

Vol. 49, No. 7 (Jul. 1, 1978)

Date : 7/17/26, 8:01 AM

<https://nla.gov.au:443/tarkine/nla.obj-335716829>

Copyright varies by issue and article

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

Copyright status was determined using the following information:

Material type: Literary, dramatic or musical work

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

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





**AKAI Portables
are the way to go**

AJ-370

AJ-480

AJ-350

AKAI
Audio & Video

AJ-480 4-Band Stereo
5,000mW of powerful stereo beauty. 2-way 4-speaker system, dual microphones. Feature-loaded for complete sound versatility.

AJ-370 3-Band
Dynamic 5,000mW of power through 2-way hi-fi speakers, for crystal clear sound, full-featured for total convenience.

AJ-350 3-Band
Unsurpassable cost/performance in a versatile power portable. 3,000mW output plus a host of other deluxe recording features.

NEW ZEALAND
S.O. Svensson (N.G.) Ltd.
P.O. Box 705, Port Moresby, Tel. 2275

FIJI ISLANDS
Molihai & Company Ltd.
11/15 Nadi International Airport
Tel. 72-165

NEW ZEALAND
Pye Ltd. Consumer Products Sector
11/15 Mt. Eden Rd. Mt. Eden, Auckland
Tel. 686-437

NEW ZEALAND
B.P. H2, Nourma Tel. 275222

NEW ZEALAND
Etablissements Compaex
P.O. Box 200, Papeete Tel. 20477

NEW ZEALAND
Burns Philp (New Hebrides) Co. Ltd.
P.O. Box 27, Port Vila, New Hebrides Islands

NORFOLK ISLAND
Burns Philp (Norfolk Island) Co. Ltd.
P.O. Box 21, Norfolk Island

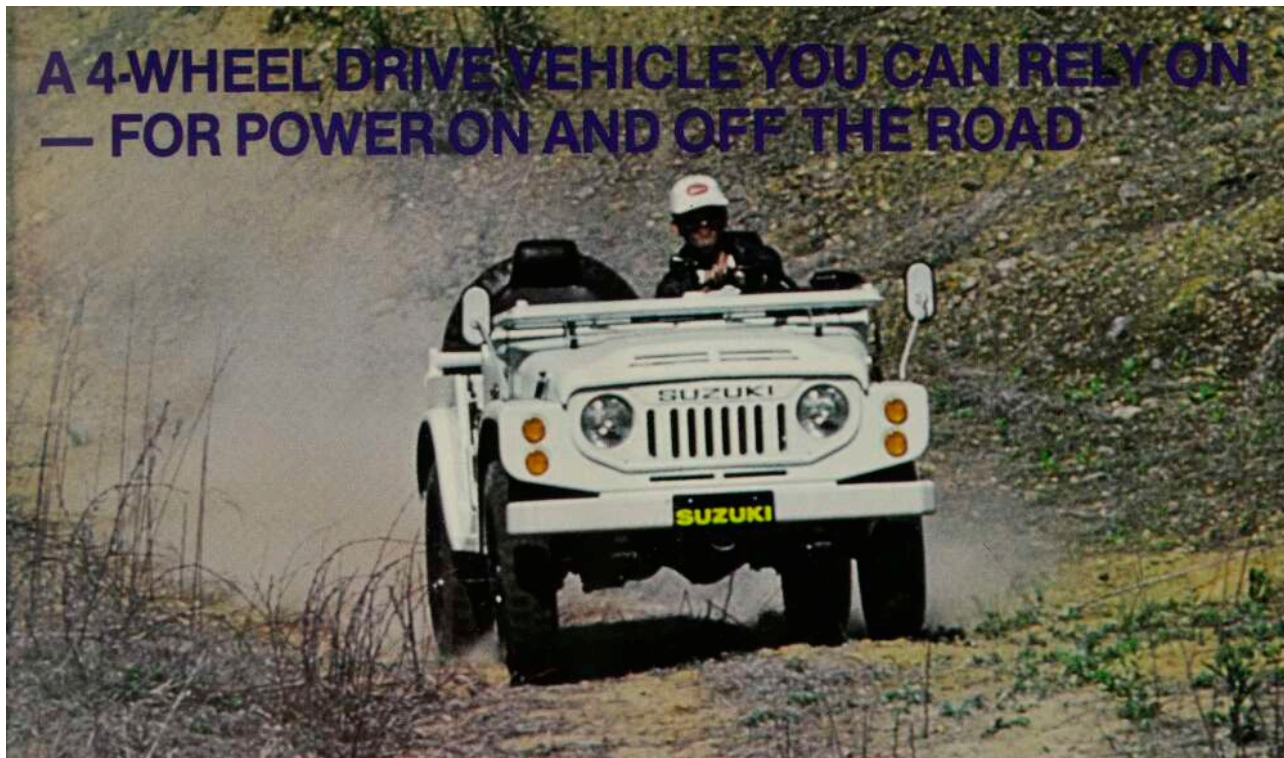
SAINT HELENA
Burns Philp (South Sea) Co. Ltd.
P.O. Box 129, Pigeon Point, American Samoa

MARSH ISLANDS
J.C. Tenorio Enterprises
P.O. Box 137, Saipan Tel. 6444/8

BRITISH SOLOMON ISLANDS
Security Electrical Co., Ltd.
P.O. Box 174, Honiara Tel. 881

COOK ISLANDS
JPS Enterprises Ltd.

A 4-WHEEL DRIVE VEHICLE YOU CAN RELY ON — FOR POWER ON AND OFF THE ROAD



Looking for handy, reliable transport from home to town ?

For going on a trip ?

For performing everyday tasks ?

*Go with a Suzuki ! — choose one of our rugged,
high-performing 4-wheel drive vehicles,
just meeting your transport needs.*

and...FOR MORE MOTORING POWER

Look into the traditional excellence of Suzuki's
performance-proven motorcycles and fleet

of outboard motors — something to
satisfy your every motoring need.

Going by land or by sea ... go with a Suzuki.



DT65



SUZUKI TS 125



SUZUKI MOTOR CO., LTD.
Hamamatsu, Japan

SOLOMON ISLANDS SOLOMON ISLAND SERVICE STATION LTD. • FIJI M.H. MOTORS • NEW CALEDONIA STE. SUPERCAL • PAPUA
NEW GUINEA TUTT BRYANT PACIFIC LTD. • NEW HEBRIDES HENRI LEROUX • NIUE ISLAND BURNS PHILP (SOUTH SEA) CO.,
LTD. • PONAPE LEO ETSCHKEIT • TAHITI NIPPON AUTOMOTO • ELLICE ISLAND TUVALU COOPERATIVE WHOLESALE SOCIETY
LTD. • GUAM ISLAND CYCLERY, INC. • NORFOLK MARTIN'S AGENCIES LTD. • AMERICAN SAMOA PACIFIC PRODUCTS, INC.
• TARAWA GILBERT ISLANDS COOPERATIVE FEDERATION LIMITED • TONGA MORRIS HEDSTROM LTD. • WESTERN CAROLINES
BECHESRRRAK T. COMPANY • AMBROSE D. MINGINFEL'S WHOLESALE • EASTERN CAROLINES KIOMASA STORE

PACIFIC ISLANDS MONTHLY—JULY, 1978

SONY

CF-590S

The Countryside Sony.

Now you can have big, fresh stereo sound from a portable unit with Sony's CF-590S. It's a four band radio (FM/MW/SW₁/SW₂) and cassette recorder combination.

Hi-Fi acoustics are enhanced thanks to wood cabinetry. It's the wood, after all, that gives the 4-speaker system the same quality characteristics as free standing speakers.

There's also ample power (7.2 watts) and all the elaborate electronic extras that make this Sony the most elaborate portable stereo you could buy.

If you take it to the country or if it never leaves your home, you'll get true stereo fidelity enhanced by wood cabinetry. It's a Sony. Naturally.

Pacific Report

PNG, INDONESIA CO-ORDINATE "INFORMALLY"

"Informal co-ordination" was the careful phrase used by one correspondent to describe the simultaneous despatch in June by Papua New Guinea and Indonesia of extra border patrol forces to their respective sides of the border in an area where Irian Jaya rebel forces were reported to have taken a number of Indonesian hostages (see earlier report, PIM p51). PNG took action on reports that the rebels had brought their hostages across the border into PNG. Prime Minister Somare said one of the tasks of PNG forces would be to release Indonesian hostages, if they should be found on PNG soil.

OK TUVALU, GO AHEAD!

The way is now legally open for Tuvalu's Big Day, Independence Day, October 1, 1978. The British House of Commons said, "Go ahead" when the Bill giving effect to the regulations establishing an independent Tuvalu passed its second reading on June 13. The third reading is a mere formality. Tuvalu could get into some book of records. On October 1, it will have been self-governing, as distinct from independent, for only five months, the shortest-ever for a British colony. In one year, it will have been governed under three different constitutions. Independence celebrations begin on September 29 and end on the day, October 1.

MARA SEES A PEKING WALKOUT

Fiji's Prime Minister, Ratu Sir Kamisese Mara, witnessed one of the now celebrated walkouts by Soviet-bloc diplomats in China at a banquet held in his honour in Peking in June. The Chinese Vice-Premier, Li Hsien-nien, had accused the Russians in his welcoming speech of "trying by every means to barge into the Pacific". One correspondent speculated that the incident took the Fijian leader by surprise. He wrote: "His prepared response to Mr Li's speech was an elegantly worded thank-you in which he referred to the place held in Fijian society by people of Chinese origin."

DEADLY DRINKING PARTY

Fifteen men died in the village of Takekekel, near Kokopo on the Gazelle Peninsula late in May after a drinking party. Three others became blind. The men, most of them Tolais, had been drinking home-made liquor believed to contain surgical or methylated spirits.

UREGEI TALKS TO PAPEETE PAPER

The Papeete newspaper, La Depeche, has carried a full-page interview with New Caledonian independence advocate and Territorial Assembly member Yann Celene Uregei. Mr Uregei was in French Polynesia, in his own words, "for independence, and for the Charlie Ching affair" (PIM, Apr, p15). He became a friend of Charlie Ching's when the latter lived in New Caledonia. Mr Uregei predicted the formation of a federation of Pacific states in the future. He said he thought New Caledonia would become independent by 1982 — "even before if the Kanak people are truly united".

CHOLERA KILLED 21 GILBERTESE

Since last year's outbreak of cholera in the Gilbert Islands (PIM, Dec, p22), 1 339 cases have been reported, and 21 people have died of the disease.

HEBRIDES CHIEFS SAY "NO" TO JUNKET

The Malvatumauri (Council of Chiefs) of the New Hebrides has rejected an invitation from Chief Minister George Kalsakau

for some of them to make a study tour of Pacific Islands. Among reasons cited by the chiefs were that many things at home needed doing, and that if they were to make a tour at all they would sooner tour the New Hebrides "to get to know our own peoples and our custom before going out from the New Hebrides".

HEBRIDES WOMEN SLAM BEAUTY CONTEST

A group of New Hebridean women has protested strongly against the "Miss New Hebrides" contest, from which the country's entrant in the "Miss Universe" contest in Mexico in July, will be chosen. They said the contest was "degrading to women and the nation", and suggested that money spent on it should go to rural development projects, especially projects designed to help women.

NZ, ASIAN UNIONS' SLANGING MATCH

New Zealand unions' intervention in last year's dock strike in Fiji (PIM, Sep, p65) brought implied criticism from the Asian regional organisation of the International Confederation of Free Trade Unions, meeting in Bangkok. The New Zealanders' reaction was swift and sharp. Said Federation of Labour president, Sir Tom Skinner: "If the Asian organisation does not give us value for our money then we will have to look at our membership." Singapore labour leader Devan Nair, who is a top official of the ICFTU Asian regional organisation, responded in kind. "New Zealand trade unions do not belong to Asia. We will not tolerate their big white brother syndrome," he said. He suggested the FOL join the European trade unions congress.

WORLD'S DEEPEST HOLE IN PNG?

Is Papua New Guinea the home of the world's deepest hole? This is the question 50 speleologists — cave explorers, or "cavers", to the uninitiated — will be seeking the answer to in July-August. The group, mostly Australians, but including Papua New Guineans, Spaniards, Americans, New Zealanders and Britons, will attempt to explore the Atea Kanada river caves on the Muller Plateau, between the peaks of the Muller Range and the Strickland Gorge in the Southern Highlands of PNG. The 1978 expedition follows on two less elaborate attempts to explore Atea Kanada in 1973 and 1976. The world's deepest explored cave so far is the Pierre St Martin, which goes to a depth of 1.33 km under the Pyrenees. Organisers of the current Atea Kanada expedition hope to kick Pierre St Martin out of the record books by proving their hunch that the Atea Kanada caves go as deep as 1.5 km over a length of about 9 km.

WEBB TONGA STRIKES A SNAG

An early hitch stopped oil drilling operations by Webb Tonga at the Kumimonu site No. 3, behind Nukualofa's Free Wesleyan Centenary Church. The drive gear on the rotary table, which turns the drill, broke. A Tonga Webb spokesman said flying in a replacement unit from the United States would cost the company about \$30 000.

AIR CRASH KILLS 11 IN W. SAMOA

All 11 people aboard a Cessna aircraft of South Pacific Island Airways died when it crashed into Mt Fito, on Upolu, Western Samoa. All the victims except the captain — Rick Jensen, of Los Angeles — were Samoans from New Zealand.

FIJI'S 500 IN LEBANON

Fiji's contribution to the peace-keeping force in Lebanon (PIM, June, p6), is made up of 500 soldiers: 200 regulars and 300 from territorial or reserve forces. The initial cost to Fiji of

\$793 000 will be reimbursed by the United States on a percentage basis over four years. The men arrived in Lebanon on June 1 by a special UN-organised airlift.

SUVA'S ADMINISTRATORS STAY ON

Fiji's capital, Suva, will not have an elected council for another year or more. The city has been run by administrators since the government dismissed the old council in 1977 (PIM, Dec, p12) after an inquiry had revealed evidence of widespread malpractice in its work. The administrators' term has now been extended. When they took over the council had an overdraft of \$1.5 million. Now it is in the black to the tune of \$250 000.

MOUNTAIN LAKE A THREAT TO LAE

Geologists fear that Lake Wanum, a mountain-top lake in Papua New Guinea high above the Markham Valley, may burst, pouring tens of millions of cubic metres of water into the valley leading to Lae, second largest city in PNG. Their report says that the trouble has been caused by earth movements in the mountain chain bordering the Markham Valley, and urges the government to take corrective action in one of two ways: strengthening a low saddle in the lake's containing walls, or using siphons to lower the water level.

FINE ON SUVA EDITOR UPHELD

The Fiji Supreme Court has confirmed a fine of \$1 000 imposed on a former acting editor of the Fiji Sun, Stafford Guest, for having illegally published committal proceedings in which a man was charged with murder. The Chief Justice, Sir Clifford Grant, said it was difficult to believe that the fine, the maximum that could be imposed, would act as a meaningful deterrent in the case of a daily newspaper with a country-wide circulation.

PACIFIC EXPORT DRIVE BY MICRONESIA

A drive to boost exports to Pacific countries has been approved by the Congress of Micronesia. Its Committee on Resources and Development, chaired by Representative Sasauo Haruo of Truk, planned a fact-finding visit in July and August to Nauru, Fiji, the Solomons, Papua New Guinea, the Samoas and Hawaii.

AUSSIES ON THE RUN?

New public service pay scales announced by the Papua New Guinea Government are expected to lead to a mass exodus among the 1 700 Australians remaining in the service. The scales provide standard salaries for all expatriates, wiping out the substantial advantage previously enjoyed by Australians over Britons, New Zealanders and Filipinos.

THE TAIWAN-TONGA LOVE AFFAIR

The Taiwan Government has upgraded its diplomatic representation in Tonga to that of fulltime resident ambassador. Previously the post was held concurrently by a diplomat serving also as ambassador to Colombia. Announcing the appointment of Mr Cheng Kao to the new job, Taiwan's Foreign Ministry said the appointment showed that Taiwan recognised Tonga as a nation on the same footing as the United States, "even though they are different in size".

SUVA'S LADY SNOOPER

Fiji now has a female "private eye", Mrs Savita Devi Singh, who is in her early 20s. Behind her, as she opens her Suva-based Ace Investigations, are four years study of criminology by correspondence with the Institute of Applied Sciences, Chicago. In the process she sat for no fewer than 54 examinations. She will investigate thefts and murders, collect evidence for divorce cases, and provide general security services.

CALEDONIAN UNIONS STRIKE

Five trade unions in New Caledonia on June 12 called "a general and unlimited" strike against the rising cost of living. This was just after 8 000 trade unionists marched on the Territorial Assembly to present a petition about their protest. The strike was expected to affect postal services, airlines and public transport.

DIARRHOEAL DISEASES WORKSHOP

A three-day workshop in Port Moresby studied techniques of oral rehydration in treating diarrhoeal diseases in young children, the major killer of children in developing countries. Oral fluid therapy reduces the need for expensive intravenous fluid treatments and hospitalisation. It can be used safely by aid-post orderlies or village health aides to reduce deaths among young children in remote areas. The workshop was sponsored by the World Health Organisation.

CATHOLIC BISHOPS ON PNG "MATERIALISM"

Roman Catholic bishops have criticised what they called "the greedy materialism of the new Papua New Guinea". At a conference on Bougainville they referred to what they saw as an upsurge in extortion, dishonesty, shady business dealings, drunken brawling and tribal fighting. They said that money, or other forms of material gain, were now entering into almost every social relationship.

WINKEL BACKS PALAU STRIKERS

A lengthy strike by 44 workers at the Continental Hotel, Palau's only international class hotel, is receiving support from unlikely places. The High Commissioner for the US Trust Territory of the Pacific, Adrian P. Winkel, has approved a \$4 000 appropriation by the Congress of Micronesia to help defray strike expenses, and a visiting member of the US Congress, Phillip Burton (D-Calif), made a personal donation of \$50 to strike funds. The hotel is owned by Continental Airlines, which also operates Air Micronesia. The company has been sharply criticised by Mr Winkel, who has said that only the lack of a Trust Territory labour law prevents him from doing anything legally to settle the strike.

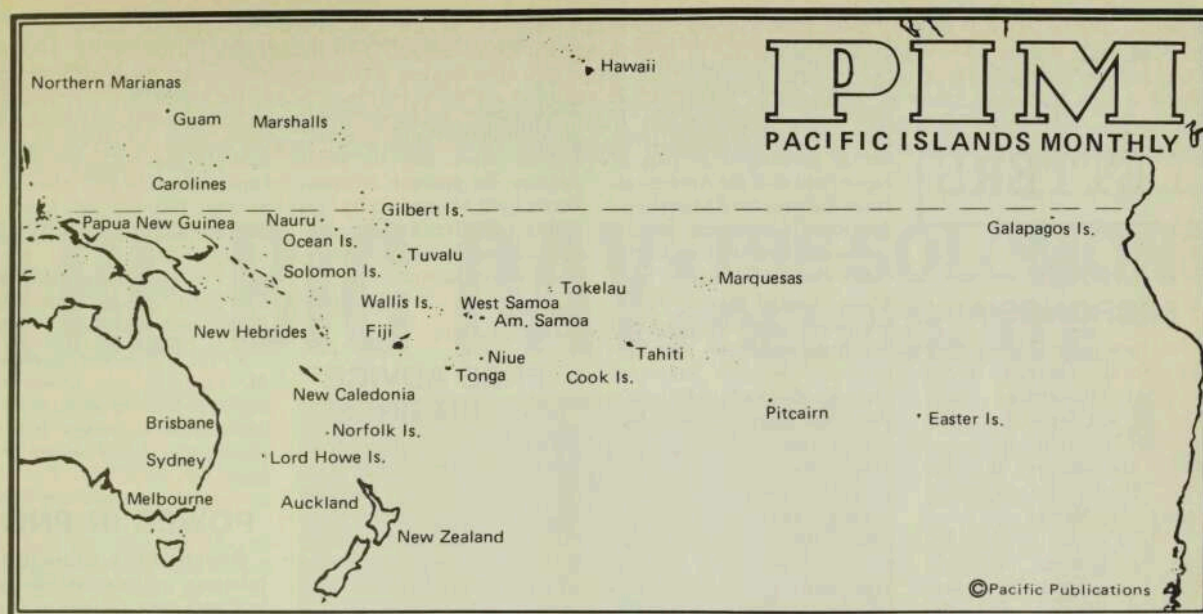
PNG SCRAPS HONOURS — BUT NOT YET

Papua New Guinea has announced it will be phasing out imperial honours and introducing a system of national honours. But for 1978 at least the imperial system was still well and truly in. In the Queen's Birthday honours list announced in June Prime Minister Somare became a CH (Companion of Honour), the Speaker of the National Parliament, Mr Kingsford Dibela, a CMG (Companion of the Order of St Michael and St George), and Transport and Civil Aviation Minister, Mr Bruce Jephcott, a CBE (Commander, Order of the British Empire). Over in Fiji, main honours went to the auditor-general, Mr Tamesar Bhim (CBE), and to Dr George Hemming, welfare worker and parish minister at St Luke's Church of England, an OBE, Order of the British Empire.

BOYS AND GIRLS NECK AND NECK

American Samoa has a population of about 30 600, according to a sample census survey. This figure is about 5% higher than the 1974 census. Sharpest increase has been in the female population: in 1974 there were two males for every female, but the latest figures put the ratio at one to one — 15 251 males to 15 350 females. An official suggested that this may indicate that since 1974 more males have left the territory, either to search for economic opportunity by joining the armed forces, or to further their education.

COVER PHOTO: Robed and holding his wands of office, which are modelled on the symbols of office in biblical times, Silas Eto, the Solomons prophet, stands before his people in the village of Paradise in New Georgia. Hailed by the people as the Holy Mama (Holy Priest), his story is told in this issue, a special Independence Issue, by Dr R. H. Chesher, of Cairns, Queensland, who also took the photograph.



PACIFIC ISLANDS MONTHLY Vol 49 No 7 JULY 1978

PUBLISHER: STUART INDER **EDITOR: JOHN CARTER**

PACIFIC REPORT	5	AFTERTHOUGHTS	38
— encapsulated news		— Percy Chatterton and the problems of youth in PNG	
LETTERS	8	POLITICAL CURRENTS	39
— free Micronesia, free advice and power in PNG		— PNG honesty code, New Hebrides' new calm, Micronesia breakthrough, reaction in the Cooks, Torres Strait	
THE SOLOMONS' BIG DAY	9	PEOPLE	52
— what's happening on Independence Day		— Capt 'Frog' Evans, French minister replaced, a hero in New Caledonia	
CLOUDS IN THE SKY	9	BOOKS	55
— not all sunshine for the Solomons		— Secret Discovery of Australia, Pacific's modern migrants	
THE MODEST PRIME MINISTER	11	TRADEWINDS	62
— the rise of Peter Kenilorea		— money is a bad smell, PNG's deal with Japan, Fiji's 'pig-headed' hospital administrators	
SOLOMONS' ECONOMIC FUTURE	16	YESTERDAY	67
— "first four years quite good" says Kinika		— Kakamora on the whiteman's impact on the Solomons	
THE HOLY MAMA	18	CRUISING YACHTS	73
— miracles in New Georgia		— Sarabande, Boomerang, Mata Moana, Wayward Wind, Shearwater and others	
SOLOMONS' EDUCATION	21	TRANSPORT	75
— end of a great experiment?		— Fiji-New Zealand row, Tonga's new airport and air-line, Fiji towns battle for status	
TROPICALITIES	23		
— butterfly on a flag, Somare on education.			
SOLOMONS' NEWS	29		
— hanging, pirating, farming and the National Anthem			
FIJI'S CULTURE CENTRE	31		
— dancing with the spirit behind you			
AUSTRALIAN SENATE REPORT	35		
— blueprint for total involvement in the Islands			

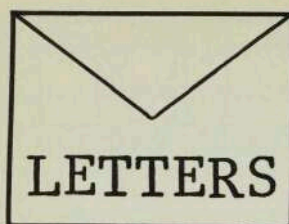
Pacific Islands Monthly was founded by R. W. Robson in 1930. It is published monthly by Pacific Publications (Aust.) Pty Ltd, 76 Clarence Street, Sydney, 2000. Post Address: G.P.O. Box 3408, Sydney, N.S.W. 2001. Telegraphic Address: PACPUB, Sydney, Telex: 21242. Telephone: 29 6693. **Publisher:** Stuart Inder. **Manager:** John Berry. **Advertising Manager:** Steve Gray.

SUBSCRIPTION RATES "Pacific Islands Monthly" is airfreighted to the majority of subscribers and agents in the Pacific Islands and the USA. Australia, \$12 Aust; Norfolk Island, \$12 Aust; New Zealand, \$13.50 NZ, \$12 Aust; Fiji, \$12 Fijian, \$12 Aust; New Hebrides, Tonga, Cook Islands, Western Samoa, Gilbert Islands, Tuvalu, Niue, Nauru and Solomon Islands, \$13 Aust; PNG, K13, \$12 Aust; American Samoa, Northern Marianas, Guam and Hawaii, \$16 US, \$13 Aust; US Mainland and Canada \$18 US, \$14 Aust; New Caledonia and French Polynesia 1,700 CFP, \$14 Aust; UK, £10, \$15 Aust; Japan 4,500 Yen, \$16 Aust; Elsewhere \$16 Aust. Note: Overseas remittances in Australian dollars should be by bankdraft payable at Sydney, Australia.

REPRESENTATIVES. **Fiji:** Distribution and subscriptions — Desal Bookshops, P.O. Box 160, Suva, Fiji. Telephone: Suva 23036. Advertising, Fiji Times & Herald Ltd., 20 Gordon Street, Suva. Telephone: 312 111. Telex: FJ2124. **Papua New Guinea:** Advertising — PNG Post-Courier, P.O. Box 85, Port Moresby. Distribution — Robert Brown & Assoc. P.O. Box 3395 Port Moresby, telephone 2 5855. **French Polynesia:** Distribution — Hachette Pacifique, 10 Ave Bruat, Papeete. **New Caledonia:** Distribution — Depot Centre de Presse Michel Pentecost, B.P. C2 Noumea. **United Kingdom:** The Herald and Weekly Times Limited, 8-10 Clifford's Inn, Fetter Lane, London EC4A 1BU. Telephone: 01 831 6041. Telex: London 21989. **Japan:** Advertising — Universal Media Corporation, C.P.O. Box 46, Tokyo. Telephone: 666 3036. **New Zealand:** Pacific Publications, C.P.O. Box 2229, Auckland. Advertising inquiries: International Media Representatives Ltd, P.O. Box 3880 Auckland. Tel. 73 880. Telex: NZ21157. (Auck. 40). **Hawaii and U.S. Mainland only:** PIM, Hawaii, 2812, Kahawai St., Honolulu, Hawaii, 96822. Second class postage paid at Honolulu, Hawaii. US Advertising Representative, Joshua B. Powers Jr. Powers International Inc. 551 Fifth Ave., New York, New York 100 017. Telephone: 667 9580. Telex 236514. Pub # 952480. **Victoria:** Advertising — Pacific Publications (Aust.) Pty. Ltd., Herald and Weekly Times Building, 2nd Floor, 61 Finders Lane, Melbourne, 3000. Telephone: 652 1565. **Brisbane:** D. Wood, Anday Agency, Box 1918 G.P.O., Brisbane, 4001. Telephone: 44 3485; 44 1546.

Copyright © 1978 Pacific Publications (Aust.) Pty. Ltd. Printed in Australia by Paramac, Mitchell Rd, Alexandria. PIM is distributed in Australia and New Zealand by Gordon & Gotch. Australian cover price is recommended retail only. Registered at the G.P.O. Sydney for transmission by post as a publication — category B.





FREE MICRONESIA!

It is now more than 30 years ago since the American troops occupied Micronesia — and they are still there! For what reason? Naturally to incorporate the territory into the USA. Similar has happened before — to Hawaii.

In 1899 — just 15 years before the outbreak of World War I — American troops occupied Hawaii and destroyed the freedom and independence of the small Hawaiian kingdom forever. The Americans spread the rumour that the royal family was insane — an old trick used by the Americans against those who oppose them — and the royal family was disposed of.

And that leads us to Pearl Harbour, 1941. The Japanese did not attack an American territory but an island illegally occupied and colonised by Americans. The crime perpetrated by the Americans in 1899 was so much worse than Pearl Harbour. Of the original 100 000 true Hawaiians only a few hundred have survived.

To acquire Micronesia the Americans do not hesitate to use varying tactics. Micronesia is, of course, a potentially very rich country, possibly much richer than any Arab country. There could be vast oil fields and on the sea bottom large deposits of manganese nodules, all of which the Americans want to grab. So they spread the rumour that Micronesia is a very poor country unable to support itself. They also direct its economy so that it will be dependent on America. The Americans are using propaganda, brainwashing, coercion of different kinds, as well as traitors and immigrants to achieve their goal — incorporation of Micronesia into the USA and ultimately hegemony of all the Pacific. An act of self-determination would be like

the one in Irian Jaya.

We know that Micronesia has been under colonial rule for more than 300 years, first under the Spanish, then the Germans and Japanese, last-named treating it as part of Japan, and now the Americans. Have the people of Micronesia developed into a race of serfs — some kind of serfs of the Pacific willing to be ruled by their white, colonial masters 15 000 km away — or are they as proud and independent as the Tongans and Western Samoans? Only by demanding full freedom and complete independence can the people of Micronesia show that they are a noble people.

There should be in the United Nations Charter a law that any people under UN Trusteeship must attain absolute independence. Rights to exploration and exploitation should be carefully supervised directly by the United Nations. Then what is happening in Micronesia could not happen. Never has a UN Trusteeship been treated in such a shocking way as Micronesia. One need only mention Bikini with its radioactive bomb craters and its people suffering from diseases of radioactivity, or the slum areas of Kwajalein, the only one in the Pacific beside Pago Pago's.

It is a dark page in the history of mankind when a country of 200 million Americans are trying to bulldoze 100 000 Micronesians from the surface of the earth as they did to the Red Indians. The book *"Bury My Heart at Wounded Knee"* could then indicate the fate of the Micronesian people too!

France and England have a fine record of decolonisation, and Australia can be proud of the way they handled the independence of Niugini: "Niugini must get independence whether they want it or not." It has proved a great success.

In Niugini only persons with at least two grandparents born in the Territory were automatically considered citizens — a very clever move by the Pan-ginians. For Micronesia it should be similar, but with an addition. Anyone who has or has had American or other foreign citizenship should be

forthwith excluded from citizenship rights for at least 10 years.

The independence of Micronesia is the most important issue in the Pacific of today. Let us insist that no other country be granted independence until Micronesia has got its place as a free and independent nation among the brotherhood of free nations.

Noumea KALIOU
New Caledonia

FREE ADVICE ON ENGINES!

PIM may remember me in the Sixties as the Marine Manager of Thornycroft (Aust) Pty Ltd until taken over in '62 by AEC Ltd. I cannot remember or trace the name of the then advertising manager for PIM but we often commented on the fact that I started advertising marine engines etc years ago very beneficially and the opposition soon followed suit — not that I worried much.

I am now "more or less" retired and living in Queensland. I occasionally see PIM and sometimes a letter from BSIP. As I have plenty of time now, perhaps a little paragraph or note in PIM may help any reader who has a Thornycroft or Stuart Turner engine and finds difficulty in solving any relevant problems.

A governing factor in my approach is that I retained all my personal records of all engines sent to the Territories, and all books, details, drawings, etc. They would be the **only ones** in Australia. In addition, I introduced Stuart Turner engines to Australia as I had known them with our Singapore branch. I still correspond with the Stuart works. Thornycroft's marine engines are still manufactured by the AEC-Leyland company but from enquiries and contacts, the number coming to Australia is small. Before the company take-over I visited the Islands every two years — Norfolk Island, Vila, Santo, the Solomon Islands, Rabaul, Wewak, Madang, Lae, Samarai and some of the missions.

Whether the business is as good nowadays would be better known to you. I am not interested in any financial

angle but there may be people in the Islands wanting to know engine or marine information. I would be happy to endeavour to clear up any problems for them. After a lifetime in this field one does not lose interest. I am still retaining membership of the Institute of Marine Engineers, UK, which keeps me up-to-date.

