SURRENDER THE FREEHOLD TITLE TO ITS LANDS TO ANY PERSON OR BODY POLITIC WHATSOEVER.

"4. Thevenin et Cie desires to be a good neighbour to all persons. It, accordingly, will not interfere with

the selection of its neighbours' leaders nor with the formulation of its neighbours' laws. It seeks with all persons peaceful and mutually beneficial trade and harmonious relations. But it EXPECTS AND DEMANDS in return that all persons act towards Thevenin et Cie in the same manner, respecting its rights and property.

"5. Thevenin et Cie hereby constitutes itself a body politic in addition to being a business entity. As such body politic Thevenin et Cie hereby undertakes to protect the lives, liberty and property of all those who shall now and in the future voluntarily dwell within the boundaries of Lonorore Plantation, if such protection shall not be provided by the Condominium Government as constituted on March 1, 1977.

"These Declarations are Statements of Position. Thevenin et Cie and those with it associated, now and in the future, are entitled under natural law to select their government just as its neighbours are entitled to select theirs. In the event, and only in the event, that the Condominium Government is unable or unwilling to perform its primary functions above described will these Declarations take precedence over Thevenin et Cie's voluntary support of the Condominium Government.

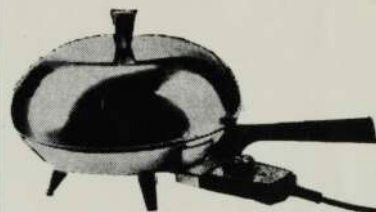
"Thevenin et Cie (signed)
Donald Thomas Bowden, a subject of Her Gracious Majesty Queen Elizabeth II of Great Britain."

In his pamphlet 'Land and Politics in the New Hebrides', which was sponsored by the United Nations Development Programme, a leading Vanuaaku Party member, Barak Sope, wrote: "... the major land problem in the New Hebrides is maldistribution of land between Europeans and New Hebrideans. Although New Hebrideans hold 64 per cent of the land, they are 95 per cent of the population. Europeans own 36 per cent of the land and comprise only 3 per cent of the population.

"The ownership is justified on political grounds. It is a political problem, and any steps taken to solve it entail political consequences."

The documents reproduced here are proof enough that the last has not been heard of the politics of land tenure in the New Hebrides.

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There are six Datsuns in this family. They're used daily for business trips, deliveries and

pleasure driving. My son was the first to get a Datsun seven years ago. After 140,000km without any mechanical troubles, he bought another new model Datsun this year.

My own Datsun 260Z handles well and rides comfortably on business trips around Belgium and to France. My daughter and her

husband say that their Datsuns start easily and give good fuel economy. My daughter-in-law, a schoolteacher, likes her easy-to-drive Datsun for getting to work.

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