T. G. LASHMAR
6/21 First Avenue
Broadbeach, Qld. 4207.

• *PIM does indeed remember Mr Lashmar, who knows his stuff. His offer no doubt will be appreciated by many Islands people, who should write to him direct.*

POWER IN PNG

Reading Percy Chatterton's reference to the establishment in Papua New Guinea of mini hydro-electric projects (PIM, May, p 27), makes me ask, "For whose benefit?". I happened to be at Simbai in the highlands of the Madang Province when the first of these schemes was opened by the Minister for Public Utilities.

In his speech, he mentioned how the people would be able to use electricity for cooking and ironing and keeping their beer cold. Good in theory, but the output is not sufficient for cooking. But who are the people who have electricity? Only those who live on the government station. We have a mission station with a level-four community school next door, but no power goes there. We have asked for it and a survey is being done now. The estimated cost is K12 000 to bring the power to us and there is no certainty of any help coming from Rural Improvement funds. The Local Government Council offices are also next door, but they do not have power either. Not far away the local people have a large bulk store — no power there either. No village benefits. Certainly the scheme is small: it is beautiful — no pollution, it fits into the landscape. But it is not improving the quality of rural life, except for those who live on the government station.

JEREMY ASHTON (Rt Rev'd)

Bishop of Aipo Rongo
Anglican Church of PNG
Lae, PNG

PACIFIC ISLANDS MONTHLY—JULY 1978

Honiara did not exist before World War II. At best, American servicemen who served in that war remember it as a nondescript collection of Quonset huts on the island of Guadalcanal, control of which they bitterly contested with the Japanese. But Honiara will live through its finest hour on July 7. At the end of that day, it will have thrown off most memories of its humble beginnings to emerge as the capital of the world's newest independent nation, the Solomon Islands. Plans for the Solomons' "Big Day", and the immediate political background — and problems — of Solomons' independence, are sketched out in the articles which follow.

THE BIG DAY • THE SOLOMONS CELEBRATE

The almost 200 000 people of the Solomon Islands, largest remaining British dependency in the South Pacific, will attain their political independence on July 7.

Plans for what has become known in the Solomons as "the Big Day" are well up to the measure of the occasion.

As reported earlier (PIM, May, p5), 26 countries, 13 international organisations and three Pacific universities have been invited to the celebrations. The United States, Australia and New Zealand are expected each to send a warship to honour the occasion. The Queen will be represented by her cousin Prince Richard, Duke of Gloucester, who will be accompanied by the Duchess.

Central celebrations in the capital, Honiara, once a Quonset hut complex, will take place during the week July 3-8, with the key symbolic event occurring at Lawson Tama on July 7 when the Union Jack will be lowered and the Solomon Islands flag in the national colours of blue, green and yellow, run up.

Honiara's crowded week will include a national display, followed by a fireworks display, on July 6, a national show, based on Home Ground, running from July 5-8, a series of receptions and a State Ball, sports events, a regatta, an ecumenical service staged by the Solomon Islands Christian Association, and a final carnival float parade on July 8.

Celebrations in the districts will mostly take place in the following week, with Gizo the venue for independence events in the Western District (July 5-10), Kira Kira in Makira/Ulawa District (main celebrations starting on July



Baddely Devesi, the Solomons' first Governor-General, at 36 the youngest Governor-General in the Commonwealth.

12), Graciosa Bay in Santa Cruz District (main celebrations from July 12), and Auki in Malaita District (main celebrations from July 11).

Main reason for the time difference is to give time for senior representatives of the districts to get back home after the central celebrations in Honiara.

A feature of the celebration plans is the attention given to the participation of the young. It is planned to provide every child in the Solomons with a ballpoint pen bearing the national colours, and with a leaflet carrying the text of the new national anthem (see elsewhere in PIM).

Celebrations will not be confined to the Solomons: in far-off London there will be a special service in Westminster Abbey on July 7, at which it is expected that a member of the royal family will represent the

Italian Government-run Film Australia. The crew spent several weeks in the Solomons before the "Big Day", shooting and soaking up atmosphere. To be presented as a gift to the Solomon Islands, the film follows similar productions made by Film Australia covering independence celebrations in Fiji (1970), and Papua New Guinea (1975). It is to be completed by Christmas.

Choice of the royal representatives has caused a stir in the Solomons, where there is a feeling that a personality closer to the Queen, such as Prince Charles, if not the Queen herself, should have come for the independence celebrations (PIM, May, p5).

Replying in April to a suggestion along these lines by the Leader of the Opposition, Mr Ulufa'alu, Chief Minister Kenilorea emphasised that it was entirely up to the Queen to choose her representative. But he added that "the dissatisfaction of the people" on this matter had been conveyed to her Majesty.

Queen. This will be followed by a reception for prominent Solomon Islanders and other distinguished guests.

The Solomons celebrations will be the subject of a 90-minute film made by the Aus-

Clouds in the sky

Nowhere has any formerly dependent territory ever moved into independence under a sky entirely free of political clouds. The Solomon Islands are no exception.

The weeks leading up to independence saw a simmering conflict between the central government in Honiara and the Western Council, local authority of the Western District (PIM, June, p18).

On April 6, six Western members of the Legislative Assembly staged a walk-out, saying that the Western Council

was not happy with the way the government had approached them. "All people in the Western District wanted independence, but before that came about they wanted security," said a Western spokesman. (Three other Western members who are Ministers remained in their seats.)

The walk-out was in support of a resolution of the Western Council asking the Legislative Assembly to consider granting state government before independence to the Western District. This would entail local



You can fly with us on a Wednesday or Saturday to Brisbane, or a Thursday or a Sunday to Fiji or Vila

Choose the day you want to fly to either Brisbane, Fiji or Vila
and we'll have a BAC 1-11 jet waiting to take you there

From Honiara to

Brisbane	Depart	Arrive	Flight No.
Wed. Sat	1055	1305	FJ 515
Nadi			
Thur	1415	1905	FJ 506
Sun	1530	2020	FJ 504
Suva			
Thur	1415	2010	FJ 506
Sun	1530	2130	FJ 504
Vila			
Thurs	1415	1610	FJ 506
Sun	1530	1725	FJ 504

For bookings and reservations:
See your friendly travel agent
or SOLAIR for full
details.



AIR PACIFIC
YOUR ISLAND IN THE SKY

AUCKLAND. BRISBANE. FIJI. NOUMEA. PAGO PAGO.
SOLOMON ISLANDS. TONGA. VILA. WESTERN SAMOA.

control of natural resources, finance, administration, lands, internal migration and legislation.

The Westerners' action was at once supported by the opposition National Democratic Party, whose leader, Bartholomew Ulufa'alu, led his party members in a second walk-out.

There followed a busy round of talks in Honiara and the Western centre of Gizo. Chief burden on the government side was carried by the Minister of Home Affairs, Mr Francis Hilly, himself a Western representative.

There were claims and counterclaims as to whether the Western Council would accept the \$20 000 offered by the central government for the expenses of independence celebrations in Gizo.

The Western District even went to the lengths of sending a delegation to Australia for discussion with a firm of lawyers. The three members of the group were the council's president, Mr Jerry Buare, and two former politicians, Mr Peter Salaka, former member of the Governing Council, and Mr Sam Kuku, former member of the Legislative Council.

While the dispute seemed far from resolved, Mr Hilly was conciliatory. He said the government "fully understood" the Western resolution, and "in no way was attempting to confront the council".

He added: "Ways of accommodating such wishes as expressed in the Western Council resolution are being seriously considered in the context of the present set-up."

However things turn out on July 7, the problem of Western dissidence will certainly stay with the central government well into independence.

If there were clouds in the West, there seemed to be general satisfaction with the independence constitution, worked out at tough bargaining sessions in London earlier in the year.

Chief Minister, Mr Peter Kenilorea, described the constitution as "largely a measure of our own making".

Main differences had centred on the questions of citizenship and land.

Mr Kenilorea said: "We



**Opposition leader
Bartholomew Ulufa'alu.**

knew that we had to negotiate and press hard for the points we believed very strongly in.

"Overall we adopted a very realistic stand which paid good dividends in the end."

But a nagging problem remained: would it not have been possible for the constitution to deal more specifically with the problem of the powers of provincial government, the question at the root of the troubles with the Western District?

This problem, too, awaits its thrashing out in the early days of the newly independent nation.

It can be pointed out, however, that Britain, in all such negotiations for independence in the past, both in the South Pacific and in other places — notably in Africa — has tended to leave such considerations, as the degree of power provincial governments should have, to the particular country going independent.

It seems that Britain has felt that such matters should be tackled by the people themselves; that she did not want to influence them in matters which would only become important after independence. The cynic would say that Britain didn't want to be blamed for the mistakes her ex-colonies made when they began to paddle their own canoe.

In like fashion, Australia left such matters severely alone. Provincial government was something that was clearly left to the Papua New Guineans to sort out.

Peter L. Young traces the course of the political career of Mr Peter Kenilorea, first Prime Minister of the independent Solomon Islands. Then, in an exclusive question-and-answer interview, he takes us inside the mind of this leader of the world's newest independent nation.

THE RISE AND RISE OF A MODEST PRIME MINISTER

Peter Kenilorea, the first Prime Minister of the newly independent Solomon Islands, is a paradoxical character.

For a national leader, he is remarkably informal. He goes about his business in Honiara as just another citizen. It is far easier to guess the car of the British or Australian High Commissioner than that of the Solomons' Prime Minister.

Desire for informality, however, does not prevent Peter Kenilorea from cutting a handsome, dignified figure at official functions. On these occasions his presence is very much reminiscent of the sober, upright dignity of a man of the cloth — which is not surprising as he is the son of a Melanesian missionary and is a lay preacher himself.

Peter Kenilorea, since being elected Solomons Chief Minister in 1976, has shown a desire to make himself known to the people. He was quickly on the spot, by RAAF helicopter, to see for himself the effects of the 1977 Guadalcanal earthquake. He has toured other areas of the Solomons in an attempt, in this culturally and linguistically diverse nation, to generate grassroots support for his government. He has also increasingly used Solomons radio to get his message across.

Despite his attempts to identify with the people, the Prime Minister has one severe limitation which he must overcome.

For better or for worse, Solomons Pidgin English is the only effective *lingua franca* that the nation has. Peter Kenilorea, unfortunately, speaks very poor Pidgin.

His talks to the people by radio are first in standard English and then in Pidgin. In Pidgin his speech is invariably full of long and ponderous English phrases that make



much of what he says unintelligible to the people in the villages. Above all, the new Prime Minister seems to need a good Pidgin script-writer.

In standard English Peter Kenilorea is far more impressive. He is an avid reader and his words reflect both learning and deep consideration. He gives the impression that he has weighed in the balance every word he uses. His voice is deep and commanding. His speech is slow and dignified. His speeches are replete with succinct moralisms that make him sound like a patient uncle addressing a favourite nephew.

In reply to questions in parliament Peter Kenilorea is slow and precise. He gives the impression of a man of wisdom and infinite patience.

As Prime Minister, he does not appear to dominate his Cabinet — partly because his parliamentary support does not

come from a disciplined political party but from a loose coalition of individuals who find him personally admirable. On the other hand he is not overshadowed by his ministers. Peter Kenilorea's political style seems to reflect an ability to keep a team together by compromise, and by allowing his ministers full exercise of their responsibilities.

It is perhaps not surprising that Peter Kenilorea should be more impressive as a speaker of standard English than of Pidgin. He, like a number of other Solomons leaders, gained much of his education overseas. For this small educated elite it was a long and lonely experience, but that process was one which has provided the Solomons with many of its top politicians and civil servants as the islands now enter independence. The "education-in-exile" elite includes the Deputy Prime Minister, Mr

Benedict Kinika, and the Solomons' first Governor-General, Baddley Devesi.

Like a number of prominent Pacific leaders, the Solomons' Prime Minister was educated in New Zealand, studying there for five years. After completing his university entrance examination, he entered Ardmore Teachers College, where he successfully completed his diploma in 1968.

Returning to the Solomons at the age of 25, Peter Kenilorea was posted to King George VI Secondary School which was, and still is, the only government high school in the Solomons — the rest of secondary education in the Solomons is run by the missions.

Perhaps finding promotional opportunities limited in the small Solomon Islands government secondary service, Peter Kenilorea, like a number of his contemporaries, left teaching for the more attractive career structure of public administration.

He first became an assistant secretary in the Department of Finance and later served as a district officer and district commissioner on his home island of Malaita.

While a teacher at King George VI School, Peter Kenilorea developed political ambitions. He became president of the Civil Servants Association, an organisation which was to provide the basis for the later United Solomon Islands Party.

In 1973 he stood unsuccessfully for the seat of Honiara. Despite this, the 1973 elections for the new Legislative Assembly resulted in a major change in Solomons politics, a change which was to enable Peter Kenilorea to become Chief Minister in 1976 in his first year as an elected member.



“Best wishes to our Solomon Islands neighbours on their Day of Independence.”

As Papua New Guinea's National Airline, Air Niugini extends their congratulations to the people of the Solomon Islands.

We welcome your move towards independence, and share your excitement over the coming celebrations.

We would like all Solomon Islanders to feel welcome aboard Air Niugini, whether you are coming to visit us in Papua New Guinea, or when you're flying on to Japan, Asia or Australia.

We look forward to continuing strong relations between ourselves and wish you all the best for the future.



AIR NIUGINI
THE NATIONAL AIRLINE OF PAPUA NEW GUINEA

821.P.085



PACIFIC ISLANDS MONTHLY—JULY, 1978

The 1973 elections changed the character of the Solomons legislature. Only five out of 14 members of the previous body, the Governing Council, were returned to the newly-constituted Legislative Assembly.

Entering the new legislature were 10 new members who had been active in the Civil Servants Association. Their common outlook brought to the legislature a comparatively unified bloc that later formed the United Solomon Islands Party.

The then Chief Minister, Solomon Mamaloni, although not favouring political parties, rallied the experienced members of the legislature into the People's Progressive Party.

The PPP was increasingly at Loggerheads with USIP Mamaloni, previously regarded by the colonial administration as a radical, now seemed cast by USIP as a conservative on the independence issue. Mamaloni was for going slowly towards independence. USIP were seeking independence as soon as possible.

Mamaloni resigned in 1976 after the elections. He gave no

reasons for his resignation but was clearly fed up with politics and the inability of the PPP and USIP to work well together.

Peter Kenilorea had stood for his home East 'Are 'Are district on the island of Malaita in 1976 and was successful in winning the seat. With Mamaloni's resignation, Kenilorea was elected Chief Minister by the Legislative Assembly on July 14, 1976.

Peter Kenilorea's rapid rise is explicable if it is remembered that the base of his support, was from members of the Civil Servants Association, who had been elected three years previously.

Although the base of Mr Kenilorea's support was the United Solomon Islands Party, he has often said that he does not believe in political parties. He regards the advent of party politics in the Solomons as premature and potentially divisive.

Two weeks after his election to the post of Chief Minister, Mr Kenilorea was on his way to Nauru to address the South Pacific Conference where he acquitted himself well in a speech arguing for an end to

the confusion and waste caused by overlapping Pacific development organisations.

After this conference, Peter Kenilorea played host to Papua New Guinea's Prime Minister, Michael Somare. This did something to better relations between the two countries, which had become strained after the previous Solomons' Chief Minister, Solomon Mamaloni, was credited with making indiscreet remarks in support of Father John Momis' Bougainville separatist movement. Peter Kenilorea realises that just as the view of the Solomons Government, on the question of Bougainville, is important to the Somare Government, so the attitude of Port Moresby to the Solomons' own separatists in the west is important to Honiara.

Peter Kenilorea is, on his record, a democrat and a cautious moderniser. While he does not like everything he sees in modern society, he equally scorns those who bemoan the passing of traditional culture, while taking advantage of all that Western technology has to offer.

His point of view was well

expressed in an article he wrote for a recent issue of Pacific Perspective in which he said: "Was it really the colonialists' fault that mini-skirts became the idol of our Honiara girls? Did colonialists come to the Solomons with the doctrine that man's value is found in mini-skirts and that girls in ankle-length apparel would be punished? No. Are we ourselves sure what cultural value in traditional dressing is being devalued by mini-skirts? Remember that the birthday suit was the dress norm of our traditional culture."

Peter Kenilorea is above all a man of principle. He is a teetotaler and a sincere Christian. He sees debate as inevitable, and says that he welcomes constructive criticism.

He has no illusions about the future. He has said: "Independence means the transfer of power and responsibility. It does not mean immediate personal benefits. It brings its obligations as well as its rewards, its problems as well as its joys."

Or, as he put it in his Christmas message to the people of the Solomons, "The only thing we have to fear is ourselves."

A Christian's political testimony

Q. You had to go to New Zealand for your senior high school and teacher training. How did you feel at that age leaving the Solomons for a foreign land?

A. I started my primary schooling at King George VI School, Aligegeo, at 14. By the time I completed secondary schooling there I was already 19. So that when I left for my upper sixth form and subsequent teacher training in New Zealand I was already reasonably mature. I realised what a strange land and people I would find in New Zealand. I already had a fair idea from my geography lessons that New Zealand would be different from home.

Q. What were your impressions of New Zealand after spending a number of years there?

A. My impressions of New Zealand during my stay there,

in the late 60s, were, to be frank, very good. There was a homely atmosphere and racial harmony in a multi-racial and multi-cultural situation. There was no sense of that impersonality which sometimes undermines the society of man in the crowded cities of the world. It may be different now of course.

Q. Were there any other Solomon Islanders at Ardmore Teachers' College while you were there? If so, who were they and what are they doing now?

A. Yes, there were two Solomon Islanders who shared my years at Ardmore Teachers' College. They were Levi Laka and Matthias Ramoni. I am pleased to say that they are doing very well for themselves and for this country at present. Mr Laka is the deputy principal of the Solomons Teacher Training College and Mr

Ramoni, who was also a lecturer at that college, is now the president of Makira/Ulawa Council. He will be the first Premier of that province after independence in July.

Q. Why did you leave teaching for the public service?

A. Frankly speaking, I was invited to join the public service in the interest of the Solomon Islands localisation programme at that time.

Q. Why did you leave the public service for politics?

A. As a committed Christian I was convinced that that's where the Lord would have me best serve my people and country at this time in our nation building. Although the administration invited me in May 1975 to become the first Solomon Islands diplomat trainee, I opted to be a politician instead.

Q. You are a committed Christian. Is there any passage

in the Bible that you find particularly applicable to your life as a politician?

A. As a committed Christian, I have more than one Bible passage that serves as a source of encouragement to me. The first 23 verses of Chapter 3 of Daniel are a source of strength. When politics is encouraged to be dirty and corruptive by politicians I am comforted by the 37th Chapter of Psalms. When some of my strongly held beliefs on policy issues do not meet with the approval of the Legislature, my consolation would come from the 28th verse of the 8th Chapter of Paul's letter to the Romans.

Moreover, as a Christian leader I am very conscious of the Biblical claim that "God resisteth the proud and giveth grace to the humble". This principle was demonstrated by our Lord in St John's Gospel Chapter 13, verses 1-15.

Furthermore, our Lord personally taught his disciples, according to St Mark's Gospel, Chapter 9, verse 35, that whoever wants to be first must be the servant of all.

Q. Do you find it hard to be a Christian and a politician — are the two things compatible?

A. I do find that as a Christian it helps me to be a sincere, honest and concerned politician. And if I am to interpret politician as an elected representative of the people whose responsibility is to ensure that the interests and betterment of his people are fostered and protected, then I see no conflict between being a Christian and a politician.

If on the other hand politics is to be interpreted as a delusive game of sound and fury aimed at the emotional component of man for the security and benefit of the individual politician, then only Christian hypocrites would enjoy it.

Q. In your Christmas message, you said, "the only thing we have to fear is ourselves". Could you elaborate on exactly what you meant by that?

A. My reason for saying so

A SOURCE OF ENCOURAGEMENT

And we know that all things work together for good to them that love God, to them who are called according to His purpose.

— Romans, Ch. 8, Verse 28.

was that whilst the Solomons may have an eloquent system of governmental structure, it is only as effective, useful and beneficial as the people who would be responsible for its implementation.

Q. A lot of Melanesian politicians seem to talk about the "Melanesian Way" — what does this mean to you?

A. To me "Melanesian Way" refers to the humane characteristic of the Melanesian society and people, which is not selfish but selfless. It is a Melanesian trait that encourages the Melanesian to have respect for man above money or material things, an inbuilt and innate part of Melanesian society which accounts for the unsolicited generosity of that society.

Q. Papua New Guinea is talking of introducing a representative of the churches into

the parliament. Could you see such a thing happening in the Solomons?

A. My personal view on this issue is that the government must respect the churches' role in the society. But this does not necessarily mean that the churches would be more influential as members of a democratically elected body than any other elected member. Effective and positive contributions to proper development of the society of which they are members can be made by churches in their own right. In the Solomons of course we occasionally have ministers of the church elected as members of the parliament. There is no restriction here.

Q. How will you deal with the problem of the separatists who are reported to be active in the Western Solomons?

A. My personal belief as

leader of this country is that we should have a high regard for the honourable principle of "unity in diversity". The Solomon Islands by their nature require this. I shall deal with the issue in question accordingly.

Q. Do you find that politics interferes with your family life?

A. Yes, and no, to be frank. "Yes" because in my position as Chief Minister, and therefore head and leader of the government, there are times when my duty to the nation must take priority over my family responsibility. "No" because "politics" itself does not interfere with my own personal convictions or my family obligations.

Q. What do you look forward to doing when you leave politics?

A. No one individual is indispensable in our world of human limitations. In the event, however, of my political involvement in this country coming to an end, I may return to where I came from — public service, if not home sweet home!

CONGRATULATIONS

**GOOD LUCK AND
PROSPERITY**

A MEMBER

S

OF SCOA

SULLIVANS

FOR SERVICE

**THE MANAGEMENT AND STAFF OF
OUR BRANCH IN HONIARA WISH
THE PEOPLE OF THE SOLOMONS
A BRIGHT FUTURE**

Peter L. Young in Honiara has talked to Mr Benedict Kinika, Deputy Prime Minister and Minister of Finance in the first government of the independent Solomon Islands. The interview, exclusive to PIM, provides a number of rare insights into the economic thinking of the new leaders of the Solomons.

A Minister's clear-eyed look at the Solomons' economic future

YOUNG: Mr Kinika, how do you see the economic future of the independent Solomon Islands?

KINIKA: According to the information I have at the moment — that is, for the first four years after independence — they will be quite good years and I don't think we will run into any major difficulties. In our economic negotiations with London, the British Government agreed with us that they would give us aid for four years immediately after independence, and that's where the \$43 million post-independence financial settlement comes into the picture. It remains to be seen how we use the money made available to us during the four-year post-independence period.

PLY: What about the aid sources available to the Solomons other than the UK?

BK: Even at the moment, we are drawing on multilateral aid from the Asian Development Bank who have already approved loans to us for a cattle project, improvements to the port of Honiara and one of our fishery projects. The last two loans were for \$2½ million each. And there are others in the pipeline which are not yet approved such as the hydro-electric dam scheme for the Lunga River. Recently, through the UK, we have been getting aid from the European Economic Community. We are getting Stabex money — already this year we have received \$1¼ million in aid through this scheme. We will also be getting aid through the European Development Fund, which we hope to use to improve our telephone system. Also through the UK we have been gaining assistance from the International Monetary Fund in Washington.

Another form of aid, or stimulus to our economy, is the fact that the South Pacific

Forum has agreed that a fishery development agency should be set up for the South Pacific with its headquarters in Honiara, our capital.

We are also getting scholarships for our students to study at various regional institutions such as the University of the South Pacific, the University of Papua New Guinea, and other institutions such as the University of Technology at Lae and Goroka Teachers' College. Also our students get some scholarships for overseas study from Australia, New Zealand, and of course the UK.

The World Bank is another future source of aid, but we will have to join formally before we can make use of it. We have been getting assistance from various world bodies through the UK but after independence, we are on our own.

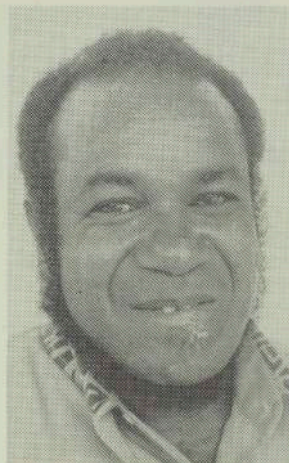
PLY: What is the place of Japan in the economic development of the Solomons?

BK: Their emphasis is on fishery development, naturally, and we feel that this is an area where they can play a major part. I must say that our fishery development is ahead of other Pacific countries. We have shore bases, a localisation programme, and training schemes.

Another area in which the Japanese have indicated that they would help is in communications. They are also looking at our inter-island shipping problems.

So far, the Japanese have only been able to give us technical assistance. Normal Japanese aid, according to their rules, cannot be granted until a country becomes independent.

Japanese private companies have been here. The Taiyo Company operates in our waters and has a canning factory here. It is obviously the most important to us at present.



Mr Kinika . . . no major difficulties at present.

PLY: What about aid from other countries?

BK: The UK, Australia and New Zealand have been our mainstays. As for others, we are being cautious. We know that all aid has strings attached. We are wanting to get the type of aid that is most beneficial to us. In the Prime Minister's office we have an international economic adviser, who came to us from the Commonwealth Secretariat. We have received offers from other countries and we are looking at them closely. We are tending to look more at multilateral aid.

PLY: What do you see as the major problem facing the Solomons immediately after independence?

BK: The problem I see myself is not an economic one, but it will certainly have an economic effect. This is regionalist loyalty in the Solomons. Various areas in the Solomon Islands want to take more power into their own hands.

This regionalism is gathering momentum. In the past the power was with the central government. Only since 1974 has local government been encouraged.

The local areas now have more power than ever. A recent

bill ensures that the money we give to the local councils is no longer tied. We just give it in a lump sum and it is up to them to do with it what they like according to their own priorities. They have more autonomy now than they seem to realise.

However, we must all be realistic about this. What tasks we give to the local authorities they must be able to perform. If we give too much then they just can't do it. They might have the money, but not the manpower.

We have democracy here, a traditional kind of consensus, a rather extreme kind of democracy sometimes. Solomon Islanders want a say in everything. The decisions made by the central government will always be questioned. Solomon Islanders are very critical of their politicians and their government and we are aware of this.

I think that when the people in the districts are satisfied with what we have given them, they will not break away altogether. I think myself that this regionalism will only be a temporary thing.

PLY: After independence there will be three levels of government — national, provincial and local. How does the new provincial government set-up fit in with the national and local governments operating here at present?

BK: The provincial governments will simply take the place of what we now call local government. These councils will become known as provincial assemblies after independence. What we now call area committees, which at present operate at sub-local council level, will then become known as local governments. It's only a name change, really.

PLY: What are the economic priorities of your government?

BK: We are trying to

KHY GROUP OF COMPANIES

*Congratulate The People and Government
of Solomon Islands on achieving
Independence Nationhood on 7th July 1978*



KHY—a leading name in the EXPORTS of JBM No. 1 NAVY CABIN BISCUITS; all kinds of MARINE SHELLS; Beche-de-Mer, Sharkfins, sawn timbers and wooden ships.

KHY—a leading IMPORTER, WHOLESALER FOR ALL VARIETIES of goods from all over the world.

KHY—serving and developing hand in hand with the PEOPLE and GOVERNMENT for the progress and prosperity of our NATION.

ENQUIRIES — P.O. BOX 192 HONIARA. S.I.
TELEX: HQ204 CABLE: KHYCO HONIARA.

*Congratulations and Success
to*

SOLOMON ISLANDS

*on
Your Independence*



MITSUI MINING & SMELTING CO., LTD.

2-1-1 Nihonbashi-Muromachi,
Chuo-ku, Tokyo, Japan.
Telephone: 03-279-3411
Telex: J28512, MITUIKIN
Cable: MITSUIMETAL TOKYO



MITSUI MINING & SMELTING CO. (S.I.) LTD.

P.O. Box 323, Honiara, Solomon Islands
Telephone: 288 Honiara.
Cable: MITSUIMETAL HONIARA



World Wide Finance Corporation

PTY. LTD.

FOR:

EQUITY PARTICIPATION

DEVELOPMENT FUNDING

RE-FINANCE, OFF-SHORE FUNDING

JOINT VENTURES

COMPETITIVE INTEREST RATES

INQUIRIES:
P.O. BOX 2397, BRISBANE.
PHONE: (07) 221 7151.
A.H. 378 3341.

SOLOMON DELITE

Solomon Delite Bakery a member of the Fielder Gillespies Group of Companies congratulates the Government and people of the Solomon Islands on achieving their Independence.

To meet the growing demands of a new Nation Solomon Delite is expanding its facilities to provide even better

Bread
Sweet Biscuits
Navy Biscuits
Cakes & Pies

Solomon Delite Bakery
"We Feed the Nation"
Export Enquiries:- P.O. Box 502, Honiara.

encourage development that will not be unduly detrimental to our society or environment. This is why our emphasis is on rural development and agriculture. We are trying to decentralise development. We do not want to encourage too much of the kind of development that leads to the drift to the city.

We are trying to diversify our economy. There was a time when our only export was copra. New industries developing are oil palm, fisheries, beef cattle, chillies and a rice project. There are also a number of timber-logging operations in our islands, and a certain amount of light industry developing — nails, corrugated iron, soap, bread, biscuits — which is in keeping with our needs. Maybe later on mining will come — bauxite on Rennell Island for example.

PLY: What of the social costs of this development?

BK: Economic development, no matter how gradual, will disturb our society, we know. I think we'll have to face that fact, but we are learning a lot from other countries. We are quite aware of the dangers of industrialisation, such as pollution. Our politicians when they have gone overseas have seen the costs of industrialisation.

PLY: What are the prospects for logging in the Solomons? There seems to have been some local opposition to logging operations.

BK: Our forestry industry is centred around logging, the logs being exported to Japan. The centres for this industry are Levers at Kolombangara in the West, Allardyce in the Eastern Outer Islands and Foxwood on Guadalcanal. Foxwood has only recently gone into milling. We'd like to encourage more milling but it is hard for the government to force such things. The companies here are specialist logging companies — they mill only on a small scale. Foxwood, who also mill at home are finding it difficult to market their product. Foxwood is finding that Australia is a very restrictive market for timber, even though it is an Australian company.

There was some controversy in Kolombangara but that has already been settled.



A Lever operation at Kolombangara . . . "we'd like to encourage more milling".

Perhaps you have in mind the new logging area that is being developed on New Georgia. This problem the government hasn't yet quite solved. There was some misunderstanding here, but new legislation recently passed will now allow the local people to deal directly with the company. In the past, the local people were upset by a situation where the government acquired the land that the loggers wanted and then leased it to the logging company. Foxwood on Guadalcanal is already negotiating directly with the local people. In New Georgia operations have begun to the extent that a base has been established and equipment has been moved there. It is only a matter of time before the people and the company resolve their differences.

PLY: To what extent is the Solomons Government buying into projects begun by overseas companies?

BK: As you are aware, in the Solomons most business and commercial investment is in the hands of non-Solomon Islanders. The government obviously does not want to frighten these people away, but it does want a share. At present the Solomons government has a 49% share in Soltech Wireless and Cables, 25% in the Commonwealth Development Corporation oil palm project, and 25% in Solomon Taiyo Fisheries. The UK Government has given us \$7½ million so that we can buy shares in these companies.

We are also looking into the option of taking up shares in

the Brewers Solomons Rice Project.

In addition to this, there is our own fisheries development company in which we have a 75% share and Solomon Taiyo have a 25% share. This company will have its own catcher boats and will sell its catch to Solomon Taiyo.

PLY: I haven't been able to get any information on this question from the Australian High Commission, but I have heard it said that the Australian Government has reduced its promised aid to the Solomons. Is this true?

BK: There hasn't been a reduction in aid. There has been a rearrangement of aid by Canberra, without our knowledge, in our agreed aid programme. When we found this out, we were a bit unhappy.

The donor countries sometimes do not see our needs as we see them. They sometimes see our needs their way — in ways that are convenient to them. We are trying to tell them what are our needs, but sometimes they say: "This is what you need, have it!". We are now telling donor countries that they must respect our decisions, otherwise they are just exploiting us.

Some of the countries give us things that we don't really need — things that require high technical knowledge. For example, at Honiara Technical Institute, we have machines there which were given to us by Australia back in 1970 — big welding machines — still sitting there not used at all.

PLY: How exactly did Australia rearrange its aid?

BK: I can't be exact. I know for example that they substituted one project for another. They suggested beaming stations for navigation like they have in Papua New Guinea. We said we wanted a road to be tar-sealed, but we've had to use our own funds to tar-seal the road to Henderson Airfield. Australia was supposed to have done that for us over a year ago.

Australia has been notified of our disappointment and we are not afraid to say so. We hope to get it back the way it was before. Our Head of Planning is going down to Canberra to see just who is behind the desk there. I was originally going myself, but there was this session of the Legislative Assembly. Then I had to leave for the meeting of the Asian Development Bank in Vienna.

A developing country like ours is quite vulnerable in this respect. Our country is not to be a dumping ground for out-of-date technology.

PLY: What with the money that is being spent on independence day celebrations and the general level of excitement in Honiara, is it possible that people's expectations are being raised too high. Will independence be a bit of a let-down?

BK: This could be. We are quite aware that some people could have misconceptions that independence will bring them all the money they need and that they will be able to live in a European house and have cars, outboard motors and so on. I think that we have quite successfully told people that that is not independence. Independence is hard work and more responsibility for our own future.

Then again when I go to some rural areas the people say to me that they don't care too much about the political details of independence like who is going to be the Governor-General and whether the Queen is going to be Head of State. They are more concerned about a water supply, better health services, roads, marketing of their crops and so on. And so I've said before many people want more control of their region as a result of independence.

RELIGION — Amazing things have been happening in the villages of little-known New Georgia in the Western Solomons, writes Dr Richard H. Chesher, of Cairns, North Queensland, who has visited the area and met a 20th century prophet, Silas Eto. His matter-of-fact, almost racy story of that meeting tells of villagers and villages transformed, of miracles and of a man who people believe is "next to God, his Son and the Holy Spirit".

HOLY MAMA, SOLOMONS PROPHET BUILT A PARADISE FOR HIS PEOPLE

They call him Holy Mama. An unlikely enough name until you learn that *Mama* is derived from a Melanesian word for priest. But then, everything else about the Holy Mama is unlikely; unreal in the everyday reality of the rest of the world. In remote areas of the world, unlikely things still happen; miracles occur. The whole life of Holy Mama is a miracle.

He was born in 1905, the eldest son of the chief of Kolumbaghea. You've never heard of the place! It is located on the northern tip of the island of New Georgia in the Solomon Islands (in the western tropical South Pacific). It rains a lot there and the rain forest is thick and lush with a depth and eagerness known only to the tropics. His people were bushmen.

I guess being a bushman on the northern coast of New Georgia was kind of repressive. They lived in a Stone Age culture and were seldom visited by anyone. They were happy not to be visited by their neighbours, the saltwater people, as most of them were headhunters. The headhunters of New Georgia considered bushmen to be stupid, lazy, foul-smelling savages. The white people who came to the Solomons about that time (and for a long time afterwards) considered the headhunters to be stupid, lazy, smelly savages. Which made the bushmen rather far down on the racial pecking order.

As a matter of fact, they still are. And the northern coast of New Georgia is still remote, unvisited by very many people. But the New Georgian bushman's life has been radically changed.

Not long ago they agreed with the general view that they were inferior to everyone else. "Rubbish men". They see things differently now. Not



When not filling the role of Holy Mama, Silas Eto is a shy, friendly man who loves to play with children.

long ago they envied the powerful saltwater people and the amazing white men. Today, they think they've got it pretty good themselves; maybe even a bit better than their former idols. I think they do, too. And it's all because of one fantastic, unbelievable man. This guy they call Holy Mama.

I've never been excessively religious but I know when things go beyond normal reality. When things happen that somehow "couldn't happen", I'm willing to admit it if there is concrete evidence. If there is any real "cause" for what happened to the bushmen of northern New Georgia I guess you'd have to say it was Jesus Christ.

One day in 1915 the young Silas Eto (who later became Holy Mama) met another Melanesian who had been taught about Jesus by some white missionaries near Roviana Lagoon. He came to Kolumbaghea to tell the villagers about the Man who loved the whole world, especially people who were shy, humble, and peaceful.

Silas Eto resonated to the story like some spiritual bell being rung. He began to pray to

Jesus, to think of Jesus, to act as he thought Jesus wanted people to act. Of course, he was already shy, humble and peaceful as are most bushmen. But he worked extra hard at it and, when he was 22, he was allowed to go to the mission school to get an education.

He stayed there five years learning how to harvest copra, plant and tend gardens, build mission buildings, and things like that. He also attended church services and bible classes. All very normal. Except that something else happened at the same time. Feeling he was somehow not making the grade with Jesus he prayed all the time. *All* the time; like when he should have been eating and sleeping. He 'died'. Or at least fell unconscious and had a vivid vision of Jesus. Jesus had noticed him. He recovered and began to pray even harder. And then, one evening, his whole life was changed by an incredible vision in which an angel appeared and took him through the path of life to heaven where he was infused with the Holy Spirit.

He felt as if he was ripped apart and reassembled into a

new man. His prayers had been answered and he began a new, brilliant life filled with the love and the presence of Jesus. Thereafter, when he went to worship he actually saw Jesus before him, smiling to him. His whole body would shake with ecstasy and he would smile and shake his head and cry tears of joy.

Well ... the other islanders didn't take much note of this as spiritual communication had been part of their culture for thousands of years and they were just beginning to learn about Christianity where these kinds of events are quite rare. But the missionaries were a little shocked by this display and decided poor Silas Eto must have slipped a gear somewhere. The rest of the world might have agreed if things just stopped there. But they got stranger.

Silas Eto was sent home and told to teach his people more about Jesus and to help the teacher-preacher in his home village. So he did. Unlike many of the other teacher-preachers, Silas Eto was not hampered by the fact that there was no bible translated into his language and no hymn books. Nor was he concerned that his education lacked most of the essentials about how church services were to be conducted. Because, of course, Jesus told him what to do.

Before long, his visions led him along a path nobody would have predicted. The villagers, apathetic and bored, inferior and shy, uneducated and uninspired, began to perk up. Soon, they all got together — the whole village — and built an enormous church. Biggest anyone had ever seen in the Solomons. They then tore down their old thatched houses and built new ones. Silas Eto showed them how.

They planted orange groves

and began a community project to plant coconut trees for copra. Silas Eto had a green thumb. Everyone got busy and everybody began to look forward to their Sunday sessions in church. Silas Eto became very popular and his inspiring sermons and his new type of village life became known as the "New Way".

Time passed and things got better for the bushmen. Some of his neighbours felt Silas Eto might be on a political campaign to become a "big man" but nobody who really knew him believed it. He liked to help people, to teach them about Jesus, to build churches and homes. When the chiefs got together to argue politics, Silas Eto would be off playing games with the children or working on some new construction project. Everyone liked him a lot. Except some of the neighbouring Big Men who, jealous of his popularity and fearful of his growing power subjected him to ridicule, scorn, and even managed to get him thrown into jail at one point. Typical of the sort of things that seem to happen to really wonderful people who successfully help others help themselves out of a down-trodden position.

Things came to a boiling point in the 1950s. Silas Eto had a vision in which an angel instructed him to lead the people of the village of Menasakapa from their present, dilapidated village, to a new site where they would construct an entirely new village to be named (what else?) Paradise. Without reading a host of anthropologic literature about the Melanesians in the Solomons, you'd have no real appreciation as to the impossibility of that vision.

A Melanesian just doesn't walk into a strange village and tell everyone to destroy their homes and follow him over to yonder ridge to build a new village. And set up a whole new way of life to boot. But that is exactly what he did.

When the new village was finished it was the most beautiful village in the Solomons. In fact, it still is. The church was the largest leaf structure in the Solomons. Still is. The living houses look like intricately-woven baskets, all arranged in long, straight rows behind the

huge church. On either side of the living houses are two flourishing orange groves with cooking houses nestled in their shade. The school is a multi-roomed, thatched structure decorated daily with fresh hibiscus flowers. The broad lawns are covered in lush green clover and the paths lined with majestic hibiscus hedges loaded with flowers. There are acres and acres of proud coconut trees, kapok trees, a marvellous coral wharf and canoe house and turtle-holding pens, a perfect anchorage and ... well, after all, it *IS* Paradise.

On Sunday, everyone dresses all in white with red hibiscus flowers in their hair and they march into their huge church and have a really inspiring and entertaining service.

As if the completion of Paradise was some kind of occult detonation, things began radically changing on New Georgia, Holy Mama may, or may not, have been the catalyst; most people think he was. But strange events began to happen. Stranger than the things which had already happened.

Beginning with Paradise, 22 villages were visited by the Holy Spirit. Entire villages became possessed. It was quite a scene. In some villages people shrieked and howled and climbed the walls of the church. But in most villages things were relatively restrained. People felt a sudden, growing terror. An electric-like shock tore through their bodies and they went numb all over. They began to cry and laugh, to



This young woman 'died' when she was a child. Holy Mama prayed over her. Today, she is obviously in good health.

dance and quiver with strange sensations. Many people spoke in English and could quote long passages from the Bible even when they, formerly, had no experience with these things. They could not eat or sleep, they were alternately in terror and ecstasy

"My heart was on fire. I couldn't see where I was. It came so strong I felt I died and was born again," recalled one man.

The villagers sent for Silas Eto and he came and calmed them. His mere presence seemed to transform the unearthly sensations into a more substantial and recognisable one; love. He told the villagers; "It is the completion of our Christianity. It is the comforter promised by Jesus to lead us to his love. The Holy Spirit has come to you."



The multi-roomed school, with its neatly dressed scholars, is typical of all the buildings in Paradise, which must be one of the most attractive and best-kept villages in the Solomons. — All photos by Dr Chesher.

One of the missionaries was sent to Paradise to find out what all the rumours were about. The possessions were a little out of line with basic missionary teachings. However, the reverend reported, "The people were happy, well-controlled, yet with a serious spirit of worship. The teachers say it (the seizures) is the fire of the Holy Spirit which is burning the sin and rubbish from their hearts; they show obvious signs of conversion in their personal behaviour; and disinterested folk have reported that social sins have been reduced to a minimum along the Kusage coast."

It was true. The people changed. One man told me: "It was amazing. Before the Holy Spirit came, the people of New Georgia hated each other. Village fought against village, family against family. Our lives were changed. We loved one another. We began to work together."

Holy Mama became a truly charismatic leader. He is considered (by the people of the 22 villages of New Georgia who received the Holy Spirit) to be right there next to God, his Son, and the Holy Spirit. With the advent of the Holy Spirit, Holy Mama began to perform real miracles. He healed people by his touch and his blessing. He revived three people from the 'dead'. He could interpret dreams and visions. He could calm those too violently seized by the Holy Spirit. But, I can't think of anything more miraculous than the changes he brought to his people.

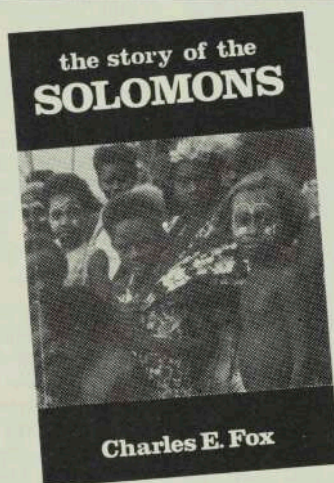
He's still doing his work. When I visited him in 1977 he was busy reconstructing two more villages. Helping people with their problems. Finding ways to get the young people of the villages a good education. Bringing the joy of Jesus to his friends in a real, vital way. I don't think I've ever seen any group of people so happy about their relationship with Jesus, or so eager to go to church.

The people love Holy Mama dearly. They identify easily with him. He is shy and humble, his English is poor and he has no possessions others do not have. He shows no interest in advancing his own personal

**CONGRATULATIONS TO THE PEOPLE AND
GOVERNMENT OF THE SOLOMON ISLANDS**

from
Coral Seas Ltd
Box 9, Honiara

*Operators of M.V. Independence & M.V. Compass
Rose II
The vessels serving the Solomons*



*"Refreshingly frank..."
"Admirably simple and lucid..."
"A rare blend of objectivity and affection..."*

That is what some of the critics have said about this unusual book which outlines the history of the Solomon Islands from the point of view of the people who live there. The Reverend C.E.Fox CBE, MA, Litt.D, spent more than 70 years in the Pacific Islands, 65 of them in the Solomon Islands, and no person was better qualified to write of the Solomons and the Solomon Islanders.

At Solomons Bookshops, or \$3 posted
from PACIFIC PUBLICATIONS,
GPO Box 3408, Sydney 2001.

power and never pushes himself on anyone. Yet, he's right there to help anyone who needs him. He talks of brotherly love and he loves everyone; no matter who. He tells the villagers to work together and when it comes time to do the work he's right in there sweating away with his friends. He tells everyone to live in peace and he lives that way; never criticising or arguing or condemning anyone. Not even in his sermons.

He has a strange dual personality. During his everyday life he is just plain old Silas Eto; quiet, shy, reserved, always busy on some projects to help others. He goes barefoot, like everyone else, and wears only a piece of old calico around his waist. But when he marches into church he changes. Maybe it is the people who change him. He really seems to take on another personality.

He dresses in snowy-white robes with colourful decorations and a strange fire lights his eyes. He strides through his congregation casting love like a glowing net over everyone. He ascends the pulpit with a weightless step and speaks in a deep, resonant voice. His sermons are simple and beautiful. He is a brilliant speaker. His messages are straightforward. He tells of his love for Jesus and the beauty of the Holy Spirit. He asks the people to love one another, be of one mind, to work together.

Somehow, the way he says it, it makes you really want to do it. What's more, with the help of the Holy Spirit, he's actually got his villagers to really live that way.

I don't know what to make of the reports about people

coming back from the 'dead'. Maybe the spiritual healing is partly the power of suggestion. There are lots of people who say they've had visions of Jesus Christ. But I know a miracle when I've seen one. I've been to the area where Silas Eto was born. I know the obstacles set before him by fate and man. I've visited a lot of villages in the Solomons who do not know about this man and have seen how those people live.

Knowing these things, I saw Jesus Christ's hand at work when I visited the beautiful village of Paradise and talked to those people. I saw something phenomenal happen when I attended Holy Mama's service. I could feel it in the air and see it on the faces of the people. I could see it in Holy Mama's eyes. His love of Jesus has done something to Silas Eto. I'm not exactly sure, but I think I know what that something is. When I talked with him, it seemed he lacked something most people have. Negative emotions. Somehow, he's been freed of hate, envy, selfishness, arrogance, greed and worry. All the common life-destroyers. I got the feeling he didn't even recognise these things in me, even though I've got at least my normal human share of them. It was a very good feeling.

If this is his reward, if Jesus has taken these evils from him I think it is another miracle. Like I said to begin with, his whole life is a miracle. Something which is too improbable to happen without some explanation outside the normal levels of reality. These things still happen in some parts of the world. In fact, it's all happening right now in Paradise.

SOLAIR

—a vital link within
the Solomons chain

Keeping pace with the rapid social growth of the Solomon Islands could be daunting to any airline.

But with more than 300 scheduled flights a month, serving twenty-four airports throughout the Solomons, we

like to feel that we are contributing much to this growth.

We provide a vital link with near neighbours as well, through our three services a week between the Solomons and Bougainville, Papua New Guinea; and a new weekly

flight between Honiara and Santo, New Hebrides. Executive charters throughout the South Pacific, and an expert Travel Division, are other features of our comprehensive service.

Solair - we're at home in the Solomons.



SOLAIR
THE SOLOMON ISLANDS
REGIONAL AIRLINE

TSO 184

EDUCATION — The politicians are in danger of ruining a promising plan for education in the Solomons, writes Dr Robert Waddell, senior lecturer in the University of New South Wales and, for six years, in the Department of Political Studies at the University of Papua New Guinea. Below, Dr Waddell presents the case for "Hands off the New Secondary Schools".

Education in the Solomon Islands: the end of a great experiment?

Post-colonial history re-sounds with the noise of stable doors being tightly shut long after the horses have bolted. This is especially true in the field of education where desperate attempts are made several years too late to adapt or remould the schools to 'fit the realities' of the African/Asian/Pacific situation.

A recent and welcome exception to the rule was the establishment of New Secondary Schools in the Solomon Islands.

This was an imaginative and bold innovation designed to avoid the problems which have arisen in almost every other ex-colonial territory as a result of continuing with an educational system designed by a foreign power for its own particular administrative and commercial ends.

The Solomon Islands, it seemed, had dared to face the future and to plan an educational system to fit its own self-chosen ends of self-reliance and decentralised rural development. The New Secondary Schools were the outcome of a review which resulted in the publication in 1974 of a report entitled *Education for what?*

No doubt many papers with similar titles had been written in the past but what distinguished this particular document from its predecessors was that the Solomon Islands' Ministry of Education actually put its main recommendations into practice. The Solomon Islands were thus set to make educational history. The recommendations were presented to the members of the Legislative Assembly in a White Paper in 1974 and approved by them. In 1976 the first four schools were opened. They were followed by four more schools in 1977. It was the

aim eventually to establish one New Secondary School in each area of about 5000 people.

The novelty of the concept of New Secondary Schools was that they were designed to do precisely what all educational institutions are supposed to do, namely, to prepare people to play a useful role in life, not as it is lived in London or Sydney or even Honiara but as it is lived in Vella Lavella, Makira, Santa Ysabel and all the other islands where the vast majority of Solomon Islanders live and work.

The schools were designed, and their curriculum and staff chosen, to help to fit children — and to a growing extent the wider community — into an essentially rural society in which unavoidable and largely desirable changes would demand of them new knowledge, skills and habits of work.

To appreciate fully the boldness of this concept one has to realise that the history of education in the Solomon Islands had thus far followed a well-worn track: starting with a long period in which the churches made all the running and ending with a much shorter period in which the colonial government, in a belated burst of

activity, created a national education system.

The system was pyramidal and at its apex were five high schools or national secondary schools namely King George VI, Selwyn, Goldie, Tenaru and Su'u. The Seventh-day Adventist School, Betikama, contrived to remain separate.

The scene, in other words, was set for the classic post-colonial situation in which, after one or two years of independence, a shocked government discovers that it has a terrible and seemingly unavoidable school-leaver problem on its hands, accompanied by irresistible pressure from the electorate for the establishment of yet more schools.

Such a position has already been reached in Papua New Guinea. We read in the National Public Expenditure Plan 1978-1981 that 'the achievement of universal primary education is one of the major aims of government' and that 'secondary education has expanded and will continue to expand' while at the same time and in the same section it is admitted that 'over half of the primary school-leavers will not be able to continue on to further education or find wage

employment' and that 'the number of grade 10 (ie Form IV) school-leavers is already in excess of the demand for skilled manpower and any expansion of enrolments at secondary level will increase the number of school-leavers unable to find wage employment'.

The architects of the New Secondary Schools had the wisdom to benefit from the mistakes of others and to take appropriate action. While they acknowledged the need for producing a limited number of people trained in clerical, administrative and scientific skills they saw that the existing National Secondary Schools were likely to be able to fulfil this requirement.

On the other hand they realised that primary schools alone would not produce people with either sufficient maturity or skill to promote the kind of development in the rural areas of which the politicians and planners so often spoke.

Originally, and perhaps more accurately called Area Training Schools, the New Secondary Schools were intended to be the normal sequel to primary schools. As at present constituted they offer two-year courses of considerable flexibility — a necessity when one considers the wide variety of geographical and other circumstances encountered in the Solomon Islands. The main areas in which various modules are available are: homecraft, including health, first aid and diet; handicraft, which covers design as well as manufacture; agriculture and fishing, including both theory and practice as well as the techniques of running a business such as market gardening; development studies, which is designed to give students an understanding



Students studying in the library at St Martin's Rural Training Centre where education is not academic but practical.—Photo J. Young.

PACIFIC ISLANDS MONTHLY, JULY, 1978

of local and national development plans, the ability to examine proposals critically, and an awareness of the various other options which may be open to them; physical education, including the arts of refereeing and organising games and competitions; and, most importantly in the Solomonese context, religious studies in which the local churches play an important part, although no school is attached to any particular church.

It can be seen from this all-too-brief summary of the curriculum that these schools are no mere vocational schools but places which are designed to produce intelligent citizens with practical skills, equipped to play a useful part in both the economic and political life of the country.

'We must ask the people what they think' is a common cry in Solomonese politics; people trained in New Secondary Schools are able to give informed answers and advice to their elected representatives.

Two important principles are that the schools should be **practical** and **local**. To ensure that the schools remain prac-

tical the staffs have been chosen for their practical rather than their academic abilities; they have been chosen because they are skilled in the arts and crafts which they are required to teach and not, for instance for their ability to teach the conventional staples of the academic schools, English, mathematics and science.

This is not to say that such subjects will not be learned as by-products of subjects such as agriculture and development studies. Teachers are, however, required to undergo a training course in teaching methods and a certain amount of instruction in key subjects before they are sent out to join their schools.

The principle that schools should be **local** is very important. The intention here was to break with the tradition that children were sent away from their home environment to school, as if school was something exotic and far removed, both physically and psychologically, from everyday life.

The new schools were intended to be part and parcel of the local scene, as indeed the best of the church schools had been. It was envisaged that when the new schools were

spread throughout the country — and there were plans for at least 20 of them on the drawing board — they would serve not just as schools but as meeting places, libraries, and resource centres for the whole community.

It is important to point out that because the schools did not prepare people for further schooling there were no terminal examinations and, therefore, no failures. On the other hand the schools did profess to prepare people for the real world and it was, therefore, important that there should be opportunities for them to exercise their talents in the villages.

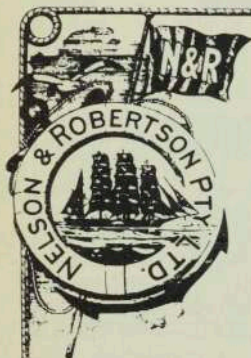
The provision of such opportunities was not the responsibility of the schools, since they lacked the resources for a proper follow-up programme, but it was or should have been the responsibility of the government, both central and local, in co-operation with the schools and the parents. From the beginning the Ministry of Education made strenuous attempts to see that as many people as possible in the community were involved in the affairs of the schools.

Whatever dreams the educational planners may have had about their new schools were shattered in the closing weeks of April when the Legislative Assembly debated a paper put out by the Council of Ministers in which the whole educational scene came under review and certain recommendations for change were put forward.

Among the most important of these recommendations were that all secondary schools should be officially called Secondary Schools, with no prefix such as 'New' or 'National'; that the former New Secondary Schools should provide a three-year course; that there should be a nation-wide examination at the end of the third year to determine who should proceed to Form IV at one of the former National Secondary Schools; and that all schools should provide a common-core curriculum, which was almost certain to be the familiar trinity of science, mathematics and English.

As the debate progressed, it became apparent to at least one observer that few of the par-

● Continued on page 27



Nelson & Robertson

PTY. LTD. (Established 1895)

...extends best wishes and
congratulations to the people
of the Solomon Islands
on attaining their Independence.

Tigers in the Cooks !!!

The things people say when they're hot and bothered — like when the Cooks had a visit from Hurricane Charles.

The radio announcer came out with these two gems:

- Police remind all motorists using the Takuvaine Valley Road to be careful of the three tigers outside the meeting house (pause) oh! that should read 'lighters'.

- The report from Palmerston says the seas were rough in the lagoon but not on the land.

It's a bit late but worth recording.

A butterfly on a flag

Papua New Guinea's most beautiful and rarest birdwing butterfly, the *Alexandrae*, is one of the two main features of the flag adopted by the Oro Provincial Government.

The green-coloured flag features the *Alexandrae* butterfly in the middle and the traditional tapa-cloth design lining on the margin on its end.

The Premier of the Oro Provincial Government, Mr Edric Eupu, said the Provincial Executive Council accepted the green colour of the flag, because it symbolised the province's wealth and prosperity in the oil palm industry while the *Alexandrae* butterfly, the largest birdwing butterfly in the world, showed that the Northern Province was famous as it was only in this part of Papua New Guinea that this rare species was found.

Mr Eupu said the traditional tapa-cloth design in the flag also signified that the province's links and continuity in the artifact while the black and red colours showed that although the province has its own flag, it was still part of the sovereign state of Papua New Guinea.

The winner of the flag competition was the Popondetta Provincial High School. It had won the first and second prizes for designing the flag which

carried a prize money of K50 and K23 respectively.

The final design of the flag was the combination of the two prize-winning designs. The flag competition was organised by the Oro Provincial Government and all the schools in the Northern Province took part in the competition.

"Forgotten war" on film?

A group of Australian filmmakers has been travelling around Papua New Guinea and the Solomons looking for possible locations for a film, writes Peter L. Young from Honiara. The film is to be based on a story entitled *The Ridge and the River* by West Australian author Tom Hungerford.

Hungerford's story is based on his experiences during World War II when he was part of the Australian contingent on Bougainville. The film will look at this aspect of what has become, for Australia, "the forgotten war".

By the middle of 1944 US forces were beginning to probe deep into the Pacific. New Guinea had ceased to be a vital front. From this time on Australian forces were confined to mopping up Japanese resistance in this backwater. Although it would have been easier for the Australians to have set up a defensive perimeter around the Japanese forces, who were depleted by disease and malnutrition, the Australian troops were ordered to attack. As Captain Robert O'Neill, now head of the Australian National University's Institute of Strategic Studies, has written: "For a number of reasons, all of which are both comprehensible and complicated, but with which it is difficult to agree, the Australian Government decided to follow a vigorous, aggressive policy in dealing with the Japanese remnants. Perhaps it was thought that a display of great activity would give Australia a more important voice in the final surrender settlement." The decision to leave the Australians

behind was probably that of MacArthur who is said to have had great difficulty working with them and to have regarded Australians as unreliable troops.

Hungerford's story describes the fate of a patrol of Australians on Bougainville during "the forgotten war". The story is about an ill-fated patrol which finds itself pursued by the Japanese and slowed down by a wounded comrade. It tells of the thoughts of these soldiers as they make their "life and death" decisions.

The "forgotten war" on Bougainville cost 516 Australian dead.

After looking at sites near Port Moresby, Kieta, Honiara and Madang, the film company, Ridgeriver Films (based in Perth), went on to survey locations in Queensland. The result of their study seems to be that Queensland sites or Madang offer the best locations in terms of availability of communications and transport.

The crew is expected to begin shooting in August.

At present it seems that the film will have a British director and will include Australia's major movie star of the present, Jack Thompson.

Ex-Fiji expats' nostalgic round

The nineteenth took the longest time to play when ex-Fiji golfers had a reunion in Auckland in May.

About 40 players, mostly former members of the Fiji Golf Club in Suva, who now live in NZ, renewed old friendships over 18 holes of golf at Pukekohe Club where ex-PWD divisional engineer "Sandy" Sims was assistant secretary until recently. A nostalgic social get-together at the club afterwards lasted longer than the game. A number of non-golfers, including the wives of the players, joined in the socialising.

It was the first reunion of its kind in Auckland and was so successful it is to become an annual event. The idea originated with John Cooper who



TROPICALITIES

with "Sandy" Sims and Joe Shephard, ex-Teal flying-boat captain, did most of the work in organising and running the event. John and Joe are hoping to take some of the players and their wives back to Fiji for a golfing holiday.

Top scorer in the event was Tom Stout, several times Fiji golf champion. However, so many prizes were donated by supporters, including Air NZ, that every player received something.

During the day an appeal was made for clubs and other equipment to help caddies at Fiji Golf Club who are now encouraged to play golf there.

Competitors in the event were: David Crowe, John Aitken, Jim Jury, "Sandy" Sims, "Boots" Oliver, Neil Freear, Dave Edmonds, John Maplesdon, Marcia Rickard, Wendy Cooper, Mary Dell, Audrey Jordan, Murray Blyth, Jack Colclough, Paddy Waddingham, Jim Aitkenhead, George Jordan, Joe Shephard, Eric Chivers, John Wisdom, Tricia Sawyer, Jackie Nicholson, Tom Stout, Ron Cox, Basil Heath, John Cooper, Shona Rickard, Pat Riley, Doreen Nash, Rae Shephard, George Rawnsley, Bill Bygrave, John Claydon, "Buster" Jordan, Reg Smith, Don Waddell, Al Reimer and Ian Nicholson.

Somare: Defence, then attack

Parents alone have the right to decide where their children should be educated, and what type of education they should receive, according to Papua New Guinea's Prime Minister, Michael Somare.

Mr Somare said: "It is quite natural for parents to be concerned about their children's education, and the majority

TROPICALITIES

want the children to receive the best education possible."

He was commenting on news reports attributed to the PNG Teachers' Association which claimed that many top public servants and national leaders including the Prime Minister had sent their children overseas for education instead of utilising the country's education system.

Mr Somare used the occasion to fire a shot or two himself, saying: "From my experiences and what I have witnessed, the standard of education in Papua New Guinea schools is not as high as it should be.

"I hope that teachers, and experts who advise the Minister for Education, realise this and advise the Minister accordingly.

"Many teachers today are not working as hard as they should be, and I believe it is also time to look into this so that those who are not prepared to do their best for the country are replaced."

The land divers of Pentecost

The amazing Pentecost land jump has been held once again in Benas, a village in the south of Pentecost Island, writes Greg Nosworthy from Vila, New Hebrides.

Hundreds of spectators watched dumbfounded as 18 men and boys dived from various levels of a 25 m tower.

According to legend the jump originated when a woman was being chased by her husband and climbed a banyan tree to escape him. She then tied lianas, or vines, around her ankles and dived from the tree to elude him. On seeing she had survived the dive he did the same without the vines and was killed.

Today, a tower is constructed by all the males of the village using a tree as base. The site is out-of-bounds to women until the tower is completed. Constructed from more than 1 000 logs and saplings the awe-inspiring tower is held together without any "white



man" fastenings or metal whatever. The towers are built on a hillside, usually overlooking the coast. In front of the tower the slope is completely cleared of all vegetation and dug to a depth of half a metre to minimise possible injuries. Throughout the jump, the ground is repeatedly raked and ploughed by villagers with sticks.

Around the back and sides of the tower villagers chant, sing and whistle encouragement to the divers above, building to a crescendo in the final moments before an actual dive. Male dancers sometimes wave war clubs or ancient rifles above their heads.

Young boys practise for the jump, often beginning by jumping from their fathers'

shoulders while he holds their ankles, and later by building miniature towers from which to dive.

The lowest platforms on the tower, five or six metres above the ground, are often used by the youngsters. Divers construct their own platforms and select their own vines and position on the tower to jump.

When the time comes to jump the villager moves to his platform where assistants below tie the shredded ends of the vines around his ankles. Once he is at the edge of his platform he raises his arms above his head, clasps his hands, closes his eyes and gently leans forward pulling his arms tightly on his chest. The vines are cut so that they fully extend just as the diver's head

or shoulders brush the ground. High above, the platform breaks from the tower to lessen the recoil of the stretched vine. Onlookers then rush in to assist and congratulate the diver.

Only very experienced divers use the top positions as they have to dive outwards to avoid the tower, vines and broken platforms.

Although many older men have varicose veins on their lower legs, the villagers seem to suffer no ill effects from the dive. Amazingly, divers rarely suffer serious injury and only one diver has been killed in recent times.

• The fatal dive referred to by Greg Nosworthy occurred on February 16, 1974, on South Pentecost, in the presence of the Queen. It was fully reported in

PIM (April 1974, p3). John Mark Tabi, about 38, broke his spine as the vines snapped and he plunged into the ground during a special land diving exhibition for the royal visitor.

During an investigation into his death by a British District Agent, South Pentecostians offered several explanations for the fatal accident. These included:

- Tabi had broken a tabu in insisting that he jump from a platform constructed by another person (Obid of Ranwash).

- The vines selected by Obid, who was small and light, were not suitable for Tabi, a rather stocky man.

- The jumping site was on tabu ground.

- There were too many supervisors and confusion arose. As a result the vines attached to the jumper's ankles were not well measured.

- Tabi jumped with massing (love potion) in his briefs. This was the explanation given for the death of Barakon of Londible village who died in a similar accident many years before.

The British official came to the conclusion there was nothing mysterious about the accident — just plain human error.

Picture: Greg Conley

Tonga, cradle of Polynesia?

Contrary to popular belief in Polynesia, Samoa, may not be the cradle of the Polynesians in the South Pacific. It might be Tonga.

Students from Tonga's 'Atenisi University have been doing a lot of digging at an ancient dwelling site near the Police Academy compound in Nukualofa and have found fragments of pottery, the Lapita type, and other artifacts.

It is believed that some of the pieces could be 3 000 years old. According to experts using the carbon-dating method, the oldest was made about 1140 BC.

The Lapita trail seems to have started somewhere around New Britain in Papua

New Guinea, passed through New Caledonia and Fiji to Tonga and then to Samoa where it ends. Pottery found in Samoa, going by the carbon-dating method, is not as old as that found in Tonga, which suggests that Tonga was settled by the Polynesians before Samoa.

Now it's up to the Samoans to find something older than what the Tongans possess.

Pitcairners lose an island!

The Pitcairners lost one of their little islands, Oeno, a few months ago. The news has just reached us, but the islanders on that romantic little speck miles away from anywhere have to wait until a ship calls before they can mail their interesting newspaper, *Pitcairn Miscellany*.

This is what the *Miscellany* had to report:

"At about this time each year a strange malaise comes over the people of Pitcairn. A dreamy wistful expression comes over their face; they stare longingly at the north horizon; they talk of winds and weather and currents. They have, of course, been afflicted by the dreaded disease: Oenitis. And the only cure for such a disease is to spend a few days on that glorious coral atoll of Oeno."

"Oeno is not a big island; in fact it is about 2 km long, 1 km wide, and 6 m in height. It is, however, surrounded by a reef which means that it has beautiful sandy beaches and fantastic fishing inside the sheltered waters of the reef. In all, it is an ideal place for a couple of weeks break for the hard working Pitcairners — a holiday and a place to get away from it all. (Even on Pitcairn.)"

"It was with these thoughts in mind when a decision was made on February 27 to leave the next evening while the weather and winds looked so good. Work on the new generator shed would be postponed, gardens were left, and school would close..."

"Forgotten was the night-

mare trip of March, 1977, when the long boats were forced to turn back because of stormy weather.

"The town square bell was rung during the afternoon of the 28th and people began to transport their luggage down to the Landing. The road was littered with bunches of bananas, melons, and heavy cargo, ready for the tractor to pick up. When assembled on the jetty the supplies seemed mountainous, but finally they were loaded on board the two long boats. The thirty intrepid voyagers also boarded and made themselves comfortable among the water cans, tents, bananas, and boxes. At about 7 pm the boats set off into the growing darkness in perfect sea and weather conditions.

"Next morning a 'long ring' came through to give us the news of the longboats. Instead of the expected news that they had landed safely and set up camp we heard instead that they could not find Oeno. They decided to wait until 12.00 noon to take a sighting, but this was not to be for a large black cloud obscured the sun at the crucial time. By 3.30 pm the Island had still not been located and it was decided to return to Pitcairn. The remains of many ships on the reef around Oeno testify to the dangers of a low-lying atoll at night.

"But even the return trip to Pitcairn was to take longer than expected and the boats did not pull into Bounty Bay until 10.00 am the next morning: a total of 39 hours at sea in open boats.

"Naturally discussion on shore was centred on: 'How had Oeno been missed?' Had

Oeno been washed away or had a wealthy American transferred it to the Arizona desert for a holiday resort? Why had the two boats on the same course and the same speed become separated during the early morning hours? Was it a strong current or a prevailing wind which put the boats off course?

"Full of determination, and to the surprise of those of us on shore, the boats prepared to set out once again that evening for Oeno.

"Did they find Oeno? Read next month's *Miscellany*."

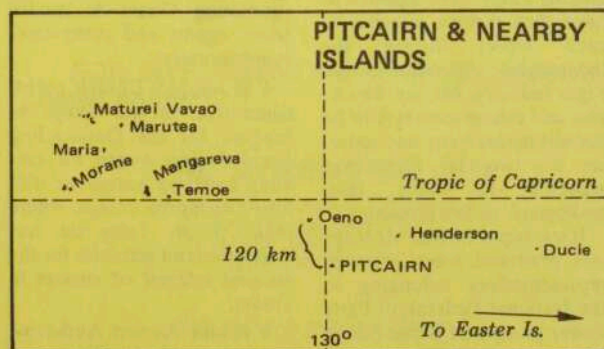
So, we'll wait for the next *Pitcairn Miscellany* — which could be, well, anytime.

We'll also record the fact that the Pitcairners, around the same time, came to the rescue of a seaman seriously wounded in a shipboard fight.

A Dutch freighter, *Maaskroon*, from Antwerp, anchored off Pitcairn and fired a distress flare. The islanders went out to the ship and were told that a seaman had been stabbed and was seriously ill — with no one aboard who knew anything about first-aid.

The island's nursing staff, Mrs Ferguson and Royal Warren, went on board and stayed with the injured man until the *Maaskroon* reached the famous "nuclear-bomb" atoll of Mururoa. The injured man was taken by helicopter to a French hospital and the *Maaskroon* returned the Good Samaritans to Pitcairn.

Commented the Pitcairners in *Miscellany*: "We in Pitcairn were pleased to assist the ship after the many 'errands of mercy' ships have performed for Pitcairn. We may be called on more in the future as mod-



TROPICALITIES

ern ships are tending less and less to carry qualified medical personnel."

Fiji sugar generates heat

Sugar has often been a subject to generate heat, not sweetness, in Fiji. There was a lot of ill-feeling in elections for the new Sugar Advisory Council which will take office in July, and some of this erupted at one of the last meetings of the old council. In fact, it erupted to such an extent that two members threw punches at each other, forcing other council members to intervene and restore order.

The meeting was then postponed because of the atmosphere which had been created. The row started, according to reports, when Mr Abu Bakar Koya, a brother of Mr Siddiq Koya, former Leader of the Opposition in the Fiji Parliament who came within an ace of becoming Prime Minister in 1977, questioned the right of Swami Rudrananda to represent farmers in the council.

Mr Siddiq Koya has been active in sugar affairs for more than 20 years, first as a union representative back in the late 1950s, and then working on behalf of growers. Swami Rudrananda is the growers' senior representative. Mr A. B. Koya challenged the swami to prove he had a mandate from the farmers.

Mr Koya was reported to have moved close to the swami as he was speaking, at which Mr Ram Sami Pillay, another growers' representative, rose to defend the swami. Mr Koya and Mr Pillay were reported to have then thrown punches at each other, forcing the independent chairman of the sugar industry, Mr Ian Thomson, and others members of the council to intervene and separate the two. Mr Koya was reported to have later apologised to the meeting.

It was reported that Mr Koya was provoked when growers' representatives belonging to the National Federation Party flower group and Kisan Sangh group moved Mr Koya's chair

and refused to let him sit as a growers' representative.

Swami Rudrananda and Mr Koya were re-elected to be on a panel of 10 from whom the Minister of Agriculture, Mr Charles Walkers, will choose five to serve on the new council.

In the early 1960s, when the late Mr A. D. Patel was leader of growers who refused to cut their cane, two of his closest associates were Swami Rudrananda and Mr Siddiq Koya. Out of the cane strike came the National Federation Party.

Oscar for the governor

The Governor of Guam, Mr Ricardo J. Bordallo, a travel bureau, a church parish committee, an airport authority and an airline received "Oscars" from the Guam Visitors Bureau for outstanding contributions to the island's tourist industry in 1977.

Governor Bordallo received the Golden Latte award, for the individual who contributed most to tourism over a cumulative period. It was he who first saw Japan as a market for Guam long before air transport became a reality. In his official capacity as a legislator and later as governor he made many contributions to the tourist industry.

Other "citations" were:

- Japan Travel Bureau, of Tokyo, the Outstanding Overseas Promotion award for sending more than 20 000 visitors to Guam annually, and conducting a nine-city "Bridal Festival" featuring entertainers promoting Guam to media, travel agents and prospective honeymooners;

- St Joseph's Church parish committee, of the village of Inarjan, for the Outstanding Local Project award for creating Lanchon Antigo, an old-time Chamorro village, where older people carry on traditional island activities for the cultural interest of visitors to Guam;

- Guam Airport Authority, the Outstanding Facility award

for renovating the airport in appearance, expansion and efficiency;

- Continental/Air Micronesia, the Outstanding Medium award for production of a film, Discover Micronesia, promoting travel to Guam and Micronesia.

Fiji's latest publication



Fiji intends to proclaim herself to the world through *Fiji*, the latest publication to come from the Ministry of Information in Suva. It will be published six times a year.

Volume 1 No 1 for March/April got off to a good start with an attractive cover picture of three females — all from *The Fiji Times*! One is a reporter, another is an accounts clerk and the third is a secretary. They posed with Nukumarau in the Bay of Islands near Suva as a backdrop.

Fiji aims to cover current events in Fiji and other parts of the South Pacific, and even offers limited advertising space.

The publication is aimed primarily at overseas readers. The ministry already publishes for local consumption publications in English, Fijian and Hindustani.

The first issue covers a variety of subjects, including a feature article on 77-year-old Brahma Dass Lakshman, former politician, businessman and trade union leader, who made a fortune when he

bought land near Deuba from the late Mr J. P. Bayly and later sold it for the Pacific Harbour development. He told Sam Berwick of the Information Office that he was called a "looney" for buying the land, 7 000 acres of swamp.

The publication has a professional look and is much better than anything the department has put out in the past. Could it be the forerunner of a government newspaper, competing with the two dailies?

Some ministers, seeing their attempts at oratory encapsulated in the dailies, have sighed out loud for a government newspaper!

A tax on the sweet-tooth

Government dental workers in Papua New Guinea want heavy taxes imposed on soft drink, chewing gum, sweet biscuits and sweets.

They see taxes as the only way to stop eating habits which they say are causing "an alarming slump in dental health".

The warning on dental health came from PNG's first dental conference in six years, held in Port Moresby. The conference was attended by dental field workers and assistants as well as by fully-qualified dentists.

A statement after the conference said that Papua New Guineans traditionally had excellent dental health and strong teeth. But a switch of diet and habit, together with wide ignorance on dental hygiene was now taking its toll.

The conference called for a tax on unsuitable foods to put them out of the easy-purchase bracket, and suggested the promotion of sales of peanuts, coconut crisps, fruit juices and milk.

There was also a recommendation for a wide general education programme to improve standards of teeth care.

The dentists said "and you don't even need a toothbrush — any firm bush material properly used will do the job".

ticipants were aware that what they were about to approve was not some kind of 'fine tuning' but a fundamental change; they were, in fact, about to strangle, almost at its birth, one of the few progressive educational experiments to have appeared in recent times.

While it is impossible to forecast all the consequences which will flow from this decision, some of the more obvious can be readily predicted. The almost inevitable introduction of a conventional academic curriculum means that the (New) Secondary Schools will become a mere link (and an inferior one at that) in the primary-secondary-tertiary chain; the change in curriculum will mean the importation of new teachers since the existing teachers are in no way suitably qualified to teach 'straight' science, mathematics and English; the new teachers will almost certainly have to come from abroad which will be an expensive and — from the point of view of both the localisation programme and the desire to make the schools 'local' in every sense of the word — a retrograde step; the existing staff, who have hitherto been inspired by the thought that they were taking part in a great and worthwhile experiment in education for rural development, may well lose heart and wish to abandon their posts; the introduction of a national examination at the end of the third year will mean that the great majority of the pupils — predominantly those from the (New) Secondary Schools — will not only fail — because the number of places available in Form IV will remain unchanged for some time — but will come to regard themselves as failures instead of, as previously, people who have been educated to make a practical and valuable contribution to the development of their home areas.

The addition of a third year to the (New) Secondary Schools will mean a **reduction** in the number of people who can receive post-primary education since the schools are only designed to house and cater for 210 pupils each.

The new scheme will involve great additional expenditure both because the new teachers,

whether national or expatriate, will have higher salaries than the existing ones and because if there is to be any semblance of parity between (New) and (National) Secondary Schools the facilities of the former will have to be vastly upgraded — how many expatriate teachers, for example, would be prepared to live in a leaf house in a remote area lacking any modern conveniences?

The extra cost of upgrading the existing schools will probably mean the indefinite postponement of plans to cover the whole country with secondary schools; the new scheme may also involve the government in delicate and possibly embarrassing negotiations with the principal aid-givers who, one understands, made substantial financial contributions to the costs of establishing New Secondary Schools on the understanding that the latter would retain their essentially rural and local character; and, finally, there is the undermining of the whole admirable concept of an education truly suited to local needs.

Why have the parliamentarians voted in favour of this drastic change? Perhaps because the full implications were not made clear to them or because in their inner hearts they, like so many before them, believe that the only worthwhile jobs are those very few which lie at the end of the old familiar academic trail or because they believe that the town and not the country is where all progress and modernisation are to be found. And perhaps people everywhere will continue to make this choice until some energetic and far-seeing government puts its whole weight behind the promotion of genuine rural development instead of hoping that it will somehow come about as the by-product of capital-intensive, foreign-run, large-scale, industrialised agriculture, mineral extraction, fishery and timber mining.

It is a great pity that such a fate should seemingly be in store for the Solomon Islands, one of the most attractive and tranquil countries in the world. *Corruptio optimi pessima*. But perhaps even now it is not too late to follow an established Solomonese custom and to 'ask the people what they think'.

THE TOURIST AUTHORITY WELCOMES VISITORS TO THE SOLOMON ISLANDS — THE PACIFIC'S NEWEST NATION



For General Information
Contact Mr. B. Buchanan,
Manager,
Solomon Islands Tourist Authority,
Box 321, Honiara.

"THE HAPPY ISLES"

Congratulations to the people of the
Solomon Islands on Independence,
from...

**FRIENDLY
DATSUN**



**UNITED
ENTERPRISES LTD.**
Importers & Exporters
**KUKUM, P.O. BOX
P.O. BOX 262,
HONIARA.
TELEPHONE 06 - 29.**

Sale Dealers for:
Massey Fergusson (U.K.) Australia Ltd.
Tractors, Trailers and Farm Implements.
Datsun, Nissan vehicles.
Dunlop Tyres (Scotland) Ltd.
Howard Rotavator Pty. Ltd.
Hitachi Batteries.

HIBISCUS HOTELS LIMITED
congratulate
THE SOLOMON ISLANDS
on their
INDEPENDENCE

As we continue to provide
first class accommodation
with

- Private facilities
- Air conditioning
- Fully licensed restaurant
set in tropical surroundings

Phone
205

P.O. Box 268
Honiara



FOR INVESTMENTS IN THE SOLOMONS
please contact

RC SYMES PTY. LTD.

GPO Box Honiara, Guadalcanal
Solomon Islands
CABLE: MELCH
TELEPHONE 679

Ship owner & shipping agents

Both bred for the bush - two new members of Caterpillar's Timber Team:

**New Cat 528
log-skidder**

**New Cat 528
winch**



It's another step ahead towards more profitable, more efficient logging operations: Cat 528 Skidder with major improvements. Now rear wheel caliper disc brakes increase service braking pad contact surface by 78%, thereby extending brake life. There are three master cylinders, one each for front, rear and driveline systems. All four wheel brakes engage first; additional pedal depression engages driveline brake.

Caterpillar 528 Winch has power control design to allow "winching on-the-go". Winch and skidder can be operated simultaneously. Other features include oil disc clutch and brake to extend service life; complete sealing maintains rated capacity; winch brake accumulator allows load release from dead engine; adjustable free spool drag lets operator pull line uphill or down without cable balling. Other helpful features too! Send for literature or talk to your Caterpillar representative.

Caterpillar Dealers in South-West Pacific.



Lae:
Milford Haven Rd.
Phone 42 2355.
Port Moresby:
Phone 21 2122.
Bougainville:
Itakara Industrial Park,
Arawa. Phone 95 9077.



carptrac

a division of  **motorgroup**

Lautoka:
Veitari Lautoka
Phone 61877
Labasa:
Vulovi Labasa
Phone 81888

Suva:
Carptrac
Carpenter Street
Raiwai Suva
Phone 381622
Telex FJ2190
Cables CARPTRAC

HD 557

PACIFIC ISLANDS MONTHLY JULY 1979

Farming · Hanging · Pirating and Writing in the Solomons

• Farmers in heavily populated areas of the Solomons have been urged to learn the use of fertilisers to prevent deterioration of the quality of their soil. The quarterly magazine, *Agricola*, published by the Ministry of Agriculture and Lands, has said that use of fertilisers is especially important in areas where crops have been planted for many years without rotation.

The magazine's editor, Mr Keith Sanders, noted that some farmers in coastal areas are now moving inland looking for better land. This would not be necessary if fertilisers were used.

Agricola aims to publicise the activities of the ministry, and to let its staff and extension officers in the field know what is being done throughout the country.

• Among early important business to be discussed by the National Parliament of the independent Solomon Islands will probably be the reintroduction of the death penalty for murder. In a free vote in April, the old Legislative Assembly voted 17 to 16, with five members either abstaining or absent, in favour of restoring the death penalty. But it was thought unlikely that the matter would come up again, as required by law, before independence.

Hanging was abolished in the Solomons in the 1950s. The assembly vote makes the Solomons the second country in the Pacific to move towards its reintroduction. Tonga has kept it, Fiji has reintroduced it, and there were recently submissions made to the Papua New Guinea Government to bring it back. But there has been no parliamentary vote in that direction in PNG.

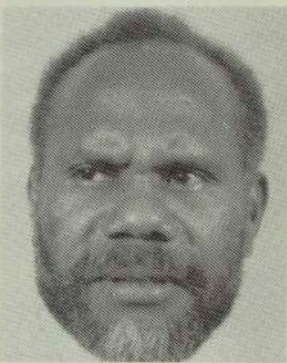
Background to the Solomons move is a number of recent unsolved murders in the country.

Speaking to his private motion, David Kausimae (West Are Are), said: "If such a law is not reintroduced it

means that we are not respecting our culture. According to Solomon Islands culture if anyone kills a person he must pay for the life of that person, or someone related to him must be killed or otherwise pay compensation."

The Chief Minister, Mr Kenilorea, said that his government had agreed on a free vote on the motion.

"Personally I feel the timing of the motion is not appropriate. In reintroducing the death



David Kausimae . . . not respecting our culture.

penalty we are legitimising murder."

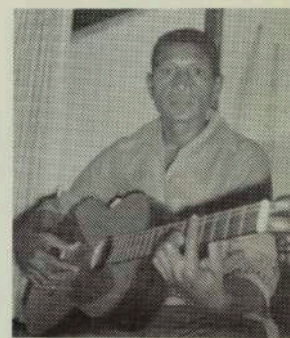
The slim margin by which the Kausimae motion was adopted by the assembly suggests that its eventual outcome is far from assured.

• Fred Maedola, Solomon Islands singing star (PIM, May 1977, p14), is "being robbed," the Solomon Islands Broadcasting Corporation has reported. Someone in Honiara is selling cassette tapes pirated from his original cassettes made in Australia by the music company, Living Sounds.

A company representative, Fraser Hickox, visiting Honiara, found many of Fred's works in shops, apparently imported from Singapore.

This means that some one has copied Maedola's cassette on to other cassettes and is selling them at a fairly big profit without paying Fred his royalties.

Living Sounds, which sells Maedola's cassettes under the "Sing Sing Label", is also losing money.



Fred Maedola . . . pirates' victim.

Mr Hickox said Maedola should receive about 60 cents for each cassette sold. So far in the Solomon Islands only about 300 original cassettes have been sold.

The pirated copies might have sold more.

Mr Hickox said he would see the Attorney-General in order to get government to investigate the matter. He wants action taken to protect Maedola's interest. This could be done by government insisting that whoever imports the pirated cassettes should pay Maedola 60 cents for each one sold.

People can recognise the pirate or stolen cassettes from their plain glass cases, he said.

• A Solomon Islands Writers' and Artists' Association was set up early this year to encourage Solomon Islanders interested in writing, painting and other creative arts. The association also aims to foster preservation of the best aspects of the Solomons' traditional cultural heritage.

The founding meeting was chaired by Mr Hugh Paia, permanent secretary of the Ministry of Education and Cultural Affairs. Mr Stephen Oxenham, a volunteer from the New Zealand Volunteer Services Abroad, who works for the University of the South Pacific centre in Honiara, will edit journals to be published by the association.

The National Anthem

• Winner of the Solomon Islands' national anthem competition is 49-year-old, Mr Panabasa Balekana, choir master for the United Church in Honiara.

His entry, "*God Save our Solomons*", was chosen by the Council of Ministers from 38 submitted. Also on the final short list of three were "*All Round Long Solomons*", written by Jack Aebata, and "*United We Stand*", by John Olisukulu and Francis Saemala.

The words of the winning entry are:

*"God save our Solomon Islands from shore to shore.
Bless all her people and her land
with Your protecting hands.*

Joy, Peace, Progress and Prosperity.

*That men should brothers be,
Make Nations see.*

*Our Solomon Islands,
Our Solomon Islands,
Our Nation Solomon Islands
Reign for evermore."*

Mr Balekana won \$250 for the music and \$250 for the words. He has announced that he will give one of the prizes to the United Church, in recognition of the help given him by the church choir. The other prize he will contribute towards the building of a new church in his village in Kadavu, Fiji, where he was born.

Mr Balekana was awarded the MBE in January, 1976. He is honorary superintendent of the Solomon Islands Special Constabulary.

A resident of the Solomons for 25 years, he is said to be seriously considering applying for citizenship.

NOW! New Kodak Colorburst cameras.

At last a camera to capture the fun times instantly — with rich and vibrant color by Kodak.

With the Colorburst cameras instant color picture fun has never been so easy — indoors or out, with flash or natural light, you just aim, frame, focus and shoot, and the new Colorburst instant camera automatically produces clean, dry prints that develop right before your very eyes. Within minutes you have a superb color picture with beautiful Satinlux finish from Kodak PR10 Instant Print Film.

Kodak Colorburst cameras feature:

- Adjustable focus control with special 'zooming circle', focusing symbols, and distance scale
 - Electronic shutter — 1/3000 sec. to 1/20 sec.
 - Eyecup on viewfinder
 - Flash socket • Tripod socket
 - Automatic motor-driven print ejection
 - Red low-light signal warns you when to use flash
 - Lighten/darken print control • Exposure counter • Neckstrap and monograms • Kodak 3 year warranty.
- See your photo dealer for a free demonstration. *Suggested retail price.



New Kodak Instant Cameras and Film.

Kodak (Australasia) Pty. Ltd.

'Kodak', 'Colorburst' and 'Satinlux' are trademarks.

345 0091

CULTURE — Fiji, in terms of cultural awareness, is at last coming of age. Its national Dance Theatre, which as a mere fledgling gave a command performance in Britain before the Queen, has teamed up with a multi-million dollar cultural centre project near Suva to create an artful setting of pre-European Fiji. George Rubine tells the story.

‘With the spirit behind you’ — Fijians dance their way into the past

The Dance Theatre of Fiji is led by a talented choreographer who feels the performance is partly for “the spirit behind you ... the ancestral power”.

And the Cultural Centre and Marketplace of Fiji, scheduled to open at Deuba in December as part of the Pacific Harbour resort complex, is following a spirit of the past, re-creating a pre-colonial way of life in what will be a living museum.

The emphasis in both cases is on authenticity and preservation of the country's rich heritage.

Director and Producer of the Dance Theatre of Fiji and now Director of Presentations at the new cultural centre is Manoa Rasigatale, a 30-year-old ex-rock and roll singer, ex-journalist, whose career took a turn toward tradition with the first South Pacific Festival of Arts, held in Suva in 1972.

The Australian-trained (in the Ensemble Theatre, Sydney) choreographer returned to Fiji and began an intensive study of the traditions of Fijian dance and culture.

Manoa and his group of 26 Fijian men and women are dedicated to keeping those traditions alive. In the times before European contact, dance in Fiji was a ceremonial affair, created by the village *daunivucu* (meke creator). Each village had its own distinctive dance forms.

It was for the *daunivucu* to decide the format of dances — in some cases a dance which propelled the village into war. His inspiration for these dances came from the spirit god, called the *vu* in Fijian.

There are several interpretations of the spirit god concept. Manoa Rasigatale talks about “the person you are and the person who is behind you”.

He says: “When you are performing, you are not only



Manoa Rasigatale, producer director of the Cultural Centre and Marketplace (right) discusses the use of the ‘drua’, the twin hulled canoe, with Bob Van Dorpe, the centre's projects director.

dancing for the people in front of you, but you are also performing for the spirit behind you. This spirit offers *mana*, or ancestral power. Those who possess it must be very careful with it and respect it.”

The *vu* was the god of the village and could take the form of a dog, shark, woman or man — just about anything the village would accept through the priest.

In essence, the *vu* was the first ancestor from which all other ancestors and the current villagers sprang.

In Bau, the kingly island to some Fijians, the *vu* was the *dadakulaci*, or seasnake. It is poisonous, but its fangs are far receded, which makes it basically harmless. No one would dare kill one — it would be like killing a relative.

In former times, according to Fijian tradition, the priest would be told by the spirit that a dance commemorating a special occasion must be performed.

The *daunivucu* would choose some men and tell each about certain aspects of the dance. They would commit to memory a song verse to be used and rehearsed to the *daunivucu*'s satisfaction. They would then bring in more dancers and the dance would become another item in the village's particular repertoire.

Giving an example of how dances are distinct, Manoa contrasts the spear dance from Macuata in Fiji's second largest island, Vanua Levu, with the club dance from his home village, Nabuli. Macuata used

the spear in war, Nabuli the club.

Manoa says two dances his theatre has not learned are the dance to the moon and the kingdom dance.

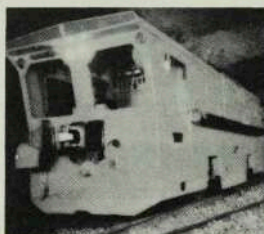
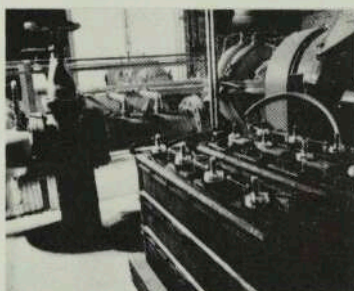
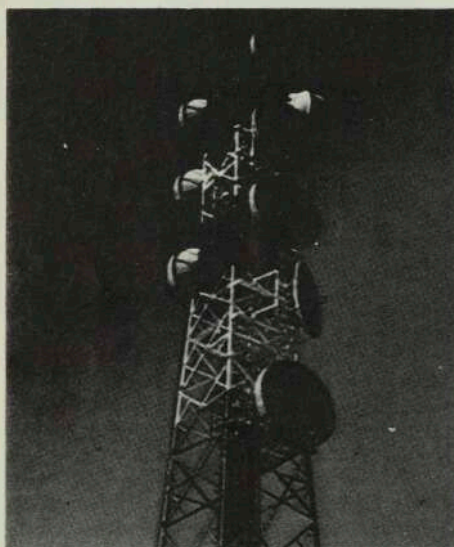
The moon dance is the most dangerous one a person can attempt and the dancer usually performs it in secret. If he is seen and yelled at, he would immediately die. “You were dancing with your spirit,” Manoa says.

The kingdom dance is one by an entire province to show its collective power. It would show the king of another province how wise and powerful the people were. It was both a warning (“if you want war, we are ready”) and an entertainment (look how smart our *daunivucu* is”).

Villagers would visit neigh-

CHLORIDE BATTERIES

for all applications



Chloride is the largest and only manufacturer of both lead acid and nickel cadmium alkaline batteries in Australia. The Company is equipped and qualified to offer advice, guidance and service on any battery requirement no matter how large or small. On the question of size, it could be as small as a battery for a hearing aid the dimensions of a coat button or a power station battery

weighing as much as 40 tonnes. Again it could be a no break D.C. Power System for a computer or emergency lighting for a hospital. The Chloride Company operates in 40 countries throughout the world, and when you consider that in Australia alone its production is approaching 1½ million batteries per year, it gives some idea of the far reaching role that batteries play in our lives.



Chloride Batteries Australia Limited

P.O. Box 141, Bankstown. N.S.W. 2200. Australia. Telephone: 77 0177. Telex: 21262

PACIFIC ISLANDS MONTHLY - JULY 1978

bouring villagers for important weddings or festivals and might perform one of their *mekes*.

It was the peaceful way to show village power. Manoa says there were *mekes* to show how brave the warriors were in war.

The *mana* in the dance warned others to be careful. If the dance was great, those dancers possessed a lot of power and were, therefore, great warriors.

Sexual *mekes* rewarded the warriors when they returned from a fight. Some might call this an orgy, but warriors saw it as the chief's reward.

For the Dance Theatre of Fiji, the reward came from another high chief: a command performance at Buckingham Palace during the group's 1974 tour of Britain.

Undoubtedly, that invitation stemmed from their debut a year earlier in Australia after a performance following the Queen's official opening of the Sydney Opera House.

Since the British tour, the Dance Theatre of Fiji has performed in Tahiti, twice more in Australia, and of course at home.

But, presumably, working in the cultural centre in a totally authentic re-creation of the past, the spirit and *mana* should move them as it has nowhere else.

And why not?

They'll be performing in an island setting essentially the same as that of their ancestors.

Fijians will be clad in *Masi* (bark cloth) and pandanus leaves; summoned by the beating of huge wooden drums to the *bure kalou*, the priest's house which, like other traditional structures on the island, is so painstakingly authentic that Manoa says he senses the power.

On the waterway surrounding the island, a giant sailing war canoe, a *drua* capable of carrying 100 warriors (to be built over a year's period) will be dwarfed only by the thick tropical flora which shelters the entire centre.

Across that waterway is



something else, a different world. It is the other half of the project, the first encounter for the visitor journeying into the past.

The Cultural Centre and Marketplace is a combination of the new and the old: the Fijian experience of the pre-colonial era; and the Marketplace, a blend of architecture and landscaping reminiscent of those buildings introduced by Fiji's earlier European settlers. Inside those Victorian arcades will be a wide selection of produce new to both visitors and residents of Fiji.

Botanical gardens, fern-lined walkways, an aviary of rare and beautiful tropical birds of Fiji, and one of the world's largest private collections of orchids will keep the transition 'gentle'.

To literally 'bridge' the span between old and new is the unique tree-house restaurant overlooking the historic island of Beqa and the rich landscaping and waterways of the cultural centre.

For the Dance Theatre of Fiji it is a homecoming; an awareness that finally they have found a cultural setting that will allow them to fully explore their heritage.

Fans, now part of the *wesi* (spear dance), were used in the old days to ward off evil spirits.

TRY RE-CONDITIONED VEHICLES AND EQUIPMENT



ECONOMICAL AND RELIABLE

All Inspected by Government Authorities
for Export

Passenger Cars, Trucks, Buses, Tractors,
Fork Lifts, Cranes, Rock Crushers, Tug Boats,
Generators, Pile Hammers, Graders.

YOU NAME IT. WE HAVE IT.
INCLUDING ALL SPARE PARTS.

WRITE TO:



P.O. BOX 1983 CENTRAL POST OFFICE, TOKYO, JAPAN.

S.E. TATHAM & CO. PTY. LTD.

BEEHIVE BUILDING,
94 ELIZABETH STREET,
G.P.O. BOX 8,
MELBOURNE 3001,
AUSTRALIA.

CABLES: "SET"
TELEX: AA34552.
TELEPHONE: 63 5094.



...BUYERS for the PACIFIC ISLANDS.

PAPUA NEW GUINEA:

S. E. TATHAM (P.N.G.) PTY. LTD.

LAE: MALAITA ST. (P.O. BOX 1562).

PORT MORESBY: Chr. GOROA & MANAHU Sts.,
GORDON (P.O. BOX 6733, BOROKO).

TELEGRAMS: ALL OFFICES "SET"

YOUR GUARANTEE



FOR SERVICE

SINCE 1924

The Islands can expect increased involvement in the region by Australia, especially in plans to strengthen the Islands' economic structures. This is clearly outlined in the report on Australia and the South Pacific by the Australian Senate Standing Committee on Foreign Affairs and Defence, which, based as it is on bipartisan lines, can expect full support in the Australian Parliament for its views. A commentary by Senator John Knight, a member of the committee, is below.

Australia and the Islands: a blueprint for total involvement

The immediate significance of the report on Australia and the South Pacific by the Senate Standing Committee on Foreign Affairs and Defence is that it is the first such report completed by a committee representing the Australian Parliament. It is important to note that the committee is bipartisan with three government and three opposition senators and that the report is a unanimous report of the committee chaired by Senator Sim (Lib. WA).

The committee deliberately places considerable emphasis on the processes of change which are now occurring throughout the South Pacific region and elsewhere. It is indicated at the outset that these include "complex proposals for a new international economic order, adjustments in the network of relationships within the South Pacific and between the South Pacific, Australia and neighbouring regions, the changing role and interests of the great powers and other nations in the region and the significance of the independent status of most South Pacific nations."

The report then goes on to point out, "it is to this process of change that the committee has particularly addressed itself. The committee believes that this process is inescapable and that there are several aspects of it which deserve to be encouraged and supported by Australia. In many cases this is already happening and confirms evidence of changing attitudes in Australia and the region. The committee has sought to give emphasis to the consolidation of such constructive change and has suggested some areas where Australia might give further attention, so

as to ensure that its changing role in the region will mean firm and effective relationships with the nations and peoples of the South Pacific region."

This approach is consistent with the recognition of the accelerated pace of change in the international situation which was typified by the Whitlam government and has since been continued and consolidated — if at a less hectic pace — by the Fraser government, particularly by Foreign Minister Andrew Peacock.

In his recent statement to the Australian Parliament on foreign policy Mr Peacock pointed out that this is a time of "change and challenge", that "the world is in the midst of a period of change that could prove to be as significant as any in modern history... There are no simple remedies or ready-made solutions for the problems we face today."

He also referred to the Senate Committee's report as reflecting, "the growing awareness in Australia of the countries and peoples of the South Pacific". He might have added that it reflects this awareness on the part of the Australian Parliament.

The Senate Committee on Foreign Affairs and Defence has tried to produce a report which takes these changes into account in the relationship between Australia and its neighbours in the South Pacific. Its aim is to suggest how this process might be consolidated in the interests of regional development. It also assumes a commonality of purpose and a basis of mutual interest in issues that in fact affect the whole region and each member of it. It is an approach that has not been altogether prevalent in the past.

It is generally recognised — and the committee's report indicates the bipartisan nature of this recognition — that Australia must continue to broaden its perspective on the world and keep up with rapidly-changing attitudes and approaches in international relations. At the same time, the senate committee has accepted and taken as a fundamental assumption that the island nations of the South Pacific have themselves in recent years broadened their horizons, particularly following self-government and independence in so many of the countries. They have extended their international relationships, trade contacts, investment sources and have diversified their general political and cultural ties.

This is probably a more difficult process for Australia in the South Pacific than in any other area of Australia's external relationships. It is a truism that Australia has tended to dominate the South Pacific region economically and not always in a benign fashion. But as the nations of the South Pacific have moved towards independence they have increasingly asserted their rights to determine their own destinies and Australia has now to behave as an equal

partner.

This process was accelerated in the late 1960s and has continued since. There has been growing recognition of Australia's obligations to the countries of the South Pacific. It has been reflected in rapidly-increasing development assistance commitments and in the extension of Australian diplomatic relations through the region. The South Pacific is now perhaps the region in which Australia's diplomatic representation is most intensive. There have also been continuing efforts to find new areas for co-operation — cultural, sporting, environmental issues, fisheries, Law of the Sea, shipping.

The committee also places some emphasis on the role of regional organisations and the elements of regional identity through, for example, the South Pacific Forum and the changing South Pacific Commission. But it is significant that the Australian Parliament can now produce a report in which all of these factors are taken as given and in which a bipartisan senate committee can look to the future with what only a few years ago were rather novel views but which are now rapidly gaining the status of basic assumptions.



The committee, from the left, Sen D.B.Scott, Sen C.G.Primmer, Mr T.C.Magi (secretary to the chairman), Sen J.P.Sim (chairman), Mrs M.L.Willheim (research officer), Sen G. D. McIntosh, Sen J.W. Knight and Sen K.W.Sibraa.

The senate committee's report could do a good deal to consolidate these basic views. That in itself would be important. Whatever contribution it might make towards assuring the continuing reality, of an equal partnership between all nations of the region will be the measure of its additional significance. It will, of course, depend to a great extent on the response of the Australian Government. But only recently Prime Minister Fraser announced that ministers are to respond directly to parliamentary committee reports within six months of their presentation to Parliament.

In its report, the committee has sought to put into perspective the relative roles of political and economic relationships. Economic matters have traditionally tended to dominate relationships and the perception of them. The report deliberately begins by looking at the region in its historical context and its relevance to Australia in that perspective, then at political and diplomatic relations.

It goes on to examine the many issues involved in economic relationships between Australia and the countries of the South Pacific, then to

examine regionalism and Australia's participation in it, and finally development assistance.

The committee has not sought to suggest that economic relations are not still the most pervasive element in the links between Australia and the countries of the South Pacific. In fact the bulk of the report still deals with economic matters and development assistance. What it has done, however, is to suggest that these can only be built on effective political and diplomatic links and stronger regional relationships.

It is this emphasis which has been emerging in Australian policy since about 1970 and which the committee has stressed.

The growth of Australia's extensive diplomatic and representative network in the South Pacific since about 1968 has been dramatic and in the last few years posts have been set up in Papua New Guinea, the Solomon Islands, the New Hebrides, Western Samoa and posts in Fiji and elsewhere have been expanded.

The committee, however, places some emphasis on the importance to Australia of having more representatives of

island countries in Australia and suggests that Australia should actively encourage this and give it support where appropriate and if island governments seek it. At present Fiji and Papua New Guinea are represented in Canberra, Nauru in Melbourne and Tonga has an "honourary" representative in Sydney.

The need for adequate staff within Australia's Department of Foreign Affairs is also stressed. In fact, the report suggests that staffing in the Foreign Affairs section which deals with the South Pacific and in the Development Assistance Bureau might now have become inadequate to handle the extensive network of representatives and the growing complexity of relationships within the region. It is recommended that this whole question be reviewed both in the department and the Development Assistance Bureau to assess staffing needs and priorities.

These points are all made in the context of the need to continue to strengthen Australia's identity with the region — and it is this emphasis on recent trends towards a more mature relationship within the region which pervades the report. It

reflects the importance which members of the committee attach to this process.

The concept of regionalism and a growing sense of regional identity are important in this process.

The report begins with a chapter giving some brief historical background on the South Pacific region. The fourth chapter refers specifically to "regionalism and co-operation". This gives, in the Australian context, unusual prominence to regionalism and that an Australian parliamentary committee should do so is significant in itself.

The report, by outlining the extent of existing and developing regional arrangements, emphasises the need for improved communications and consultations at a multitude of levels. The committee endorses the development of regionalism and suggests that transport and communications in the region "must be improved through closer co-operation within the region".

In this section the committee refers to the potential future role of fisheries and problems related to the 200 miles "exclusive economic zones". No specific recommendations are made as action is already

Epiglass Everdure
Timber preservative
and sealer.

Hardens, protects
and densifies timber.
Kills all mould spores
and permanently
seals out
moisture.



EPIGLASS

Epiglass 90 Epoxy
Resin and glass cloth.

Easy to apply.
Strengthens hulls,
eliminates
water absorption
and rot and increases
the value
and life of
your boat.



being taken in an effort to ensure practical co-operation. By its comments, the committee makes it clear that it believes this should be Australia's objective in these two very important issues.

Perhaps inevitably, the report gives a lot of attention to development assistance. This programme is a manifestation of Australia's changing attitudes — and acceptance of certain obligations — towards its South Pacific neighbours. Because of the scale of the programme it is likely to have an increasing impact on many facets of life in South Pacific countries and it was to this, in particular, that the committee gave attention. Its emphasis is on ensuring that assistance is provided in accordance with the priorities of South Pacific countries and that it is extended into new areas where it is relevant to the people's needs.

The committee itself suggests some issues to which attention might be directed. These include environmental matters, urbanisation and South Pacific cultures and traditions. At the same time there is in the report (as there is

among members of the committee) a clear recognition that when it comes to economic growth, development assistance is not necessarily the panacea.

It is in this context, in particular, that the committee sought to suggest ways in which trade between Australia and the countries of the region might be extended. A number of recommendations are made, aimed at improving accessibility to the Australian market for South Pacific products. For example, it is suggested that quarantine restrictions should be re-examined; that the Australian system of Tariff Preferences be emphasised; that the services of the Market Advisory Section of the Department of Trade and Resources be encouraged to ensure that South Pacific countries make use of its services; and that co-operation be extended to South Pacific countries to improve their trade representation where Australia is able to provide such assistance.

On the question of tariffs the committee notes that close to 100% of exports from South Pacific countries to Australia already enter duty-free. Thus, measures to improve accessi-

bility — through revised quarantine regulations, for example — are of special relevance.

Consideration was given to the activities of Australian business in the region. The committee (while commenting on Carpenter's failure to provide a submission or give evidence to the committee) expressed the view that the reputation of Australia's business enterprises in the region seems much better than in the recent past. It was concluded that they are generally "working within the requirements of host governments and are transforming their operations in a manner which shows an increasing awareness of the need to localise if they are to remain viable and welcome in these countries".

During the committee's preparation of this report three of its members were able to visit several countries of the region. However, because funds are not available for overseas visits by parliamentary committees, the committee as a whole was not able to obtain first-hand evidence, though considerable efforts were made to involve people from the

South Pacific countries. Diplomatic representatives in Australia were consulted and a Tongan post-graduate scholar at the Australian National University acted as committee consultant.

There are gaps and inadequacies in the report. That is inevitable. Perhaps the most fundamental and significant points are that the Australian Parliament has finally got around to addressing itself to the South Pacific as a region of great importance to Australia (and a parliamentary delegation — though not the committee — visited 11 countries and territories in the region in June and July last year); the committee has assumed a period of change and has sought to suggest constructive directions for Australian policy — including that of private and commercial groups — to consolidate recent developments; and the committee has assumed a relationship of equality, looking for ways for Australia, not just to protect its interests in the region — though that is a legitimate purpose which all governments must pursue — but to meet its obligations to its near-neighbours in the South Pacific.

Epiglass E-Type Antifouling.

Gives up to 12 months growth-free performance. Racing Red, Blue, Green and Gold.



EPIGLASS

PACIFIC AREA STOCKISTS

COOK ISLANDS: Cook Island Trading Corporation Ltd

FIJIAN ISLANDS: Burns Philp (SS) Co. Ltd

NEW HEBRIDES: Burns Philp (NH) Ltd

NOUMEA: Guy Limousin, Pacific Yachting

NUIE ISLAND: Nuie Island United

PAGO PAGO: Max Haleck Inc, Burns Philp (SS) Ltd

PAPUA NEW GUINEA: KIETA: Nikana Wholesalers, LAE: Faulkner-Tait (NG) Pty Ltd, MADANG: Burns Philp (NG) Co. Ltd, PORT MORESBY: S.A. Heath Co. Ltd, RABAU: Elvee Trading Pty Ltd, WEWAK: Burns Philp (P.N.G.).

SOLOMON ISLANDS: Man Sang Co.

TAHITI: Marine Corail, Tahiti Sport.

TONGA: Riechelmann Bros.

WESTERN SAMOA: Burns Philp (SS) Co. Ltd, E. A. Coxon Ltd, Gold Star Transport Co. Ltd, Morris Hedstrom Ltd.

AFTERTHOUGHTS

Recently, there was a get-together of interested organisations in Port Moresby to discuss the problems of youth. One of the speakers put forward the view that Papua New Guinea should be looking for "home-grown" solutions to these problems instead of using imported solutions "like scouting and guiding", as he put it.

The first thing I would like to say about this, as one of those responsible for introducing scouting and guiding to pre-war Papua back in the 1920s, is that these movements were not introduced to solve the problems of youth. In those days youth was not a problem, either to itself or anyone else. Scouting and guiding were introduced simply as a useful and enjoyable supplement to the system of schooling which had already been imported and in which I had become involved.

Over five decades the scout and guide movements have proved themselves both useful, educative and enjoyable to thousands of young people in Papua New Guinea; and while it is true that in the first place they were imported, it is also true that no effort has been spared to adapt what is, in essence, a very flexible scheme to meet the needs of the youth of Papua New Guinea. The basic aim in PNG, as in Baden-Powell's turn-of-the-century England, has been to help young people to be self-reliant and unselfish in a decreasingly self-reliant and increasingly-selfish world.

But to get back to the problems of youth. As I have said, youth in pre-war Papua, where PNG's scouting and guiding began, didn't have any problems. They weren't a problem to the communities into which they had been born and in which they grew up. There was, of course, the odd misfit, but the communal system of the time could generally pull him into line.

Most of our post-war problems, including the problems of youth, are imported problems, so there doesn't seem to be anything too inappropriate in importing solutions for them.

Of course, if we can think up some home-grown solutions that will be fine, and will enhance Papua New Guinea's prestige in the world community. We shall then be able to listen with less embarrassment to that smug little song which the National Broadcasting Commission never tires of inflicting on us in which Papua New Guinea is apostrophised with the words "nations shall learn from you". To some of us, listening to the local news, it has not been quite clear what the world's nations were learning from us. But if we came up with a cure for the world's youth problems we would really be putting ourselves on the international map.

In the meantime, what's wrong with importing cures for imported ills?

But let's distinguish clearly between cures and pain-killers. Things like scouting, guiding, youth clubs and even the much-advocated National Youth Corps, are not solutions at all; they are only palliatives. Whatever may be true of the rural countryside into which the problems of youth have spilled, in the urban areas there is only one real cure, and that is a cash income for every school leaver. And for most of them this means a wage-earning job and a fortnightly pay-packet.

The efforts of people like Sir John Guise and of institutions like the Makana Vocational Centre on the outskirts of Port Moresby to re-ruralise urban youth cannot be too highly praised. But this is an uphill task, and we cannot hope that it will be successful in more than a small number of cases.

Equally praiseworthy are the schemes for setting up some

of these young people in cottage industries and small-scale businesses. The vocational centres have played a notable part in this exercise. These centres, which take in primary school "dropouts" at 15 for a one or two year course are probably giving better value for less expenditure than any other Education Department-sponsored institution. But their ability to put young people into income-earning situations is limited.

For the vast majority of urban school leavers it may be said that there is no cure for their condition other than a pay-packet.

This is not to say of course that the pain-killers are valueless. Scouts, guides, youth clubs, church or community sponsored school-leaver centres — these are all of great value, provided they are recognised as palliatives, not solutions.

The proposed para-military National Youth Corps is another matter. As I see it, this could be a very dangerous exercise indeed.

The idea appeals to many of our politicians because they envisage it as a way of getting public works done on the cheap. Actually, it would not be cheap at all. It would be very, very expensive; and if it were just a question of getting public works carried out, it would be cheaper to have them done by day-labour or by contract.

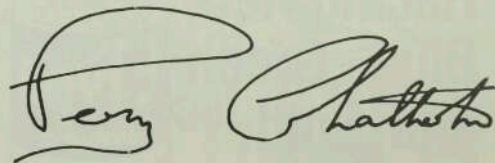
We are told that the discipline and comradeship of such a corps would do the young people in it a lot of good. Ideally, this may be so, but the ideal would only be realised if you had the right kind of people as leaders, instructors, supervisors, or whatever you choose to call them. They would be hard to come by, and you would need a lot of them — one for every 30 boys if the corps were a voluntary one; one for every 10 if it were compulsory.

Furthermore, what happens to these youths when they have completed their two or three years service in the corps? Many of them will be primary school toss-outs already frustrated and bitter at being unable to get jobs. If, after their stint in the corps, they still can't get jobs, their frustration and bitterness will be increased tenfold. They will be fruit ripe for the plucking by communist or other agitators.

I have heard it put forward as an argument for a youth corps that these young people owe the community something. This is a two-edged sword. They may well retort, "Right. We've paid the debt. Now the community owes us something — a job."

No, there is no cure for the problems of youth in urban Papua New Guinea other than a pay-packet or some other kind of reliable cash income for every school-leaver. And that is something we seem to be getting further and further away from.

This is, basically, an economic problem. But education comes into it. Last month, for lack of space, I ended with a question: "Where do we go from here?" Lest I should be thought to be dodging, I will take up this question again next month.



In Port Moresby



PNG 'HONESTY' CODE SHELVED

PNG Prime Minister Michael Somare's Leadership Code, under which parliamentary and public service leaders would have to shed their private holdings in companies, or resign, has been shelved.

Mr Somare's announcement in parliament that he had decided to postpone further consideration of the measure while a "non-political committee" advises him was hailed by the Opposition as the end of the move in its present form.

The Opposition believes the shelving will become permanent, and that the new proposals which may eventually emerge will bear little resemblance to the original, writes Gus Smales from Port Moresby.

There are strong suggestions, too, that Mr Somare pulled the legislation out of the present sitting of parliament to save his government.

Rifts between the coalition partnership and unrest from backbenchers have been part of the contentious background to the legislation. Mr Somare has played down the differences, claiming that the strength of the coalition is sufficient to overcome differing opinions.

But the shelving of the bill suggests he has now realised the potential for a really serious rift is much stronger than he had accepted.

Under the leadership code legislation, all men and women defined as "National Policy Makers" would have to sell all their business interests and shareholdings. This would apply to every interest, no matter how longstanding, how small or how non-contentious.

The move would have effectively prevented any person from even a "comfortable"

financial family background from holding important political, public service or statutory office.

The proposed legislation banned any trust arrangements which would allow leaders to return to their private interests after a term in public life. The proposed legislation would have affected between 150 and 200 men and women, including the Cabinet itself.

In the wave of criticism which arose, Mr Somare's motives were generally accepted as being straightforward, but the legislation was attacked on the grounds of being impractical. There were fears that it would be impossible to administer honestly, and that it could lose PNG the services of some of its best leaders and potential leaders.

Some criticism accused Mr Somare of deliberately wanting to surround himself with nonentities, to bolster his own personal influence.

Announcing the shelving of the legislation for the time being, Mr Somare said there was no suggestion that he was deviating from his previously-expressed objective. He was still determined to present the code, and he believed the code was in the national interest to prevent corruption.

However, he believed it would be unwise to introduce the legislation at the current sittings of parliament, as had been planned. This was because parliament was in a "somewhat volatile state" at present, and not in the best position for a reasoned debate on a vital issue.

In the meantime, he would appoint a non-political committee to advise him on certain aspects of the bills and the form of their presentation.

But there was no suggestion the legislation, or its concept, was being dropped, Mr Somare said.

THE HEBRIDES' NEW CALM

An atmosphere of calm and co-operation between rival Melanesian political forces, unthinkable a few short months ago, has made its timid

entry into the New Hebridean scene.

The new, more hopeful, political climate stems from a series of discussions between the government of Chief Minister George Kalsakau and top representatives of the Vanuaaku Party.

Beginning at the end of March, the talks continued through April into May and culminated in:

- An agreement that both sides would participate in an ad hoc committee on electoral reform, whose work should be completed in 10 to 15 months;

- That on completion of the committee's work, fresh elections will be held — these should go far to removing the difficulties created by the fact that the Vanuaaku Party boycotted the proposed November 29, 1977, poll which gave rise to the present Representative Assembly, and the Kalsakau government, neither of which was in fact elected by popular vote;

- That following the start of the work of the ad hoc committee, scheduled for May 8, the Vanuaaku Party would suspend indefinitely the activities of its People's Provisional Government — this removes the main government objection to Vanuaaku Party tactics, since the PPG was seen as a direct challenge to its own authority over New Hebridean territory as a whole.

The French/Bislama fortnightly Nabanga commented in its May 13 issue: "From March 31 onwards a meeting — which seemed to be a last-ditch effort — brought together in the Chief Minister's office Mr Maxime Carlot, chairman of the Representative Assembly, all ministers of the government, and seven of the main leaders of the Vanuaaku Party, Father Lini, and Messrs Sope, Matas, Kalkao, Naupa, Abil and Bice.

"From one effort at communication to another, from one concession to another, the participants found themselves relaxing, smiles began to appear on their faces, and it became clear that, despite the confrontations of the past, they

were, when all was said and done, among brothers.

"The event showed how true it is that in the New Hebrides — and often enough in other places as well — the white man's presence does not make it easier to have a fruitful 'tok-tok'."

MICRONESIA BREAKTHROUGH

The 1978 annual hearing of the United Nations Trusteeship Council on conditions in the US Trust Territory of the Pacific was considerably more relaxed than in some earlier years due to recent improved understanding between the parties.

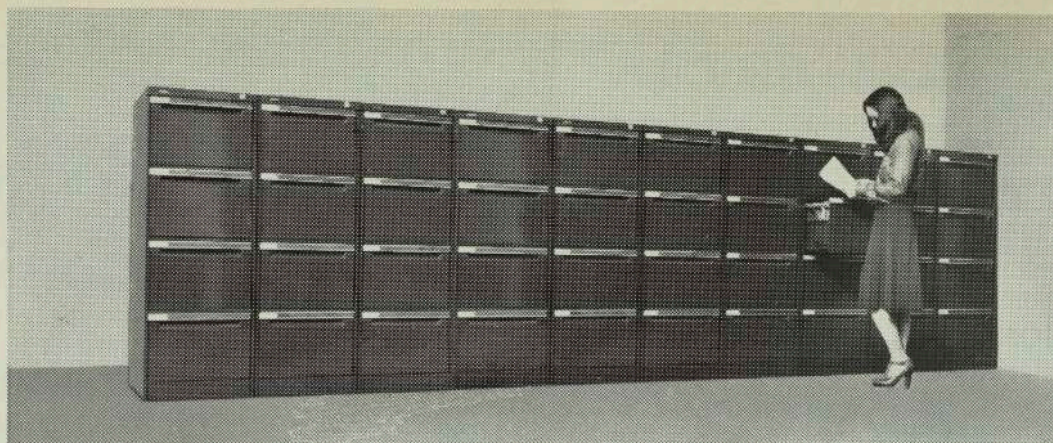
In a major breakthrough in the tortured and torrid negotiations between the US and Micronesia on future political status, the US has agreed that the proposed constitution of the Federated States of Micronesia is "compatible" with Micronesia's status of free association with the US.

The Micronesians have long sought to win a public commitment from the US that the proposed constitution was compatible with the principle of free association.

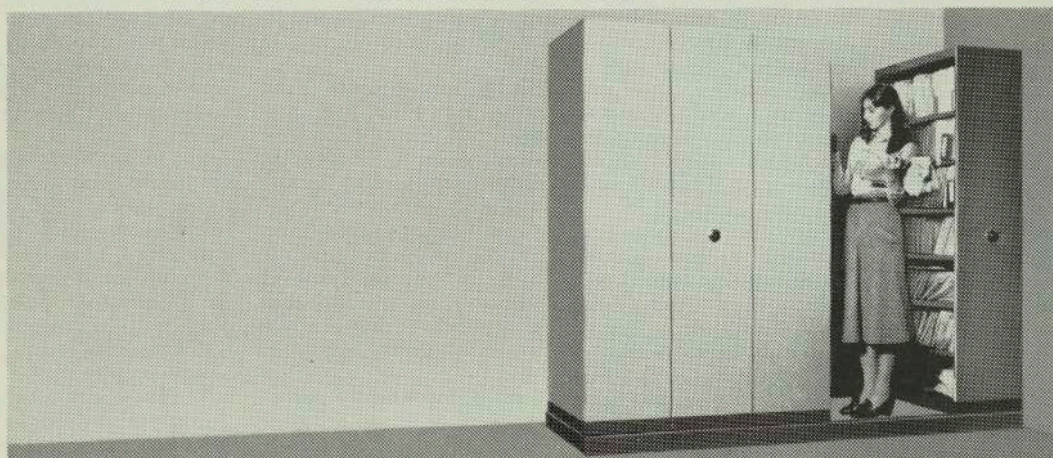
The US had previously refused to make such a commitment.

The change in position was announced by President Carter's personal representative, Ambassador Peter R. Rosenblatt, following talks in Hilo, Hawaii, in April with negotiators from the Micronesian Commission on Future Political Status and Transition, the Palau Political Status Commission and the Marshall Islands Political Status Commission.

The compatibility question is especially important in the period, leading up to the July 12 referendum on the constitution (PIM, May, p6) because of the possible public misconception that approval of the constitution would mean that Micronesia would become independent. The spectre of independence, and lower levels of US financial assistance than could be extended under a status of free association, has



Ten four drawer filing cabinets take up this much office space.



The Brownbuilt office file occupies less than half the space.

One Brownbuilt mobile office file can hold the contents of 10 four drawer filing cabinets

For most companies, floor space devoted to storage is unprofitable. The Brownbuilt mobile filing system provides the same storage capacity of 10 four drawer filing cabinets in one attractive unit.

Just roll the individual cabinets apart. Everything that was once scattered in bulky cabinets or cupboards is consolidated. The office space you've saved can be put to better use.

Adjustable steel shelving accommodates most types of office filing, including lateral, or box, and

general storage with lockable security.

The unit may be relocated wherever required. The base can be extended to accommodate additional cabinets. Available in standard "Canarvon" mid brown or alternatively a range of environmental colours to blend with contemporary office surroundings.

Brownbuilt 
LIMITED
can take waste out of space.

Brownbuilt Ltd., Cnr. Bath Rd. and Waratah St., Sutherland, NSW 2232, Australia.
Agents — Hawaii: Records Management Services, Honolulu — Fiji: Lysaght Brownbuilt Ind., Suva — New Caledonia: NCR Corporation, Noumea — New Hebrides: NCR Corporation, Vila — Papua New Guinea: Brownbuilt (PNG) Pty. Ltd., Port Moresby and Lae.

HYTREN/BL/30

POLITICAL CURRENTS

often been given as a reason for a "No" vote on the constitution.

The US concession on "compatibility" was matched on the Micronesian side by agreement that the US would have "full authority and responsibility for security and defence matters in or relating to Micronesia", and that "this authority and responsibility will be assured for 15 years".

The previous Micronesian negotiating position has been that such authority would rest with the US for only five years.

A major bombshell was dropped during the Trusteeship Council proceedings when Mr Roman Tmetuchl, chairman of the Palau Political Status Commission, announced that he opposed the proposed superport for Palau.

He said his new-found opposition to the superport was based on his understanding that "reasonable economic arrangement with the United States is forthcoming".

A key to the Palauan spokesman's change of heart on the issue may be found in the revelation by the Los Angeles Times that "all references to the proposal (for a superport) had been mysteriously dropped from the final draft of a study on the economic future of Micronesia done last year by the United Nations" (PIM, May, p13).

It is reasonable to assume that if the UN report ignored the proposal, those who compiled it had information that Washington itself wanted it shelved. It would be surprising if such an important piece of information had not found its way to the ear of Tmetuchl during his visit to the United States for the Trusteeship Council meeting.

THOSE WAR-TIME HANGINGS

Papua New Guinea has decided not to make any official comment on circumstances surrounding wartime hangings carried out by Australian Military Tribunals. (PIM, June, p5)

Mr Barry Jones (Labor Vic) said in the Australian Parliament early in May that more than 30 Papua New Guineans were executed by Australia for collaborating with Japanese invaders in PNG.

Although the executions are historically documented, Mr Jones claimed the official records had been destroyed to protect people in high places. The historical records show that the executions were for murder and rape, and not for collaboration with Japanese forces.

The newspaper, The Australian, published a report towards the end of May claiming that the PNG Government had castigated Mr Jones for attempting to embarrass relations between PNG and Australia, or for trying to gain personal glory.

The report said the PNG Defence Minister, Mr Mona, had made the statement in National Parliament in Port Moresby several days earlier.

However, no statement on the affair was made in the PNG National Parliament, although newsmen were shown an embargoed copy of a planned statement which was withdrawn before being given to parliament.

It is understood that the PNG Government sees the issue, in the form raised by Mr Jones, as a purely Australian domestic matter.

This is because the controversy does not concern the hangings themselves, but involves what happened to official sets of Australian documents.

COOKS: ACTION, REACTION

An inquiry into alleged bribery and corruption in the Cook Islands' March 30 elections has been told that the Premier, Sir Albert Henry, has asked for \$327 000 from the Cooks' philatelic bureau "to help finance a major project for the islands".

The inquiry is being conducted in Auckland by Mr Justice Donne, Chief Justice of the Cook Islands.

The general manager of the Cook Islands Development Co Ltd, Mr James Little, told the inquiry that his company ran the philatelic bureau with the Cook Islands Government.

He produced two letters from Sir Albert requesting money from the bureau.

The first letter, written in February, asked for \$4 000 towards the cost of setting up a new company, the Cook Islands Government New Projects Co Ltd, whose aim would be to attract outside capital for the development of projects within the Cook Islands.

The second letter, dated March 13, said the new company wanted to help "in the financing of a major project for the Cook Islands", adding: "Substantial finance will be required and I would be pleased if you would forward to me a cheque in external funds for \$NZ327 000 made out to the above company."

Earlier, the hearing had been told of a series of bank transfers involving the New Projects Co had been carried out before six charter flights to Rarotonga for Cook Islands Party supporters were paid for.

Sir Albert announced in late May that he planned to strengthen his grip on the islands by holding an election for three newly created seats within the next couple of months. The new Legislative Assembly seats are all on the main island of Rarotonga. Sir Albert said he was confident his party would win them all.

Other plans announced in the May speech from the throne to the Cooks' Legislative Assembly by Mr Justice Donne, acting in his capacity as the Queen's representative in the Cooks, could also radically change the Cooks political scene.

The first of two amendments designed to "remove the colonial or neo-colonial flavour from the constitution" proposes "a change in the manner by which her Majesty the Queen will be represented in the Cook Islands from an officer of the Ministry of Foreign Affairs in New Zealand to a representative appointed on the recommendation of the

Government of the Cook Islands".

The Legislative Assembly voted at the middle of May to change the Constitution, providing for the appointment of a Head of State (Kauono) by the Queen on the recommendation of the Premier after consultation with the Cabinet.

TORRES STRAIT LINES DRAWN

Neither Australia nor Papua New Guinea have made any significant concessions or gains in the international boundary arrangements which will apply between the two countries, writes Gus Smales in Port Moresby.

The boundary arrangements will take in three main lines on the map, and here is how they will be drawn:

- There will be an international seabed boundary which will separate one country from the other;

- A protected zone in which both countries will be involved, irrespective of the international boundary which the protected zone will straddle, and

- A collection of eight Australian islands and reef enclaves inside the PNG boundary.

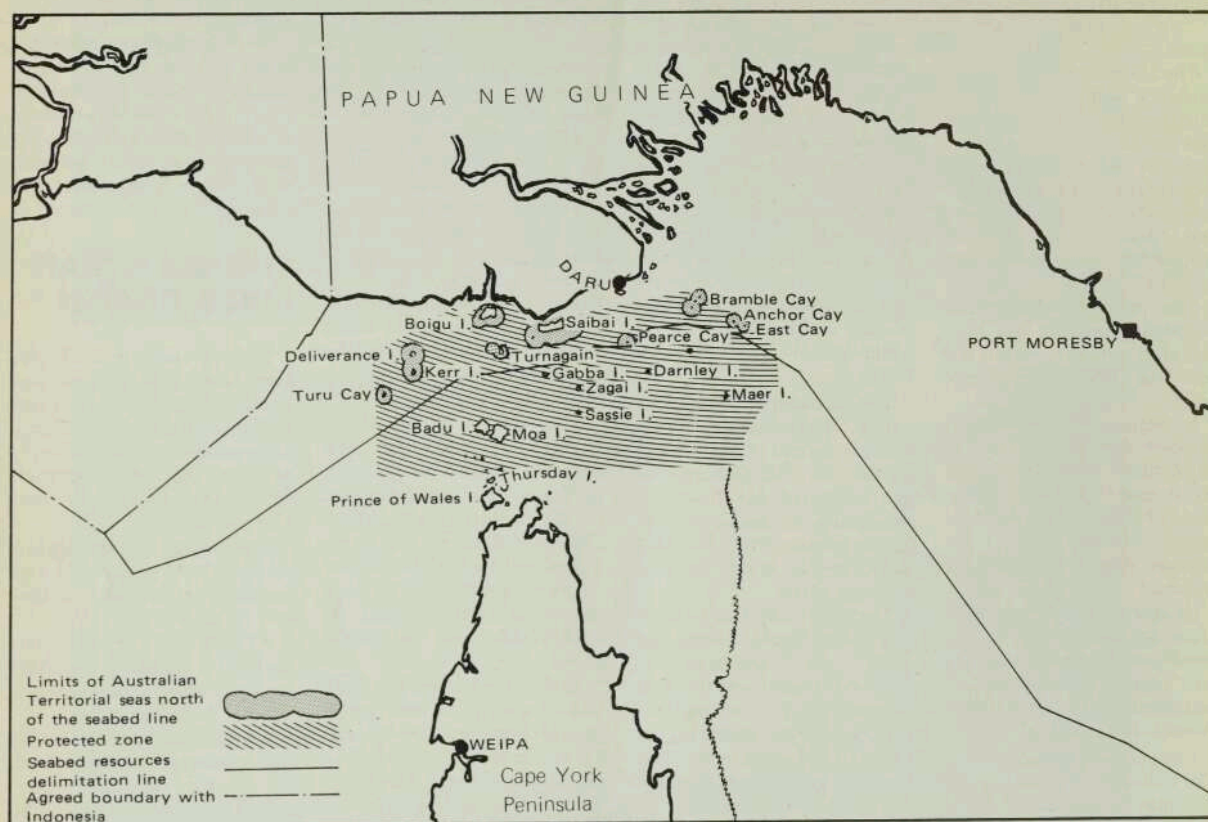
The protected zone is seen by both governments as the most vital part of the boundary arrangements. It will be about 180 nautical miles from east to west and about 70 nautical miles from north to south in the Torres Strait Sea region. This is the area between the most northerly part of Australia and the southwest coast of the PNG mainland.

The protected zone will take in almost every island, reef and cay within the Torres Strait zone, excluding only the big Australian offshore group of islands centred on Thursday Island.

The PNG Government was told later, "beware of Queensland" when PNG and Australia implement their border arrangements.

Mr Noel Levi, a government back-bencher and a former Secretary for Defence, gave the

POLITICAL CURRENTS



warning, saying that PNG should seek a guarantee from Australia that Queensland would be restrained from exercising its own ideas in the border zone.

"It may be our border with Australia, but don't forget it's also a border with Queensland," Mr Levi said.

FRANCIS WOOS GASTON?

Highly-placed and illustrious visitors descended in droves on Tahiti late in May, writes Henry Lombard in Papeete. Occasion for their visit was the 1978 Tourism Conference sponsored by the Pacific Islands Tourism Development Council.

The list of conference speakers read like a miniature "Who's Who" of the Pacific, with the governor of American Samoa, Peter Tali Coleman, in the chair, presiding over a meeting which was to be addressed by the Premier of the

Cook Islands, Sir Albert Henry, the vice-president of French Polynesia, Francis Sanford, the governor of the Northern Marianas, Carlos Camacho, PITDC chairman and Minister of Economic Affairs in the government of Western Samoa, Asi Eiken, and many more besides.

For their host, Mr Sanford, the occasion was very much more important than the general run of conferences on tourism tend to be. For he saw it as a forum in which he could argue for a cause which he holds dear, and which he sees as vital for the whole economic future of his country: the creation of an Eastern Polynesian airline, which would co-ordinate its services with those of other airlines based on the archipelagoes of the South, Central and Western Pacific.

In doing so, Mr Sanford had well in mind his need to win allies to his cause within his own country, most notably Mr Gaston Flosse, his old political

opponent, who is one of French Polynesia's two deputies to the French National Assembly (PIM, May, p31) and, even more importantly, was recently appointed to the job of *Rapporteur Général de la Commission des Finances* of the Assembly. In this post Mr Flosse will play a part in supervising the allocation of credits to the various departments and services of the French Government and to some of its nationalised industries.

Mr Flosse is probably as much interested as Mr Sanford in developing the economy of French Polynesia. It is in their methods of setting about doing so that the two men differ.

Mr Flosse seems to be very keen on having the French Government pay for the islands' economic development. His unstated thought is probably that if the French want the archipelago to stay within the orbit of the French community, they will have to pay the price, and a high

one.

One might object that showering the islands with money, which may either end in a few individuals' bank accounts, or stifle all private efforts at creating a self-sufficient economy through ingenuity and hard work, is not the best way to put French Polynesia back on its feet.

But it remains true that steering the East Polynesians away from the spendthrift way of life to which they have become accustomed since 1959, and back to the path of production and responsibility — which in fact consists mostly in re-creating what has been destroyed — will definitely require fresh funds.

Mr Sanford, too, is interested in acquiring such funds. But his conscious goal is that of economic self-sufficiency. In his view, the most urgent task facing anyone with a desire to save the East Polynesians from becoming the hopelessly spoilt

Continued page 51...

DAIHATSU Continues To Press Forward In Its Quest For A Harmonious "Automobile Society"

**A new car born of logic...
created to meet
the practical needs
of today's world**



The Daihatsu Charade is a car in which a family of 5 can travel in comfort. A car with a special functionality, thanks to its hatch-back door, and with plenty of power for excellent maneuverability under a wide variety of conditions ranging from crowded cities to fast highways. Very definitely a car of economy... but still a car in which all of these attributes have been concentrated into a compact

body in a very logical way.

Today we no longer live in an age in which we can afford the luxury of determining a car's worth by its luxurious fittings and its great engine displacement. The Daihatsu Charade is therefore a new – and most logical – alternative for those who will enjoy the simple life and its simple pleasures.



4-Wheel Drive...ideal for highways, sand, rocks or mountain trails

Because it can go "almost anywhere". And that includes highways, rocky trails, sand, river sides. Dry, wet, rocky, sandy surfaces.

That's what sets this 4-Wheel Drive so far apart – and ahead – when the going gets tough. Excellent acceleration superb hill climbing, amazing tenacity... that's the story of Daihatsu 4-Wheel Drive!

**DAIHATSU
4 WHEEL DRIVE**

DAIHATSU
DAIHATSU MOTOR CO., LTD.
DAIHATSU MOTOR SALES CO., LTD.

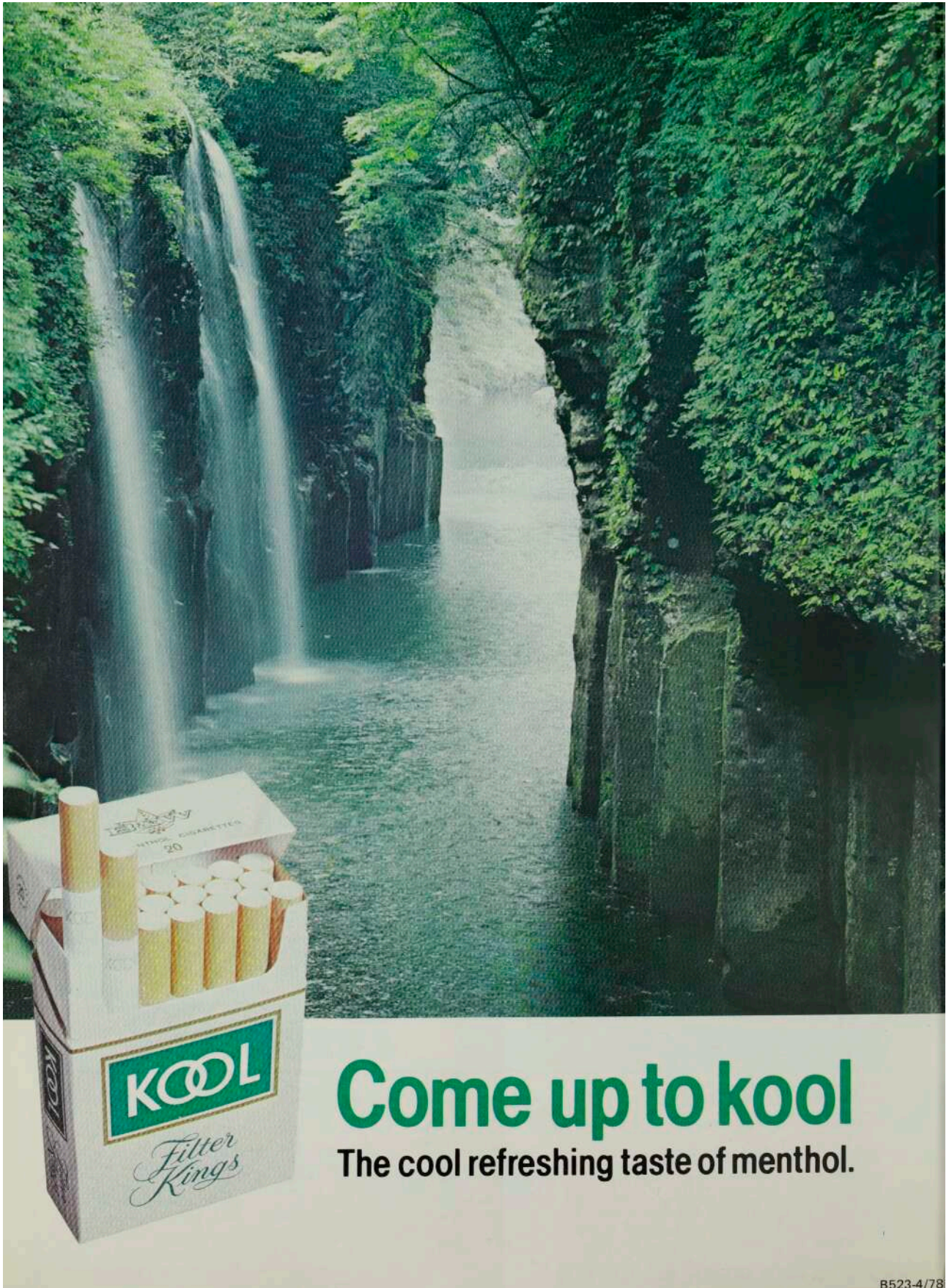
Head Office:

1, DAIHATSU-CHO, IKEDA CITY, OSAKA PREFECTURE, JAPAN
PHONE: IKEDA (0727) 51-8811
CABLE ADDRESS: TLX5322224 DAIHATSU IKEDA OSAKA
TELEX NO.: 0-5322-251 JAPAN, 0-5322-224 JAPAN

Tokyo Office:

7, NIHONBASHI-HONCHO 2-CHOME, CHUO-KU, TOKYO.
PHONE: TOKYO (03) 279-0811
CABLE ADDRESS: DAIHATSU TOKYO
TELEX NO.: 0-222-3377 JAPAN

PAPUA NEW GUINEA: AGQUIP NEW GUINEA, P.O. Box 1121, Rabaul/ FIJI: PRAKASH MOTORS LIMITED, P.O. Box 370, Suva/
TAHITI: ETS. ROBERT, B.P. 1047, Papeete/ NEW CALEDONIA: S.I.D.A., B.P. 2548, Noumea/ NEW HEBRIDES: SANTO BUS
COMPANY, P.O. Box 45, Santo, GARAGE RANTY & JAMMES, B.P. 627, Port Vila/ SOLOMON ISLANDS: HERTZ CAR RENTALS
LIMITED, P.O. Box 333, Honiara/ REPUBLIC OF NAURU: NAURU COOPERATIVE SOCIETY/ NIUE ISLAND: NIUE ISLAND
UNITED ENTERPRISES, P.O. Box 4/ NORFOLK ISLAND: W.W. SANDERS & SONS LTD., P.O. Box 86, Burnt Pine/ GILBERT
ISLANDS: JONG KUM KEE BROTHERS' STORE, P.O. Box 504, Betio, Tarawa



KOOL
Filter Kings

Come up to kool
The cool refreshing taste of menthol.

B523-4/78



It's easy to go overboard under water.

Ask just about any diver and he'll tell you the lower he goes the higher he gets. So forget about Jaws and get into the swim of things underwater, where there's a lot more happening than you'd ever expect.

To start, you don't need much money or skill, either. The basic snorkel-mask-fin combination is enough to take you—and your favorite mermaid—into a whole new world of excitement and beauty. Explore a coral reef, or hunt for buried treasure even if the treasure is only a lost tackle box. It's all fun. And the deeper you get into diving, the more you'll get out of it. Graduate to scuba gear and discover what real freedom-of-movement is all about. When you're good enough, you can try spear fishing or experiment in the delicate art of



underwater photography. And if you're lucky, you might even find Atlantis.

And on the surface, put your trust in Yamaha

Once you leave Neptune's domain you'll want a quick trip back to shore to tell all your landlubbing friends just how

much they've missed. For that, you want the reliable power of a Yamaha outboard and the peace of mind that comes from owning one.

Yamahas come in a complete range of powers and there's options enough to please even the most fanatical purist. So whether you use canoe or a big cruiser as your diving "platform", there's a Yamaha for you.

Advanced features like. Dual Thrust Exhaust, improved trolling and cleaner, quieter operation have made Yamaha one of the most sought-after outboards on the market.

See you local dealer soon for the full story or write us at the address below for your free, full-color catalogue.

**From 2 to 60.
Power for
any purpose.**



60



55



40



28



25/20

**Outboard
with
YAMAHA**

YAMAHA MOTOR CO., LTD.
2500 SHINGAI IWATA-SHI SHIZUOKA-KEN JAPAN



The unbeatable



The Toyota truck range. Built to be unbeatable.
Bad weather conditions, no problem.
Bad roads and driving surfaces, eaten up.
Difficult loads, no contest. Built tough. Built to take it.
There's a Toyota truck built for you.



TOYOTA Land Cruiser Pickup



TOYOTA Dyna



TOYOTA Stout



TOYOTA Toyo-Ace



TOYOTA Hi-Lux



TOYOTA Truck

TOYOTA

For unbeatable after service:

PAPUA NEW GUINEA: ELA MOTORS LIMITED, Scratchley Rd., Badili, P.O. Box 75, Port Moresby. U.S. TRUST TERRITORY: MICROL CORPORATION, P.O. Box 267, Saipan. FIJI ISLANDS: AUTOMOTIVE SUPPLIES CO., LTD., G.P.O. Box 355, Suva. AMERICAN SAMOA: BURNS PHILP (SOUTH SEA) CO., LTD., P.O. 1057, Pago Pago. WESTERN SAMOA: BURNS PHILP (SOUTH SEA) LTD., P.O. Box 188, Apia. GUAM: ATKINS, KROLL (GUAM) LTD., P.O. Box 6428, Tamuning. NEW HEBRIDES: NEW HEBRIDES MOTORS LTD., P.O. Box 18, Vila. SOLOMON ISLANDS: MENDANA ENTERPRISES (S.I.) LTD., P.O. Box 174, Honiara. TAHITI: NIPPON AUTOMOTO, B.P. 342, Papeete. COOK ISLANDS: COOK ISLANDS TRADING CORPORATION LTD., P.O. Box 92, Rarotonga. NAURU ISLAND: NAURU COOPERATIVE SOCIETY. GILBERT & ELLICE ISLANDS COLONY: TARAWA MOTORS, Box 36, Bairiki Tarawa. NORFOLK ISLAND: MARIE'S NORFOLK TOURS, LTD., P.O. Box 276. NEW CALEDONIA: SOCIETE IMPORTATION AUTOMOBILE DU PACIFIQUE, Rond-Point du Pacific (Station Total) B.P. 438, Noumea.



You'll like our style to all our destinations.

We have many flights to many destinations, but on each and every one you can be sure of one thing: attentive and friendly service. Plus of course good food and fine wines served in big jet comfort.

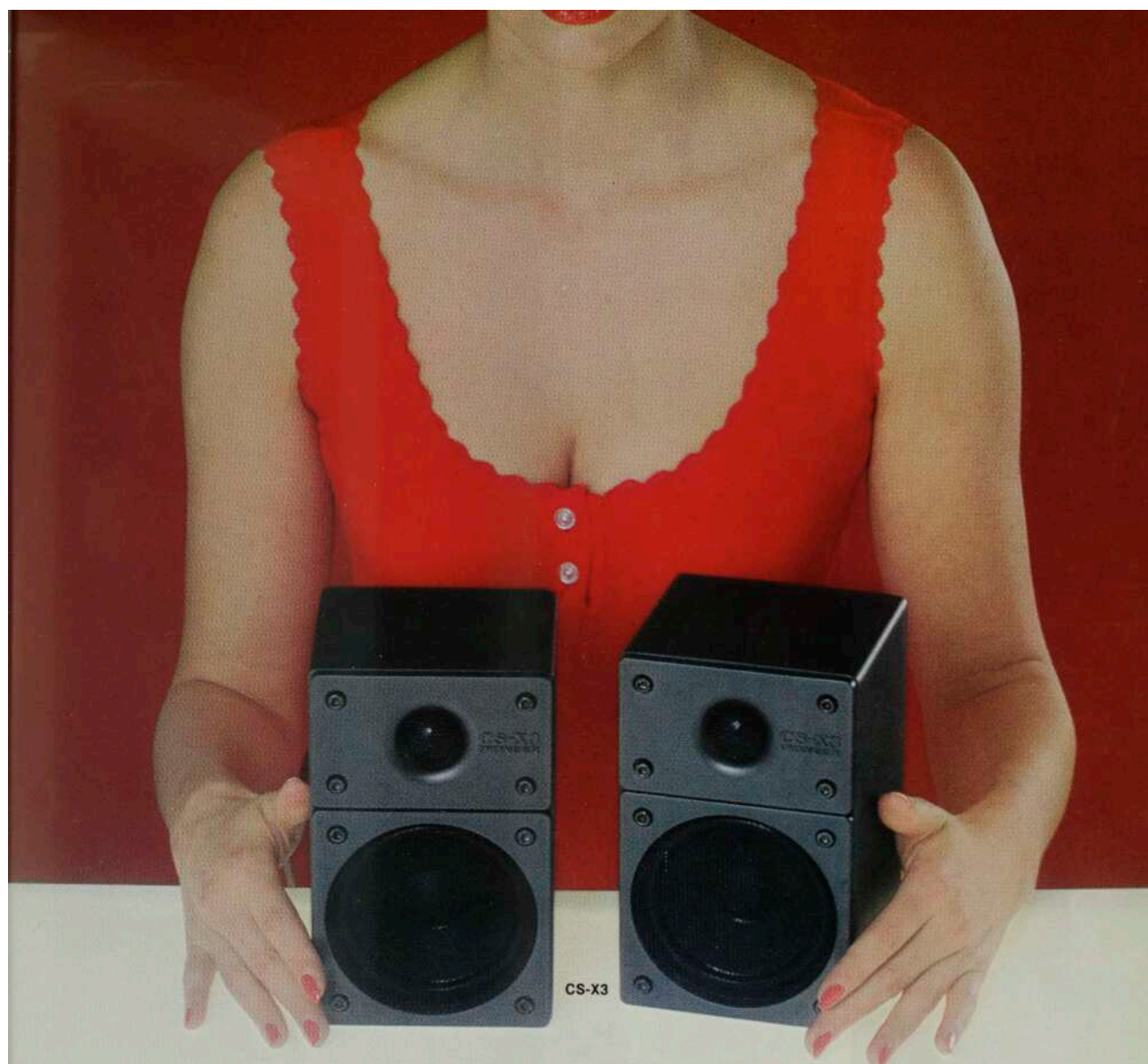
Today this special style of Air New Zealand is yours to enjoy on direct flights to New Zealand, or on your way around the Pacific; even to the East now that the fast, friendly

way there is first to fly south with us! And of course to Honolulu, Los Angeles and on to Canada, London or Europe.

Your travel agent or Air New Zealand is ready now to help you plan the trip and the fares that suit you best wherever you want to fly.

 **air new zealand**
We fly the Pacific.

ANZ78/3



Only Pioneer could pack this much performance into a speaker system this size.

Usually tiny means "tinny." But, when you've been in the audio business as long as we have, you know how to build a compact speaker system that's all performance and no nonsense.

Featuring two speakers laid out two ways, the power-handling ability of Pioneer's CS-X3 is 50 watts. Incredible for a unit of these proportions. And the

4-inch (10cm) woofer uses an extra-large magnet to ensure big system response in the all-important bass range. Mounted on a separate baffle and suspended in a tough diecast frame to reduce resonance is the 1-inch (2.5cm) soft-dome tweeter. The results are truly low distortion and clear, transparent highs.

So, drop by any of the distributors listed below and hear for yourself. At really affordable prices and in an easy-to-carry home size, Pioneer's CS-X3 speaker systems are one of the truly big bargains in sound.

PIONEER

Australia
Pioneer Electronics Australia Pty.
Ltd., 178-184 Boundary Road,
Braeside, Victoria 3195, Tel: 90-9011,
Sydney 93-0246, Brisbane 59-7457,
Adelaide 433379, Perth 24-9899

Fiji Islands
Brijlaj & Company, G.P.O. Box
No. 362, Suva, Fiji Islands Tel: 22258

New Zealand
Fountain Marketing Ltd., Maidstone
Street, Auckland, New Zealand
Tel: 763-064

Norfolk Island
Burns Philp (Norfolk Island) Ltd.,
Norfolk Island, South Pacific

New Hebrides
Burns Philp (New Hebrides) Ltd.,
Vila, New Hebrides

Nauru Island
Jacob Enterprises, P.O. Box No. 4
Republic of Nauru

Tahiti
Est. PERFECT, B.P. 594, Papeete,
Tahiti Tel: 20 407

New Caledonia
Menard Freres Ville,
B.P. H2 Cedex, Noumea,
New Caledonia Tel: 27.52.22

American Samoa
Traspac Corporation, P.O. Box
1477, Pago Pago, American Samoa
96799 Tel: 633-5224

Rarotonga
South Seas International Ltd.,
P.O. Box 49, Rarotonga Cook
Islands Tel: 2327

Papua New Guinea
Bali Marchants Pty. Ltd.,
P.O. Box 6103 Boroko Tel: 254887

A Kenwood Hi-Fi System Makes a Wonderfully Sound Investment!

Pure tonal quality is only one of the benefits of investing in a Kenwood component system. For one thing, you can move on up to better things as budget permits. One component at a time. For another, you get top performance from each individually engineered component. And flexibility, too. Ask anyone who's ever owned a music center what that means. The fine Kenwood quartet you see here is built around our KA-5500. A powerful, low-distortion integrated amplifier packed with advanced circuitry. For your main sound source—records—there's the KD-2070.

Its direct-drive system uses a new smooth-running DC servo-motor to drive a heavyweight platter. So wow-and-flutter stays below 0.04% (WRMS). The KX-520 lets you record and play cassettes like a pro. And just wait till you get your ears in front of our linear-response LS-880 speaker system. It's so transparent and natural-sounding, you won't even know it's there. Invest in Kenwood. Famous for tonal quality.

For tourists:
ONE YEAR WARRANTY in Asia, and Oceania.
Also applicable in U.S.A., France, Belgium and West Germany.

THE AUDIBLE DIFFERENCE



 **KENWOOD**

TRIO-KENWOOD CORPORATION 6-17, 3-chome, Aobadai, Meguro-ku, Tokyo 153, Japan
AUSTRALIA TRIO-KENWOOD (AUSTRALIA) PTY. LTD. 30 Whiting St., Artarmon, N.S.W. 2064. Tel: 439-4322

NEW ZEALAND JOHN GILBERT & CO. LTD. Auckland Tel: 30-639
FUJI THE DOMINION IMPORT & EXPORT PROMOTIONS Nadi Tel: 72-165
PAPUA NEW GUINEA S.O. SVENSSON (N.G.) LTD. Port Moresby Tel: 24-2275/2285

NORFOLK ISLAND BURNS PHILP (NORFOLK ISLAND) LTD.
SOLOMON ISLANDS TECHNIQUE RADIOS CENTRE LTD. Honiara Tel: 416
NEW CALEDONIA HI-FI VOX Noumea Tel: 27-2466

NEW HEBRIDES RUE HIGGINSON Vila Tel: 2556
TAHITI MAISON AUBOIRE Papeete Tel: 29703
AMERICAN SAMOA ISLAND PACIFIC AGENCIES, INC. Pago Pago Tel: 633-4687
REPUBLIC OF NAURU NAURU CO-OPERATIVE SOCIETY
MARIANA ISLANDS J.C. TENDRIO ENTERPRISES Saipan Tel: 6445

POLITICAL CURRENTS

children of a super-welfare state is to use what money is available on sound investments, such as the Eastern Polynesian airline project.

Hence his anxiety to win a resounding endorsement from the tourism conference for the project. Mr Flosse could thus be obliged to climb on the bandwagon and to plead, in Paris, the need for capital to get the airline started.

It may seem strange to think of these two long-standing political foes working in tandem in such a cause. But in politics, perhaps more than in any other human activity, one's enemy of today may be one's best friend and ally of tomorrow.

THE RELIEF OF NORFOLK

The Norfolk pines swayed visibly with the sighs of relief of Norfolk Island inhabitants following the May visit of Australia's Minister for Home Affairs, Mr R. J. Ellicott, QC.

For Mr Ellicott had presented them with what amounted to a bonanza of concessions in terms of Australian Government policy towards the island. The most important of these were:

- Australian laws will not be extended automatically to Norfolk, which will continue to have its own peculiar mixture of laws.
- Australian taxes will not be extended to Norfolk.
- Australian social service benefits will not be extended to Norfolk.

- Any decision on representation for Norfolk in the Australian Parliament will be put off for at least a year, and considered by a proposed "Norfolk Island Legislative Assembly."

One local commentator wrote jubilantly: "Mr Ellicott mentioned various minor aspects of the Nimmo Report, as though the government is accepting some parts of it while not accepting other parts — but with its main recommendations rejected the report is now a dead letter."

The report of the 1976 Royal Commission presided over by Sir John Nimmo had recom-

mended sweeping measures of integration of Norfolk with the Australian mainland.

So the muskets which some had been threatening to take from their racks (PIM, June, p19) can stay on the wall. For the time being at least, life on Norfolk Island can return to the leisurely pace for which it is renowned.

Mr Ellicott's visit was the culminating point of 18 months of sometimes feverish political activity in Norfolk affairs.

Among the more spectacular recent gestures of the Islanders was the despatch of a delegation to American Samoa by the Society of Descendants of the Pitcairn Settlers. The delegation comprised Mr Ken Nobbs, president of the society, Mr Greg Quintal, a member of the society and the longest-serving member of the Norfolk Island Council, and Mr Ed Howard, American-born editor of the *Norfolk Island News*, who acted as delegation secretary.

Society members, whose ancestors were part-Tahitian, had taken careful note of the inaugural address in January of American Samoa's first elected governor, Mr Peter Tali Coleman, in which he said:

"Mindful that we are Polynesians, as well as Samoans, we reach out our hands for our brothers and sisters who live in Western Samoa, Tonga, Niue, Tuvalu, the Cook Islands, and in other neighbouring island communities in the Pacific. As we share a common past, so we share a common future, so must we voyage together."

In April the Pitcairners set out on a voyage to take the hand of kinship that had thus been offered them. They were not disappointed. Mr Coleman and his government greeted them as long-separated members of the family. As the governor said in greeting them: "We have been expecting you for a long time."

While Norfolk Islanders are breathing more easily since the Ellicott visit, in view of their past experience they are unlikely to relax their vigilance against attempts by Australian

politicians to find loopholes in the new arrangements.

Such vigilance will only be sharpened by the fact, angrily noted on Norfolk, that the report, Australia and the Pacific, prepared by the Senate Standing Committee on Defence and Foreign Affairs, has been written as if Norfolk Island had already been integrated into Australia. Norfolk Island simply does not appear in the report's list of countries and territories in the Pacific region.

One further question about the status of Norfolk might be asked.

The amended Canberra Agreement of 1975, which is virtually the charter of the South Pacific Commission, says (Article V): "Australia (in respect of itself and its territories) 2 votes — with the proviso that Australia will not exercise the second vote until such time as Norfolk Island participates in the Conference."

The next South Pacific Conference meets in Noumea in October. Will there be a Norfolk Island representative seated at the conference table?

HOSTAGES: A TANGLED TALE

'Confused' seems as good a word as most to describe reports in late May-early June of the alleged capture of a number of Indonesian officials who were being held hostage by rebels in jungle country in Irian Jaya north of the border with Papua New Guinea.

First reports said that the nine hostages included the commander of the Jayapura military district, Colonel Ismaeil, the intelligence chief in the province of Irian Jaya, Colonel Ameral, and the chairman of the provincial parliament, Mr Domine Nalaole.

The reports said that the rebel Free West Papua Movement (OPM) was demanding an international conference, including Australia and Papua New Guinea, to negotiate their claims for independence from Indonesia, as a condition of release of the hostages. Other-

wise they would be killed.

The reports added that a senior PNG provincial official had claimed to have received a duplicate of the rebels' letter to Papua New Guinea's Foreign Minister, Mr Ebia Olewale, outlining their demands.

But Mr Olewale later denied that there had been any communication with him from the rebels. He was echoed by Australia's Acting Foreign Minister, Mr Ian Sinclair, who said Australia had received no approaches, and was not involved.

Entering the fray, Mr Justpeth Siregar, information officer at the Indonesian embassy in Port Moresby, denied that the "rebels" were really rebels at all. They had been at one time, he said, but had surrendered.

They had been co-operating with the government until this "hot-headed action brought on by dissatisfaction".

Later, a letter received in Port Moresby by a family with relatives in Jayapura, the Irian Jaya capital, accused Indonesian officials of inventing a story that a ransom was being demanded for the hostages. The rebels are not mercenaries interested in money, the letters said, but want an acknowledgement that the independence of Irian Jaya will be recognised and implemented. The letters claimed that if the hostages who are officials acknowledge this by signing documents, they will be released.

Sources in Port Moresby in June reported that a "huge" military operation had been launched by Indonesian forces to rescue the hostages.

But this was immediately denied by a military spokesman in Jakarta who said: "There was no such operation ... if there were operations, they were only of a routine nature and by small units."

The claims and counter-claims will no doubt be sorted out with time. All that can now be said with confidence is that Indonesia's problem with rebels in Irian Jaya, and Papua New Guinea's problem in relation both to the rebels and to Indonesia, are refusing to go away.



PEOPLE

When I did a sketch of Captain "Frog" Evans, MBE, VRD, for the April, 1961, issue of PIM, with a respectable biography and a couple of suspicious gaps, I thought it could then be filed away for posterity, writes Captain Brett Hilder.

Frog, complete with monocle, was then Harbourmaster at Madang. He retired early, in 1965, after 12 years service in PNG. He had been in the Pacific before World War II, and during it, but went "finish" to start an entirely new life of retirement, hunting, shooting and fishing in County Wexford, in the Irish Republic. There, he found the natives very like Polynesians; they couldn't care less what denomination you belonged to, as long as you were fond of horses, dogs and an argument over anything except religion. So different from Northern Ireland.

Although Frog coached the local fishermen to get their fishing master's licences, he missed the sunshine so much that he jumped at a chance of going to Ghana, West Africa, to teach African tug-masters to be pilots, at the modern port of Tema. He was then transferred to the capital port of Takoradi as Harbourmaster and ship-surveyor. After surviving three government coups he retired again in June, 1972, and made for the south of England to resume his glider flying, for which he had obtained his bronze "C" in Ghana. The English summer was terrible, even cold in the Dorset Hills, and colder still at several thousand feet up in a glider. Here were no vultures, as in Ghana, to give pilots a hint of thermal uplift. Even jungle-bashing in Malaya might be better, but the Pacific called again, and Frog grabbed a job with IMCO of the United Nations to go to Samoa in December, 1972.

Western Samoa needed a marine expert, and they got one, but there were no dry-docks, slipways or marine workshops like those in Malaya, PNG and Africa. Despite the frustration of not



Captain 'Frog' Evans and his wife Fa'ava.

being able to achieve results, his one-year contract extended to four. The climate suited him, the people were friendly, like the Southern Irish, so he decided to settle there permanently. He therefore married Fa'ava of Apia, sold up his property in Ireland, built a house on Vaivase Uta hill, overlooking the sea, and settled down to establish a Samoan House of Evans. With two children adopted from his wife's family, a boy of 10 and a girl of six, Frog has now added two sons of his own, one three years old and the second born this year.

Fa'ava is young and beautiful, charming, mercurial, and intelligent. She has two brothers who are doctors, while her father is a *Matai*, and under the name Motu Samoa he was the heavyweight boxing champion of the Pacific.

This is not quite Frog's first adventure in matrimony. He married his first wife Dorothy in Singapore, and their younger daughter, known as Tadpole, is now working in Port Moresby. He married Sandra while serving in the Navy in 1946, and she now lives at Brunswick Heads, NSW. His third wife was Ulla, whom he married while at Madang, and she is now living back in Germany, at Hamburg.

When asked how his third attempt at retirement was working out, Frog explained:—"I still seem to have plenty to do, although it's hard not to be working regu-

lar hours. Think I'll set myself up as a marine consultant, as there isn't anyone else around with my long experience of ship repairs and salvage. I still have the ambition to get a silver 'C' for gliding, having got bronze ones in Africa and England, but would have to take time off to fly in Australia or New Zealand. This isn't so easy, now I've started a family. These beautiful Samoan wives don't trust you out of their sight, no matter how old you are, but I wouldn't have it any other way. I'm out of touch with my friends in New Guinea, and its depressing to see many retired men passing away. I'm still in touch with friends in Africa, and call on my friends in Malaya whenever I get the chance. Although there have been many Evans in Samoa before, they have been *Palagi* families, and Fa'ava says that ours is the first Samoan family of Evans."

Frog's old trademark, his monocle, now rests on the wall with his PNG souvenirs and shooting trophies, as he has been forced into a pair of bifocals, which do make him look less aggressive than of yore, and he now makes a very deceptive Rascal in Paradise.

Mr Paul Dijoud has replaced Mr Oliver Stirn as France's Minister in charge of Overseas Departments and Territories. Mr Dijoud, 40, has a background in diplomacy (as a commercial attache), and in politics — as a deputy to the

National Assembly, and as mayor of Briançon, a resort town in the heart of the French Alps. He has held senior posts in most recent French Governments.

You have probably not heard the name of Jean-Baptiste Conri, but he was the hero of the tourist bus accident which in May claimed the lives of three people in New Caledonia, writes Andre Chaville from Noumea.

Those who died were two Australian schoolchildren holidaying in the territory, and the wife of the manager of the Hienghene Hotel, where they were staying.

Jean-Baptiste, a Melanesian employee of the hotel, was one of 13 people on board the bus which, at 1.30 in the morning, toppled over a 40 m precipice into the Hienghene River.

He dived several times into the pitch black, icy water, fighting his way into the submerged bus to drag its helpless passengers to the surface.

He was finally discovered by the gendarmes, holding an unconscious teacher's head above water, and was raced to the hospital in Noumea for attention.

The French authorities offered Jean-Baptiste their Medal for Bravery and Devotion. But the hero thought it was a pointless compensation for something that "anyone would have done in my place."

We should not leave this subject without mentioning the efforts of the soldiers, the famous "gendarmes", the staff of the Gaston Bourret hospital, officials of various tourist organisations, and the many anonymous people who brought help and assistance to those who were saved.

Cause of the accident is not yet known. It was a dark, rainy night, the road was narrow and slippery, and two buses were taking teachers and students back from a party. It would be idle to comment further pending the result of the inquiry. But one thing can be said: the bus that fell into the river had only 13 people on board, while the other carried 35. That at least can be counted as a stroke of luck.

Mr M. A. (Matt) Ramsden has been appointed general manager, New Zealand, of Air New Zealand. He was previously the director of commercial services of NZ National Airways Corporation, the country's internal airline, which has now joined forces with Air New Zealand, the NZ international airline. Mr Ramsden is immediate past president of the Pacific Area Travel Association. He has been involved in a number of PATA activities and has been on the board of that organisation for the last four years. He is chairman of the marketing committee of the NZ Tourism Advisory Council, a member of the NZ Travel Industry Training Council, a life member, fellow and past-president of the NZ Institute of Travel, a fellow of the Chartered Institute of Transport and an executive member of the National Travel Association of New Zealand.

Joseph Thomas, from north Malekula in the New Hebrides, is nearing the end of the three months in Suva working in the display department of Burns

Philp (SS) Co Ltd store. He is the second New Hebridean to go overseas to study art and design. He is a Big Nambas from Brenwei village, and graduated from Malapoa College in 1977. He first showed that he was a talented designer when he designed his school's emblem, and painted it on the wall of the Malapoa assembly hall. He was awarded a \$500 scholarship to help meet expenses in Fiji, and Air Pacific gave him a free trip to Suva. While in Fiji he gained extra experience from the Fiji Arts Council. In his work in Burns Philp in Suva he gained experience in silk screen printing, ticket writing, sign writing and advertising.

Adolph Noser, 76, the American-born, bike-riding, former Catholic Archbishop of Madang, Papua New Guinea, has been offered the chance to go back to the United States to spend his retirement there.

"What do I want to go back for?" he asks. "I'm not sick. There is still work here for me to do. As long as I'm capable of doing it I'll stay right here." The Archbishop is op-

timistic about the future of Papua New Guinea, where he has spent the last 25 years.

"The wantok system will go," he says. "Economics make this inevitable, though not necessarily for the good."

"The country will find its own way with a new culture that will be a blending of Papua New Guinean and Western ways, with neither dominant."

"The people must learn to work, then the future will be unlimited. But all this will take time, maybe one or two generations."

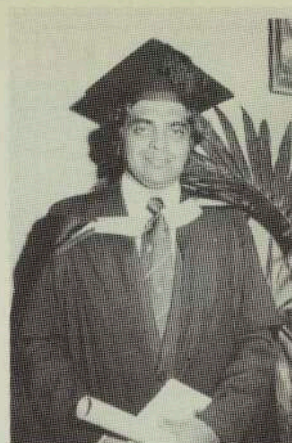
The problems of the young trouble the archbishop. He sees most of them as being related to education. While he does not have a solution, he has a proposal.

"There is a real problem not only with the educated, but also the uneducated because of lack of schools."

"Those who are educated and cannot get a job despair."

"The despair among the uneducated, unemployed youngsters is caused, they believe, because they have not had an education."

"Perhaps the introduction of some type of government civil youth corps, with a minimum of regimentation, could be the answer."



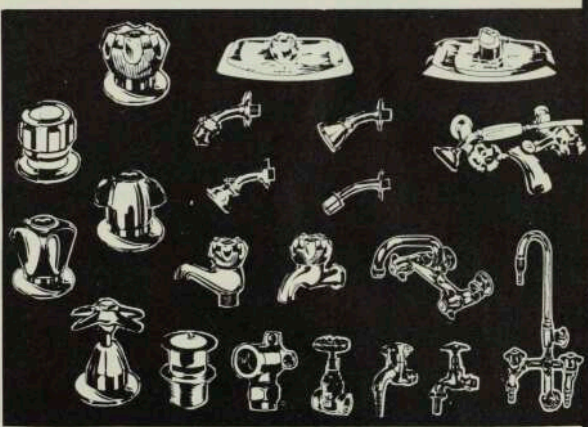
Dr Bhubendra Pathik, principal of the Fiji School of Medicine, who is the first graduate of a World Health Organisation-sponsored course for health personnel teachers. He gained the qualification Master of Health Personnel Education at the University of New South Wales. Dr Pathik graduated MB BS at Bombay University, after which he worked as an intern at the Royal Melbourne Hospital and Queen Victoria Hospital in Victoria. He took up a post at the Fiji School of Medicine in 1970 and became principal four years later. Also in 1974, he was elected a fellow of the Royal Australasian College of Physicians.



Methven

For further information please write for catalogue material and wall charts.

THE PACIFIC'S FINEST IN PLUMBING BRASSWARE



New Zealand's largest manufacturers in this field, Methven pay the highest attention to quality control at every stage. All fittings are made from brass or gunmetal and are plated in one of the country's most modern in-line semi-automatic chrome plants. To provide the best service for overseas customers, Methven have established International Brassware Ltd, as its export company. Products manufactured by the Methven Group of Companies include:

Taps & Faucets ☆ Gate Valves ☆ Mixing Valves ☆ Shower Roses and Fittings ☆ Reducing Valves ☆ Relief Valves ☆ Bathroom Fittings ☆ Hospital Faucets & Fittings ☆ Back Flow Preventors ☆ Forgings (machined and unmachined) ☆ Castings in Brass ☆ Polypropylene Traps, Pipes & Waste Systems ☆

INTERNATIONAL BRASSWARE LTD.
 374 Andersons Bay Rd, Dunedin, New Zealand
 Phone (024) 51-149. P.O. Box 847. Telex NZ5738 491

 ANU PRESS

Robert Trumbull

Tin Roofs and Palm Trees: A report on the New South Seas An authoritative and readable introduction to the South Seas today from a former **New York Times** correspondent in the South-west Pacific. Tremendous reviews. A bestseller in America. \$16.95 cloth

Caroline Ralston

Grass Huts and Warehouses: A study of five Pacific beach communities of the nineteenth century The development of trade and commerce, race relations and daily life in Honolulu, Papeete, Kororareka, Levuka and Apia. \$10.95 cloth

Klaus-Friedrich Koch (ed.)

Logs in the Current of the Sea: Neli Likuka's Story of Kioa and the Vaitupu Colonists Delightful reminiscences of an old Polynesian villager and the story of the conflict between island life and modern society in the time of its social and political transition. \$9.50 cloth

John L. Fischer, Saul H. Riesenbergs and Marjorie G. Whiting (eds.)

The Book of Luelen (Pacific History Series No. 8) Luelen Bernart was a Ponapean who was converted to Christianity. He recorded the wealth of his traditional knowledge in this comprehensive account of Ponape from its creation to the First European contact. A unique inside view of Ponapean history, a classic of Oceanic literature. \$12.95 cloth

John L. Fischer, Saul H. Riesenbergs and Marjorie G. Whiting (eds.)

Annotations to the Book of Luelen (Pacific History Series No. 9) A supplement to the above volume. \$6.95 cloth

Albert J. Schutz (ed.)

The Diaries and Correspondence of David Cargill, 1832-1843 (Pacific History Series No. 10) David Cargill was the first European missionary to live in Fiji. He devised the Fijian orthography and despite his tragic life, it has long been recognised that his diaries contain a wealth of valuable data to linguists, anthropologists and historians. \$17.50 cloth

K. L. Gillion

The Fiji Indians: Challenge to European dominance 1920-1946: Indian migration to Fiji, their settlement there, and their subsequent problems. Based on research into original unpublished documents in Fiji, London, India, and Australia, and on information gathered orally in Fiji. \$9.95 paper

Ernst Löffler

Geomorphology of Papua New Guinea This is the first major synthesis of our present knowledge of Papua New Guinea's landforms, their distribution, origin and development, and the processes that act upon them. \$16.95 cloth

R. J. May

Change and Movement: Readings on Internal Migration in Papua New Guinea The fifteen contributions to this volume represent a significant part of the data at present available on internal migration in PNG, which is presenting serious problems for social and economic policy makers. \$10.95 cloth

John H. Winslow (ed.)

The Melanesian Environment: Papers presented at and arising from the Ninth Waigani Seminar, Port Moresby, 28 May 1975. \$12.50 cloth

Virginia Drew Watson and J. Davic Cole

Prehistory of the Eastern Highlands of New Guinea From artifacts collected from seventy-six sites a paradigmatic classification of stone tools has been constructed to examine the prehistory of Eastern Highlands of New Guinea through a study of its archaeology. \$19.50 cloth

Horace F. Clay and James C. Hubbard

THE HAWAII GARDEN series

The most comprehensive and complete source of information on tropical and subtropical plants for the home gardener.

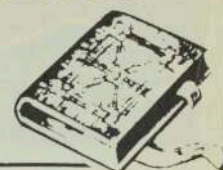
Vol. I Tropical Exotics More than 100 striking plants, grown for their colourful or exotic flowers and foliage. 109 full-page colour illus. \$35.00 cloth

Vol. II Tropical Shrubs The first fully illustrated book on tropical shrubs to be published in the U.S. 103 full-page colour illus. \$35.00 cloth

Available from all good booksellers, or from Desai Book Shops Box 160 Suva Fiji; Robert Brown and Associates Pty Ltd PO Box 3395 Port Moresby Papua New Guinea; ANU Press PO Box 4 Canberra ACT 2600
Recommended Australian retail prices.

Secret Discovery of Australia, or the mystery of the maps

BOOKS

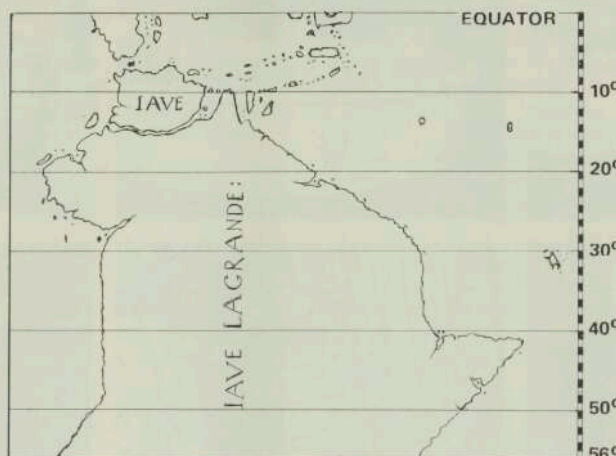


This attractive volume, *The Secret Discovery of Australia*, by K. G. McIntyre, beautifully written and illustrated, will at once remind the reader of Robert Langdon's *The Lost Caravel* and deals with the same period of little-known history in our part of the world. I'm tempted to call it our "Dreamtime", for the few documented facts and the uncertain nature of the clues we have, make historical research similar to the interpretation of dreams, and open to the same degree of controversy.

As with the flying-saucer books, the general reader becomes a "believer" or an unbeliever, and most writers of book reviews for the popular press generally give a new theory the benefit of the doubt, and declare that "Our History books must be rewritten!" The theory behind the Secret Discovery is not new, but started just after the death of Cook, and has been put forth in varying form at intervals ever since, the last great "believer" being George Collingridge of Sydney, in his book printed in 1896, *The Discovery of Australia*.

The theory is that the entire eastern, northern and western coasts of Australia were discovered and charted by two Portuguese expeditions in 1522 and 1525. The first was under Cristavao de Mendonca and Pedro Eanes, the second under Gomes de Sequeira and Diogo de Roca. The only documentary evidence about the first voyage was that it began from Malacca in early 1521, heading south-east, and that Mendonca survived the voyage, as a man of the same name was Governor of Ormuz in later years.

The second expedition left Ternate in July, 1525, heading for the Celebes, from whence it was driven by storms to the East, for 900 leagues. As the island of Celebes stretches from 2° North to 5½° South,



Outline of the Australian portion of the Dauphin Map, showing Java and Java-la-Grande; probably drawn by Pierres Desceliers, c.1540.

this may have taken them either north of New Guinea, or to the south of it. They are believed to have reached the islands of Timorlaut and Aru, between Timor and New Guinea.

A few years later a Portuguese chart by an unknown map-maker shows the East Indies as far as the islands off the western end of New Guinea, but both Java and Subawa are shown without southern coasts. This forms an important clue in McIntyre's theory. His next step is to postulate a Portuguese map of Australia, showing all the northern half of the island-continent, as discovered by Mendonca and Sequeira. This was kept "top-secret" in the India Office in Lisbon. There are no known Portuguese or Spanish charts showing Australia at this date, nor even New Guinea.

The next step in the secret history is that a copy of this chart was stolen, smuggled out or "leaked" to a spy who was working for the French map-makers of Dieppe, probably in 1540.

The stolen copy, which may have been in separate pieces, probably contained a scale of

latitude, but not one of longitude, as that was a very vague estimate in those days. To join this newly-found continent on to the East Indies for drawing their maps of the world, The Dieppe cartographers put it about 1 500 miles (2 400 km) to the west, and about 300 miles (480 km) to the north, so that Arnhemland covered Java, and Cape York Peninsula became Sumbawa Island.

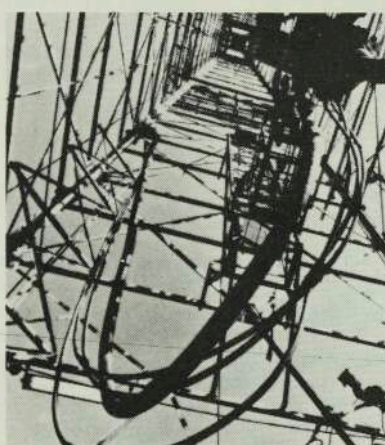
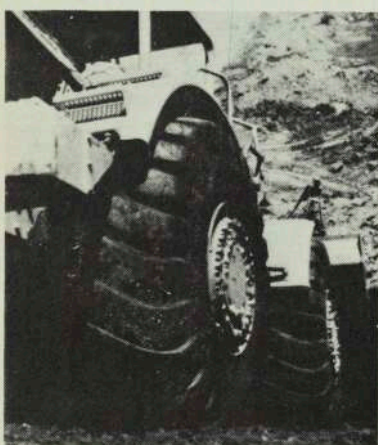
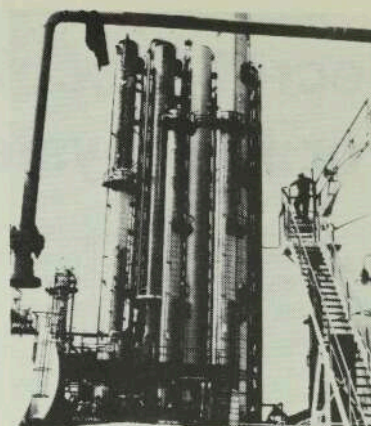
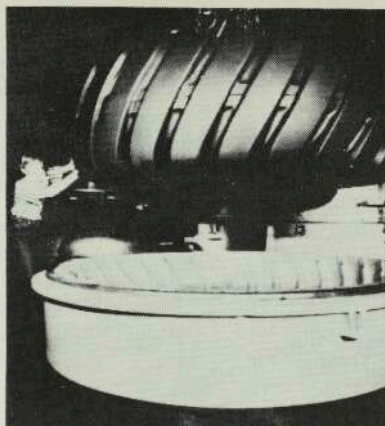
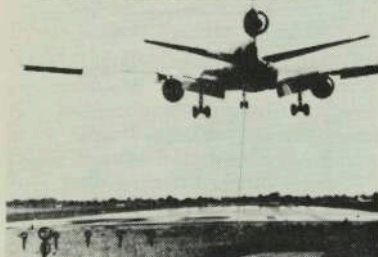
Between them is a gap, in which can be seen the islands of Bali and Lombok in their correct places. The gap varies a lot in the successive charts made in Dieppe so we can guess that the Gulf of Carpentaria had not been shown in any detail on the stolen chart, being unexplored. The details of Arnhemland and Cape York disappear in the islands of Java and Sumbawa, so that the only Australian coasts left are those to the east and west, below about 17° South. The coast of Western Australia is charted down to about 35° south, and the east coast down to 60° south. Most of the Dieppe charts then join these coasts on to the great unknown Southland. Dozens of the capes, bays, points and rivers carry names which are Portuguese,

or translated into French, in some cases becoming unintelligible in the process, like the name *Gouffre* which appears against many gulf-like inlets, including Port Phillip Bay in Victoria. The new continent is named Jave-la-Grande, possibly from the Latin version Java Major, leaving the real island of Java with its old name.

The Dieppe maps were drawn over the period 1540 to 1566 by at least five known men, and 10 of the maps are still in existence. They were all large and beautifully painted and embellished, not intended for any navigational purposes, but as "wall enrichments" in royal and wealthy homes. They probably remained out of sight from common eyes, and the continent of Jave-la-Grande did not appear on any charts made in places beyond Dieppe itself. All other cartographers had to fill in the blank space below the Indies with the lands which Marco Polo heard about in Indo-China. These fabled lands of gold and elephants formed the northern lumps and bumps of Terra Australis Incognita, sometimes joining on to New Guinea after the northern part of that island was charted in 1545.

The first of the Dieppe charts to arouse interest was one presented to the British Museum by Sir Joseph Banks in 1790. It was made in about 1542 for the Dauphin of France, who became King Henri II. It was later owned by Edward Harley, Earl of Oxford, a Lord of the Admiralty who died in 1724. It was then stolen by a servant, and it was out of sight until Dr Solander bought it and gave it to Banks.

This Dauphin Map, sometimes called the Harley or Harleian Map, is 2½ metres long and 1¼ metres high. Like the others of the Dieppe school, it does not show Cape



The world over, more vehicles of all kinds roll on Goodyear tyres . . . more planes land on Goodyear tyres . . . more synthetic rubber is produced by Goodyear . . . and more different kinds of hose, transmission belts, conveyor belts and other industrial rubber goods bear the Goodyear trademark.

For leadership in rubber technology, look to Goodyear. The world's largest rubber company.

GOODYEAR
We solve industrial problems.

GOODYEAR DISTRIBUTORS IN S.E. ASIA AND PACIFIC BASIN

Richard Piers & Co., Ltd.
Colombo, Sri Lanka
Nipal Motor Company (P) Ltd.
Buenos Aires, Brazil
Navana Ltd.
Dacca, Bangladesh
Dierheim & Co., Ltd.
Bangkok, Thailand
Landa Brothers & Co., Ltd.
Hong Kong
Guam Tire & Supply Co.
Agaña, Guam
Savape Enterprises
Saipan, Mariana Is.
Micro Corporation
Saipan, Mariana Is.
Truk Trading Co.
Truk, Caroline Is.

P.A.M.I.
Kororua, Palau
Island Transport Service Co.
Majuro, Marshall Is.
Yap Cooperative Assn.
Yap, W. Caroline Is.
Cook Islands Motor Centre Ltd.
Rarotonga, Cook Is.
Nauruairi Elipson Co., Ltd.
Koror, Palau
Boroko Motors Ltd.
Port Moresby, Papua New Guinea
Solomon Motors Ltd.
Honiara, Solomon Is.
Santo Engineers
Santo, New Hebrides
Pacific Motors
Vila, New Hebrides

S.G.A.
Noumea, New Caledonia
Duncombe Bay Garage
Noumea, N.C.
Corel Island Motors
Suva, Fiji
Morris Hestrom Ltd.
Nuku'alofa, Tonga
Morris Hestrom Ltd.
Apia, Western Samoa
Western Samoa Transport
Cooperative Society Ltd.
Apia, Western Samoa
Samoa Motors Inc.
Pago, Samoa
Service Mobil
Papeete, Tahiti

GOODYEAR SUBSIDIARIES

The Goodyear Tyre & Rubber Co. (Aust) Ltd.
Sydney, AUSTRALIA Tel. 31-0311
Goodyear India Limited
New Delhi, INDIA Tel. 46886/9
PT Goodyear Indonesia
Bogor, Republic of Indonesia Tel. 3371/2
Nippon Goodyear Kabushiki Kaisha
Tokyo, JAPAN Tel. 582-0481/8
Goodyear Malaysia Berhad
Singapore, MALAYSIA Tel. 362501/5
The Goodyear Tyre & Rubber Co. of
New Zealand Limited
Lower Hutt, NEW ZEALAND Tel. 684 389
The Goodyear Tyre & Rubber Company
of the Philippines, Limited
Makati, Metro Manila
Republic of the Philippines Tel. 89 20-41

Goodyear Singapore Pte. Limited
Ceylang, Singapore 14 Tel. 498281/3
Goodyear Taiwan Limited
Taipei, TAIWAN Tel. 5177135/6
Goodyear (Thailand) Limited
Bangkok, THAILAND Tel. 252-6141/5

FOR FURTHER INFORMATION,
PLEASE CONTACT

Goodyear International Corporation
Room 1803, Wing On Center
111 Canaught Road Central
HONG KONG Tel. 5-433331

HRME 171-0204

York, Torres Strait or New Guinea. Well off the east coast of Jave-la-Grande is a large island, variously identified by "Believers" as New Caledonia, New Zealand, Furneaux Islands in Bass Strait, or Tasmania. Just pay your money and take your pick.

Although everyone knew there was open sea to the south of Java, the Dieppe men eliminated this by raising Jave-la-Grande northwards by about 4° of latitude, about 250 miles (400 km). I don't know why this was done, for the new land could have been drawn in its correct latitude and in any longitude between America and Africa, or just below the islands of the East Indies without touching any of them. But having buried Arnhemland into Java, and Cape York into Subawa, they were faced with the problem arising from the voyage of Magellan around the world in 1522.

After Magellan was killed in the Philippines the survivors came down to the Spice Islands, and the flagship *Victoria* sailed down to Timor, and then westwards, well south of Java. McIntyre tells us that the Dieppe men drew a canal or river from the Gulf of Carpentaria to the west coast to allow the *Victoria* to pass through and called this canal the Rio Grande. Unfortunately, this superhuman work, like the Great Wall of China, was not a success, as the maps show the islands of Timor and Sumba to the south-east of their Sumbawa-Cape York so there should have been a canal through that peninsula as well.

The piece of Arnhemland-Java cut off by the canal is far too big for Java, but true believers can take that in their stride.

McIntyre assures us several times that Jave-la-Grande is a very good map of Australia, and quotes many great authorities who have seen the correctness of the shape and detail of both east and west coasts. The 10 known Dieppe maps by the five different cartographers all

vary in shape, detail and nomenclature quite a bit, but that is understandable, like different witnesses' drawings of flying saucers.

McIntyre says there is no need to pull the maps out of shape to make them look more like Australia as we know it, as many apologists and believers have done. He then proceeds to do just that, by describing three errors which insidiously pulled the coastlines out of shape.

The first of these he calls magnetic Deviation, by which he means Variation of the compass due to the earth's field. This pushed the east coast further and further east as Mendonca sailed southwards. The next error is Erration, of which I had not heard before, and this is a further push to the east because of the map projection in use at the time.

The third error arose because the Dieppe men drew the chart on a paper-covered sphere, then sliced it into "quarters" like an orange and peeled it off. The resultant "gores" when laid out flat only touch in the tropics, and open out progressively north and south. When tracing the coastlines on to the final map the gaps in the lines were joined up and this resulted in Cape Howe (Cape Fremose on Jave-la-Grande) being charted 1 500 miles (2 400 km) too far to the east compared with Cape York; in other words it arrives in about the modern position of Cape Howe. The western coastline does not receive any treatment, as no known or unknown errors could pull that into the correct shape.

While McIntyre was completing his book, another believer in the theory was at work on the Dieppe maps with a lot of cartographical skill and some scissors and paste. He is Brigadier Lawrence Fitzgerald, OBE, who was head of the Army Survey Corps for many years. He saw that the Dieppe men had to juggle a lot of different pieces of maps, about 12 in all, drawn on different scales and on unknown orientations. By cutting up a copy of two versions of Jave-la-Grande, he

found that he could fit them together into a map of Australia by changing the scales and tilting the coastlines around as necessary.

The Brigadier presented a paper to the Royal Historical Society of Victoria on the subject in February, 1977, probably too late for McIntyre to give a mention of his work in the book. Only a skeptic or unbeliever could say that by using the same method one could produce a likeness to the map of Ireland, or a profile of our present Prime Minister.

McIntyre's book is packed with excellent scholarship and research into the little-known period of Portuguese supremacy in discovery and navigation right around the world. Between 1500 and 1600 the best navigators were all Portuguese, but many of their discoveries were kept secret owing to the rivalry of Spain. There are photographs of four of the Dieppe maps, and of some of the well or less known relics which are proofs of Portuguese voyages on our coasts. Two of these figured in the *Lost Caravel*, the *Tamil Bell* and the piece of Spanish helmet; another two are in *Victoria*, the *Mahogany Ship* at Warnambool and the *Geelong keys*; then we have the carronades found in north-west Australia, and the broken stone walls near Twofold Bay, NSW.

McIntyre asserts that our old friends, Torres, Tasman and Cook, all had knowledge of the Dieppe maps, in fact Cook had a copy aboard the *Endeavour*, kept in a secret drawer for his eyes alone. How else, after getting his ship off the reef, could he have made straight for the Endeavour River? And when he reached it he wrote in his journal that the harbour was smaller than he had been told! He was actually told about the harbour by an officer whom he had sent ahead in a boat to search for a suitable haven, while Cook remained at anchor for the night.

It is true that a good harbour is shown on the east coast of Jave-la-Grande, in about the right latitude, but that was just

south of Timor, and over 1 000 miles (1 600 km) west of the present Cooktown. At the nearby Hope Islands, named by Cook because he was hoping hard that he would be able to save his ship, the steep, mountainous coast of Queensland is only four miles away. McIntyre says that from these islands the coast is in sight, but only just.

He also writes, while following Mendonca's track down the coast, that he sailed down from Cape York to Princess Charlotte Bay out of sight of land, quite regardless of the Great Barrier Reef. Then puts us right (?) by saying that the Barrier Reef begins at Cooktown! In some needless passages McIntyre gives us an insight into Cook's and Torres' secret thoughts, and gives us conversations between Cook and Banks which are both unfounded and misleading.

The official Portuguese cartographer of the Indies, whose title was later confirmed by the King of Spain, was Manuel Godinho de Eredia, who is given a well-deserved place in the book. He was born in Macassar of a native mother, and so gained access to both Indonesian and Portuguese records. For many years prior to his death in 1623 he devoted his researches into trying to prove that the Portuguese were the first to discover Australia. But strangely he knew nothing of Jave-la-Grande, nor of Mendonca's great discoveries. He knew about the rich island of Zanzibar on the coast of Africa, in about the same latitude as Java, but he knew nothing of

HENRY LAWSON'S BOOKSHOP

531 Royal Arcade,
(Beneath Sydney Hilton)
Pitt through to George St.,
SYDNEY, 2000.
Phone: 61 2365.

**WE STOCK ONLY
AUSTRALIAN BOOKS
AND BOOKS ON
OCEANIA!**

Write to us for specialist
attention.



HARDIE'S PIPELINES— A MAJOR CONTRIBUTION TO DEVELOPING PACIFIC NATIONS

Water Supply and Sewer Reticulation are the two basic requirements of a developing country. The Fiji Housing Authority, with the Health and Welfare of the Island Community at stake, naturally choose Hardie's pipelines to provide these services.

At Hardie's we know how vital delivery deadlines are to Pacific clients. Especially when the supply source can be 2000 miles or more away. So we provide a pipe service that's unbeatable for speed and reliability. No matter how big your pipes order, we go all out to get it to you on time, every time.

Contractors have found that Fibrolite pipes save time and trouble on the job too. Longer 4 metre lengths and lightweight,

mean easier, faster handling and laying. Precision made Supertite vee ring jointing system eliminates any risk of infiltration or leakage. And once down, Fibrolite pipes save on costly maintenance — made of asbestos-cement they will never rot, rust or corrode. Hardie's Fibrolite pipes . . . ready whenever and wherever they're needed throughout the Pacific.

PIPELINES TO PROGRESS



James Hardie & Coy. Pty. Ltd.
Box 12-070, Penrose, Auckland. Ph. 599-919.
Box 9671, Wellington. Ph. 724-851.
Box 325, Christchurch. Ph. 65-036.
New Zealand.

the large fortified island called Zanzibar shown on the Dieppe maps due west of Perth.

The Dieppe map by Desceliers in 1550 shows the usual continent but without the name "Jave-la-Grande", but perhaps there wasn't room for that as the land is well covered with decorations; a coat of arms, two compass roses, trees, houses, pagans and cannibals, and four types of animal, including elephants and camels. There are also seven square cartouches containing information about other lands, Java, Sumatra, Zanzibar, Ceylon, Malaya, Pegu and "Anganie". Not a word about Jave-la-Grande, nor is any mention to be found on any other maps, documents or in books.

Cook has been accused of making use of some of the place-names on the Dieppe maps, but as McIntyre points

out, he was unlikely to do this intentionally, as that would have given away his secret possession of one of the maps. The most quoted examples of these coincidences of names are (a) Cost des Herbaiges (Coast of Pastures), which became Botany Bay; (b) Coste dangereuse for the Great Barrier Reef, and (c) R.de beaucoup d'isles, for the Bay of Islands. These are all very flimsy coincidences on which to make charges of plagiarism. The French and Portuguese names only occur on the east and west coasts, those on the north coasts are the correct Indonesian names belonging to Java and Sumatra. We must remember that we only have McIntyre's word to assure us that the stolen Portuguese map showed Arnhemland and Cape York Peninsula, with a blank gap for the Gulf of Carpentaria.

In any case the last Dieppe

map is dated 1566. So that after the first appearance of Jave-la-Grande in 1541 to the last in 1566, it slipped back into the mists of the dreamtime, only to be seen at intervals, like the "Flying Dutchman", by the true believers.

In conclusion, I must say that this fine book by a very learned and gifted writer forces us to believe that a small party of map-makers in Dieppe, with international reputations for being accurate and up to date, believed that an authentic copy of an original map of the newly charted land of Java Major had been stolen or "leaked" from the impregnable India Office in Lisbon.

The fact that they had obtained the copy fraudulently did not deter them from using it to improve the accuracy of their lovely world maps, made for an exclusive market, often as royal commissions. But how

honest was the secret agent in the India Office who made the map or copy and leaked it out for monetary gain?

Being nameless, his reputation as a cartographer could not suffer, and if he had been caught by the authorities in Lisbon he couldn't be charged with treason for selling a fictitious map to the French as a practical joke. We must admire his nerve and his wit, for his tilt at the French lasted for 25 years, and has kept echoing through the centuries. He could not have guessed that a serious book on his clever hoax would be written 437 years later, and in a city by the bay which he named Gouffre on his land of Java Major!

— Brett Hilder

[THE SECRET DISCOVERY OF AUSTRALIA: Portuguese Ventures 200 years before Captain Cook. By K. G. McIntyre, published by the Souvenir Press (Australia) Pty Ltd. Adelaide. \$9.95.]

How fared the modern exiles and migrants in the Pacific?

Henry Kissinger, commenting upon the problems of the peoples of the American Trust Territory, once remarked, "Who gives a damn". The 10 authors and editor of *Exiles and Migrants in Oceania* clearly do, even if their studies are obscured occasionally by the technical language of their anthropological craft.

Unlike many such edited volumes, the co-authors of this one seem to have consulted one another prior to publication so that a good deal of cross-fertilisation is evident throughout the book's 417 pages, supplemented by 14 excellent maps, six tables and biographical data on the contributors.

An 11-page *Field Guide* provides advice to future researchers on what to look for when they study resettled communities in the Pacific and, I suggest, elsewhere.

Movement has been a part of the South Pacific scene from the beginning when sturdy

islanders ventured forth in canoes of wood and sinew to populate the thousands of square miles of territory that sprinkles out of southeast Asia's peninsular underbelly.

Islands as stepping stones was not a concept of World War II vintage, but an integral part of the thinking of the prehistoric inhabitants of those pleasant places.

The reasons for modern migration, also, are not so different from what must have motivated the ancient islanders. Among the 10 case studies of migration, seven was the result of some sort of natural disaster, such as storm or drought, volcanic explosion or dwindling natural resources.

Banaba, Bikini, and Rotuma are the three exceptional cases.

In the case of Banaba, Europeans wanted the rich phosphate deposits to enrich the cultivated fields of Australia, New Zealand, Europe,

and America. While, for the people of lonely Bikini, it was the American desire for a nuclear testing place that exiled the local inhabitants from their home. Contrary to this case, were the Rotumans, who sought to exploit labour possibilities in Fiji and whose migration seems to have been largely self-motivated.

Kissinger's remarks were apropos the small numbers living in Micronesia and were the basis for his disdain. He would be even more scornful of concern for the small populations described in this volume. The Banabans number "about 2000" and are the largest group, while 300 to 400 is the usual number involved in these mini-migrations.

This does not mean, however, that the circumstances of migration are made any easier. Some of the stories, told in often microscopic detail, suggest that great hardship has been endured by the hapless

victims of 20th century colonialism or timeless natural disaster, as editor Lieber shows in his summary chapter.

Knudson writes about the South Gilbertese who were transplanted to isolated Phoenix Island before World War II, only to be relocated again to the Solomons. The community again migrated, splitting this time over preferences for their imported Christian religions.

Australian readers will be particularly interested in the long piece by Erik Schwimmer, in which he discusses the executions at Orokaiva in World War II, a subject of much debate in the Sydney Press recently. Schwimmer's article concentrates on the events surrounding the disastrous eruption of Mount Lamington, in Northeast Papua, in 1951, where as many as 4000 people may have perished, their lungs seared by molten volcanic ash.

Some of the migrants like Ambrym's Maat villagers, seemed to have settled well in their new homes. They go back and forth between adopted and traditional home, exploiting to the full the options open to them. For the Maat villagers on Efate, their new home is one

The World Listens to Clarion On the Go.

The reason? Clarion offers so much more. Superb entertainment created by advanced, highly reliable electronics. Easy, custom-fit dash installation. A super-wide selection of car radios and stereo units. Professional servicing by local dealers. An international reputation for superior quality and performance. Clarion—another word for the best. The very best.



PE-663

 **Clarion**
Clarion Co., Ltd. Tokyo, Japan

Australia: Amalgamated Wireless (Australasia) Ltd. 554 Parramatta Road Ashfield N.S.W., 2131 / New Zealand: AWA New Zealand Limited. P.O. Box 50-248 Porirua / Fiji Islands: Brijlal & Co., Ltd. G.P.O. Box 362 Suva / Tahiti: ETS. Comimpex. B.P. 200 Papeete / New Caledonia: Caldis. B.P.M1 Noumea Cedex / Guam: Guam Radio & TV Shop. P.O. Box 1939 Agana, Guam 96910 / New Hebrides: The Sound Centre P.O. Box 434 Vila / Cook Islands: South Seas International Ltd. P.O. Box 49 Rarotonga.

without the traditional fear of sorcery, though they recognise that there is more leisure time back home on Ambrym.

The Kapinga on Ponape seem well settled and the Rotumans in Fiji are much sought-after workers in Fiji primary industry.

Kiste's Bikinians, who did regain their atoll for a time, must now face resettlement once again, for the level of radioactivity is too high to permit human habitation. Banabans, resettled on Rabi Island, are still negotiating with the British Government for a better deal on their phosphate resources.

Most of the groups, such as the Tikopians on Russell or the south-west islanders on Palau, remain as a community, seeking their identity as having come from a particular place.

The exception to this are the Nukuoro on Ponape, who seem to refrain from forming community associations and exist as scattered families or individuals.

In this regard, the people of Nukuoro are the most successful migrants, if we consider migration in its larger context.

Debates still rage in the migrant countries of the Pacific rim, such as Australia and the United States, about how overseas migrants ought to be treated. Some take the view, as do the Nukuoro, that migrants ought to assimilate, giving up their past homeland and adopting their new one.

Integration, however, is the increasingly prevalent cry and is exemplified by most of the cases in this book. Integration means that each migrant group contributes to the formation of a new society, reflecting the different cultures of both migrants and host.

Australian experience is that assimilation usually does not occur. Like the Maat villagers who live and work on Efate, they may take on many of the local customs; even dress and live like their hosts outwardly.

Migrants in metropolitan countries, as on the islands, often see themselves as temporary residents, who may return home at any time. Most often fail to appreciate this component of the migrant world view.

Readers in non-Pacific

Island countries will find that the problems of migrant communities in Ponape have much in common with those in San Francisco or Sydney. Aside from such a self-interested motive, readers will find also the stories of the resettled migrants and relocated exiles of intrinsic interest.

If there is anyone casting about for ideas for novels or films about the modern South Pacific, the dramatic events told in such depth and detail here will provide ample inspiration.

Unlike the blasé former US Secretary of State, readers will find that they do give a damn.
— Grant McCall

(EXILES AND MIGRANTS IN OCEANIA, Association for Social Anthropology in Oceania Monograph No. 5. Edited by Michael D. Lieber. Published by The University Press of Hawaii, Honolulu, January, 1978. US\$17.50)

A must for PNG stamp buffs

Papua New Guinea Stamps 1971-76: by Rex Lingard, is a profusely illustrated account of the country's philatelic development over the period, which covers its accession to self-government in 1973 and independence in 1975.

The book is a must for all interested in philately in the Pacific, and clearly bears out the distinctive features of PNG's stamp issue policies.

These are outlined in a foreword by Mr I. Edoni, secretary of the Department of Public Utilities, Post and Telecommunications Services, and include: issuing sufficient stamps each year to make PNG worthy of the people who collect its stamps, but not so many that the collector feels exploited; depicting only PNG subjects and topics, staying clear of gimmicky issues, imperforate specimens, subjects foreign to the country and other unethical practices; and having the stamps printed by the world's leading stamp printers.

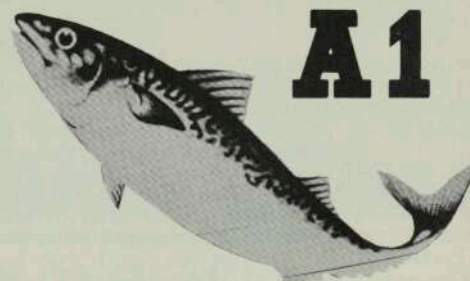
Mr Edoni pledges that "collectors may look to a stable, conservative stamp issue policy in PNG in the future"

This last claim is certainly borne out by the many fine colour reproductions of PNG stamps contained in this small book which is soon to be available from PIM's mail order bookshop. F.L.S.

(PAPUA NEW GUINEA STAMPS. 1971-76. By Rex Lingard. Published by Robert Brown & Associates, Port Moresby. \$A2.25.)

MASTER

BRAND



A1 MACKEREL

PACKED BY :

NIPPON SUISAN KAISHA, LTD.

- * "Master" Brand Canned Mackerel, Canned Sardines and other Canned Fish.
- * "House" Brand Instant Noodle, Soup & Desserts, all kinds of Spices and Japanese Soy Sauce.
- * Groceries, Confectionary, Beverage, etc.
- * Hand Tools, Builders & Cabinet Hardware, Plasticware, Chinaware, Kitchenware.
- * Building Materials, Plywood, Hardbord, Formica, Tiles, Wall Paper, etc.
- * Steel Products: Round, Square, Flat, Angle, Channel Bars, Iron Sheet, Pipes & Fitting.
- * Machinery, Motor Spare Parts, Batteries and Accessories.
- * Electric Household Appliances & "Daikin" Air Conditioners.
- * Sporting Goods, Fishing Rods & Reel, Accessories for Boat & Yacht.
- * "Hudson" Pocket & Table Lighters, Disposable Butane Lighters.
- * Soaps, Hair Shampoo, Detergents, Toiletries.
- * Various Novelties, Ornaments, Souvenir Items.
- * "New Jet Type" Labeler & Other Daily Stuff.

UNITRADE COMPANY, LIMITED

GENERAL MERCHANTS
EXPORTERS & IMPORTERS

Sanritsu Building 11-12 3-chome Hachobori
Chuo-ku Tokyo (104)

TELEX NO.: "252-4665 KANDK J"

CABLE ADDRESS: "KAYANDKAY TOKYO"

TELEPHONE NO.: 03-553-9520

Resident Representatives in Fiji, P.N.G.,
Philippines, Hong Kong & Singapore

A BAD SMELL MEANS MONEY FOR THE SAMOANS



American Samoans have two major options when it comes to trying to get a job — the government or the tuna canneries. The government employs nearly 4 000 persons, while Star Kist and Van Camp canneries combined provide jobs for 2 000 more, writes Robin Pierson from Pago Pago.

While the highly-sought-after positions are the air-conditioned, government office jobs, there are never quite enough of these for all applicants. However, with the US\$46 million pumped into American Samoa each year, the government has found jobs for more than 40% of the territory's labour force.

Yet many individuals prefer working at the canneries, where the minimum wage is higher — US\$1.66 an hour at Star Kist and Van Camp vs \$1.25 government minimum wage — and there is always the possibility of picking up overtime pay.

Often short of employees, the canneries' staffs are made up largely of Western Samoans who find the wages good in comparison with their own islands. About 85% of the employees, who are mainly women, receive the minimum wage. Employees have a traditional 40-hour work week, unless there is a surplus of fish, during which time packing may go on late into the night. Then too, there are the times when there's a shortage of fish or water, which can close down the canneries and lay off the employees for months at a time.

Inside the canneries the fish is rapidly transformed from its whole, frozen state and is thawed, cooked, cleaned, packed and cooked again. It's a smelly, steamy, noisy process and earplugs are safety requirements in many parts of the plant.

A strong, fishy odour fills the air around this industry. The same type of smell, plus the very poignant deodorant scent of Odo-ban, regularly passes through town in large trucks on the way to private

dumping sites. The contents of these trucks are the canneries' waste materials.

The Environmental Protection Agency specifies that water used by the plants and later dumped into Pago Pago Harbour must be purified. Unfortunately, after one look at the bay, it's obvious the EPA's regulations are being by-passed by individuals using it as a dumping area.

Less obvious, but more dangerous, is the waste that comes from the can plant across the street from the canneries. Here Star Kist manufactures its own cans, 3 000 to 4 000 daily, all of which are soldered with 98% lead. I was assured that almost none of this lead enters the can, and the amount going into the air complies with government regulations.

In 1975, an election (referendum) was held at Star Kist regarding the admittance of a union to the cannery. The employees defeated the proposal, yet union members protested due to what they felt to be irregularities during the pre-election campaigning. The case was taken to court in American Samoa and it was ordered that another election be held. However, the union, claiming that irrevocable damage has already been done to their cause, is now appealing against the decision in California, hoping to establish their organisation without an election.

Originally, the Samoans were to do the fishing for the canneries, but as they disliked the long periods at sea, the Koreans and Chinese have taken over this profitable market. These men are often at sea three to four months at a time, catching primarily albacore, using long lines. Even the smallest boats may have 25 crew members and have a 92 tonne freezer capacity, while the larger boats can hold up to 2 032 tonnes of fish.

Many of the old, rusty, listing fishing vessels that come limping into Pago Pago Harbour, are hauled out and repaired at the Marine Railway.

A Korean or Chinese fishing boat with an able crew and captain can make up to \$250 000 a year, while the occasional modern fishing vessel that passes through can make at least \$15 million in the same amount of time.

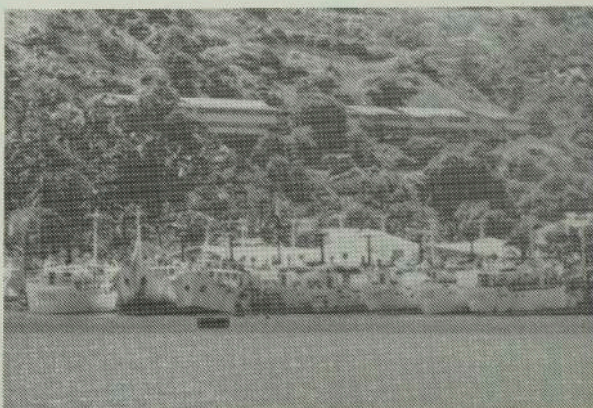
At Star Kist alone, 20 500 tonnes of fish will be canned this year, yet tuna is just as expensive in Samoa as it is elsewhere. Fortunately, wahoo, a game fish which cannot be exported, is also packed at the canneries and 95% of this fish is sold to the employees of the canneries, who in turn, sell it locally. The going retail price for wahoo is 50c a can.

The American Samoans are talking more and more about developing additional light industries to provide more

jobs and income for the islands. Even now, water shortages are a problem at the canneries and any additional drain on the island's power sources could increase the frequent blackouts and shortages.

The visual and environmental impact of the existing industries should also be considered before undertaking further development, for one of Samoa's greatest resources is its natural beauty, which, if properly utilised, could also be a source of jobs and income.

Hopefully, if any additional industry does come to American Samoa, the people of Samoa will be involved more in the money-making aspect than they are in the existing industries.



Three Star Kist girls (top) and a section of the fishing fleet anchored off the factory.

It'll be a good year in the New Hebrides

The New Hebrides is in for a good year in 1978 according to the Central Planning Office of the condominium in its Economic Review, 1977. Copra production may drop because of the 1977 drought, but that will be more than offset by an increase in exports of meat, coconut oil and copra cake (for cattle feed) and a rise in the number of passengers in cruise ships.

The value of exports for 1977 was FNH 2 525 million, almost double the 1976 figure, but imports rose by more than 20% to FNH 3 146 million to give a visible trade deficit of FNH 621 million or \$A6 862 050.

Imports could rise in 1978 as the effects of the 1977 earnings from exports and tourism work their way through the economy. Cocoa, one of the most promising crops in diversifying the economy, brought good prices throughout 1977.

The South Pacific Fishing Co, based at Palekula, had its best year for some time, exporting almost 10 000 tonnes of frozen fish valued at FNH 1 057 million. The amount was 64% higher than that of 1976. In December, 1977, 55 boats were operating from Palekula. The NH Government reaped a benefit from these exports as it holds a 10% interest in SPFC.

Meat exports fell in 1977, compared with 1976, but the current meat marketing policy should see meat become a

much more important export in the future. A new abattoir at Santo, to which will be attached a cannery, will open in the second half of 1978, and will handle 30-35 head of cattle a day. A new cannery, capable of producing 10 000 cans of meat a day, has been opened at Vila.

It was a boom year for tourists. The number of arrivals by air and sea was 24 545, compared with 17 929 in 1976. Those figures did not include cruise ship passengers, of whom there were about 17% less because the Fairsky was out of service for part of the year.

A new coconut oil mill went into production at Santo near the end of 1977, and is expected to be capable of processing 20 000 tonnes of copra a year. Two new chicken farms on Efate, added to existing farms, were expected to make the NH self-sufficient in poultry. Possible future developments are a brewery, a woodchip plant and rice-growing.

The supply of manganese is running out, as evidenced by the export of a mere 27 533 tonnes, only half as much as was exported in 1976.

The condominium will have an earth station to improve telex and telephone contact with the rest of the world. It will be built towards the end of this year by Hebritel, a company formed by France Cables and Cable & Wireless.



The Palekula fish freezer factory...its best year for some time.

PNG deal with Japan

Australian interests won't be affected by a million-dollar fishing deal which Papua New Guinea has negotiated with Japan. Under the deal PNG has licensed three Japanese syndicates to operate in its new 200-mile fisheries zone.

Part of the zone overlaps a similar 200-mile zone which Australia is about to declare under legislation now before parliament in Canberra.

But in deference to final arrangements yet to be made with Australia, PNG has excluded the overlapping regions from the new Japanese deal. The overlapping regions are to the north and north-east of Australia.

PNG and Australia have already reached an interim agreement on the overlapping zones. The effect of the agreement is that each country claims fishing rights in the zones, but each also recognises the claim of the other.

This means that any third

country would have to make complex individual negotiations with Australia and with PNG if it wanted to use the overlapping waters.

The agreement involves a separate issue to what is involved in the fixing of international Torres Strait boundaries between Australia and PNG.

The new fisheries deal between PNG and Japan will apply for only eight months, but will be subject to renegotiated renewal.

But, in the eight months alone, the contract is expected to earn uncapitalised revenue of \$1.5 million for PNG. This will be made up of a lump sum of \$1.21 million to be paid by Japan, and ship licence fees.

Under its recently-defined national fisheries policy, PNG will licence foreign fishing fleets only until its own economy and technology are capable of handling the catch.

A gradual phasing period is

Polynesian Airlines spreads its wings

TIMETABLE

Flight PH 731 Departs Apia Friday 3.15 p.m.	Arrives Tonga Saturday 4.55 p.m. Departs Saturday 5.35 p.m.	Arrives Auckland Saturday 7.55 p.m.
Flight PH 730 Departs Auckland Saturday 8 a.m.	Arrives Tonga Saturday 12-noon Departs Saturday 12.40 p.m.	Arrives Apia Friday 2.15 p.m.

Plus inter-Island connections

Now weekly flights between Western Samoa
Tonga and New Zealand.

For further information see your
Travel Agent or write to



POLYNESIAN AIRLINES
P.O. Box 599,
Apia,
Western Samoa.



8230

TRADE WINDS

anticipated as PNG takes over from foreign operators.

The bulk of the fish resources in PNG's 800 000 sq. miles of ocean is tuna.

The agreement came under heavy fire from the Opposition in the National Parliament towards the end of May.

The Deputy Opposition Leader, Sir John Guise, and Opposition finance spokesman Mr Michael Pondros led the attack, Sir John telling parliament to "beware of Japanese fishing policies".

Accusing the government of allowing itself to be exploited, Sir John said that provincial governments controlling the PNG coastline, and the National Parliament itself, should have been consulted before the contracts were signed.

He believed PNG could get a better deal if it diversified its fishing contracts to include countries other than Japan.

The finance spokesman, Mr Pondros, said another real fear was that fishing resources would be depleted. He urged PNG to establish its own fish canneries without delay.

The Natural Resources Minister, Mr Julius Chan, told parliament that there was no fear of depletion under controls agreed to. The contracts with Japanese interests were only interim arrangements while PNG developed its own technology to fish its own waters.

Mr Chan undertook, however, to take note of all criticism as part of current research to prepare a national fisheries policy.

PNG's new Parliament House — like an open village

Papua New Guinea has adopted a design for its \$8.5 million Parliament House to be built over three years. Assessors, who accepted the prize-winning design from 14 entries, said the building would be of local timbers and would "reflect the concept of an open Papua New Guinea village."

The designer is Mr Bill Phillips, a senior architect with the Department of Public Works headquarters in Port Moresby. He wins an award of more than \$8 000 for the design.

The two placings in the competition also went to Department of Works architects, Mr Brian Catchpole, a senior architect, who won the second prize of \$6 000 and Mr Gregory Forgan-Smith, the department's area architect in Rabaul, who won the third prize of \$3 500.

The competition was restricted to architects working in PNG, but the limited development of a home-grown architectural profession meant that most of the entries came from non-nationals.

Parliament meets in a converted building which was once the Port Moresby General Hospital, near the centre of the oldest part of Port Moresby.

The new building will be at Waigani, the civic centre suburb of Port Moresby which already contains the central government executive offices

and national buildings.

The winning design will use a laminated timber frame rather than steel or concrete, employing modern wood technology and PNG-grown timbers. Timber will also be used for other structural components, for the cladding, the

internal finishings and even in the retaining walls of the surrounding landscaping.

The panel of judges, presided over by the Speaker of parliament, Mr Dibela, included the Prime Minister, Mr Somare, and the then Opposition Leader, Sir Tei Abal.

FIJI MEDICAL DEPT 'PIG-HEADED' SAYS SURGEON

Mr Deo Datt Sharma, consultant surgeon in Fiji, has resigned from the public service because he is not satisfied with the way things are run. In his letter of resignation Mr Sharma said that since joining the staff of the CWM Hospital in 1974 he had noted things which rose out of bigotry and gross administrative inadequacy. He said administrators had been so pig-headed in the past that it was impossible to impress any change on them.

"Now, with amateurs in schoolboys' uniforms in charge, things have reached ridiculous proportions," he said.

Mr Sharma said the posting of doctors to the surgical unit was a big joke. Almost any Tom, Dick or Harry was considered fit to do surgery. There were many examples of lack of drugs and instruments. Nursing care was worse now.

Mr Sharma intends to go

into private practice in Suva. He spent a year at the Fiji School of Medicine before going to Bombay on an Indian government scholarship. There he obtained a medical degree, after which he spent four years in New Zealand, then two in the UK at his own expense. He became a fellow of the Royal College of Surgeons of England and a Fellow of the Royal College of Surgeons of Edinburgh. In 1974 he returned to Fiji to work at the CWM Hospital in Suva.

Mr Sharma's resignation and other complaints about general laxity in health care led to demands for an inquiry into Fiji's medical services. The Minister for Health, Mr Ted Beddoes, said there would be no inquiry, but he would study carefully all points raised and act on them if necessary. A few days later the government changed its mind and agreed to an independent inquiry into Fiji's health services.

FOR SALE

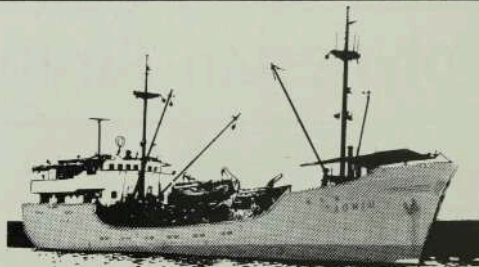
Cargo-Passenger vessel "Taoniui"

Specifications: G.R.T. 500.

Capacity: Grain 27,160 C.F.

Bale 25,350 C.F. 2 McGregor Hatches. Speed 9½ knots.

Built Holland 1957-58. Lloyds Class A1. 16 Saloon passengers. Current refit and overhaul almost complete (over \$100,000 already spent). PRICE \$220,000 at Suva.



ALTERNATIVELY: Consideration will be given to charter or introduction into shipping run with assured tonnages. All enquiries to Williams Shipping Co. Ltd., 20 Matua Street, Suva. Tel. 31 2100. Cable "Wilco."

BRIEFLY

• The Nauruans, who have no buildings above nine metres on their own island — but own the highest building in Melbourne — opened a new high-rise building recently, eight-storey Nauru House on Saipan in the Northern Marianas. The building, costing US\$6.8 million, is in the Susupe area and has a revolving restaurant, the only one in Micronesia, on top of the 39m building. More than 200 Nauruans flew to the opening ceremony, including 44 council officials, a school choir and a rock band. Also in the party was the Fiji Military Forces Band. Speeches were by Marianas Governor Carlos Camacho and Head Chief Hammer DeRoburt, who, at that time, had not resumed the Nauruan presidency.

• The Agriculture Department in Western Samoa has received numerous reports from around the country about a new pest which is attacking taro plantations, the army worm. The worm eats taro leaves, taro shoots and attacks the roots of the plant, destroying it completely. It has a life cycle of six weeks. The Agriculture Department is advising planters to examine their crops at least once a week for signs of eggs and young caterpillars which are found on the undersides of the plants.

The pest is kept under some control by flies and other insects which attack it but the Department is looking into its breeding habits, and is recommending a spraying programme for the planters.

• CIG (Fiji) Ltd is investing \$1 million in a liquid oxygen manufacturing operation in Fiji. It is one of the biggest investments in Fiji by an Australian company for some time.

• Fiji had an export trade of \$162 822 000 in 1977, which included \$123 048 000 for local products. The remainder came from re-exports. Against that, however, the import bill was \$280 960 000, leaving a deficit of \$118 138 000 in visible trade. Offsetting that of course, were

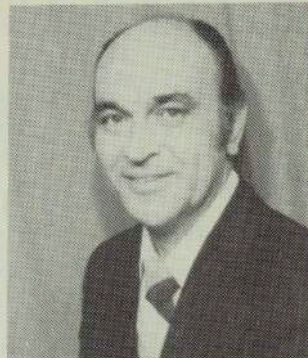
the invisibles such as loans, transfer funds, capital inflows and income from tourism. Overseas reserves at the end of 1977 were \$128 090 000. Raw sugar exports of 322 422 tonnes earned \$93 574 000 — an average of \$290 a tonne, compared with \$271 a tonne in 1976. Coconut oil exports totalled 17 551 tonnes, worth \$8 865 000, and 1 393 000 grams of gold earned \$4 936 000. Exports of canned fish were worth \$3 728 000.

• Australia has given Tonga a quantity of agricultural equipment including 14 tractors, 29 disc harrows and ploughs, 16 peanut harvesters, threshers and shellers, and four maize, peanut and soybean planters. A number of vehicles are included in the gift — utilities and lorries, and six motorcycles. As most farms in Tonga are too small for farmers to buy such equipment, the machinery will go into the Ministry of Agriculture farm machinery pools. Farmers will hire the machinery required. Australia will train Tongans to use and maintain the machinery.

• Fiji Forest Industries has opened a plant at Malau, near Labasa, to make a new type of composite board known as blockboard. The blockboard is made from timber previously burnt. Ratu Josia Tavaia, Minister for Forests, opening the plant, said the government had been concerned about the waste of timber from forest logs, where land had to be cleared for other projects. Through technological development, Fiji Forest Industries was able to set up the blockboard industry and help to eliminate waste.

• Australia will give \$2 650 000 under its South Pacific aid programme to construct and furnish the School of Social and Economic Development and the associated Institute of Administrative Studies at the University of the South Pacific in Fiji. This will enable the school to move into its own buildings and will provide the university with its second major block of lecture rooms. The project will be one of the largest in Fiji financed by Australia.

Special Announcement



BERNINA CITY

We are pleased to be able to offer you a new and complete sewing service.

At the request of our many friends in the Pacific we are pleased to inform you of the creation of a direct sewing service.

Mr. Henri Dubois has been appointed, and is responsible for this new service in your area, and we suggest you write to him for any information you may require about Bernina Sewing machines.

As from the 13th July 1978 Henri will be available to answer any of your sewing inquiries, with the co-operation of our very experienced staff, each one a specialist in their own field.

Les Service and spare parts, all repairs to any brand sewing machines, accessories, etc.

Kathy Sewing hints, your sewing problems, how to go about your sewing, etc.

Peggy All you've wanted to know about materials, where to get it, prices, etc.

Claude Despatch, shipping, insurance, deliveries, etc.

Also available from this new service — Sales of new Bernina Sewing Machines, colour brochures and prices will be sent to you with no obligation, Domestic Overlocking and Hemming machines, a good selection of sewing cabinets, guaranteed reconditioned trade-ins (over 200 to choose from) from \$40. When writing to Henri let him know the brand you require as well as your price bracket.

When writing address your correspondence to:

Henri Dubois
Bernina
GPO Box 3654
SYDNEY, AUSTRALIA 2001

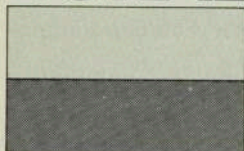
We look forward to being of service to you and your needs and assure you of our best attention at all times.

In catering SPEED-E-GAS* is fast, efficient and reliable.

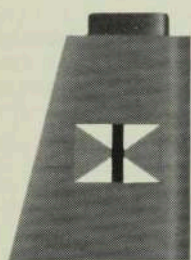
Terminals throughout the Pacific.
For more information write

Boral Gas Limited, 221 Miller Street,

BORAL



North Sydney 2060
*Speed-E-Gas is known
in Papua New Guinea, as
Guinea Gas. In Tonga
as Tonga Speed-E-Gas,
and in Fiji as Fiji Gas.



The Chief salutes the Solomons on your coming-of-age!

Independence for the Solomon Islands — a milestone in your history. Here at Chief Container Service, we're proud to be a part of this achievement.

Chief Container Service is providing an efficient and regular cargo link between Honiara and Australia. Our fleet of three self-sustained, fully-containerised vessels — "Papuan Chief", "Coral Chief" and "Nimos" — serve as a valuable link to your most important markets.

This is our contribution to your emergence as an independent nation.



**CHIEF
CONTAINER
SERVICE**

AGENTS FOR
CHIEF CONTAINER SERVICE:
Sullivans (Solomon Islands) Ltd.,
G.P.O. Box 3,
Honiara.

IS093

Seventy years spent in the Solomons uniquely qualified Dr Charles Fox, a member of the Anglican Church's Melanesian Mission, to describe the old Solomon Islands society and the white man's impact upon it. The extracts below are from his 1962 book *Kakamora*. "Kakamora", or "Old Man of the Solomons", was the title affectionately bestowed on Dr Fox by the local people. He died in October, 1977, aged 99. What better time to echo his words than now, when the Solomons stand on the threshold of a new era.

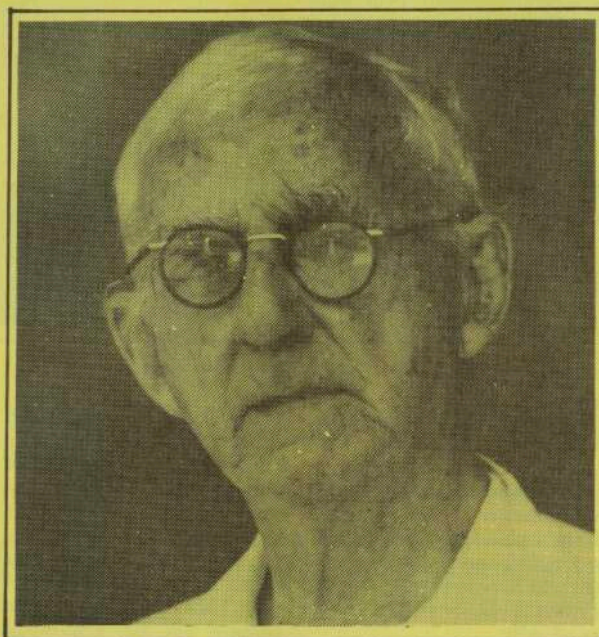
The light and shade of Solomon Islands history

In 50 years and more of my life in Melanesia the greatest change has been in the faces of the people. Many have felt that Heber's lines "Where every prospect pleases, and only man is vile" are a slander on the people of whom he wrote, and probably they were. But they would have been true of parts of heathenism in the Solomons.

There you did see vile faces, many of them cruel, crafty and vicious; and now wherever you go you see, on the whole, faces that are kindly and have a dignity of their own. The Americans found it so in World War II, to their great surprise; and the only reason for this is the adoption by the people of the Christian faith, the same faith by which the English live, even when they have outwardly rejected it. It is still in their subconscious.

Fifty years ago there was killing everywhere, killing for cannibal feasts, killing for money, killing for glory and revenge. Generally, there was little or no bravery in it. Women and children in a garden were suddenly attacked and killed, a man fishing on the reef surrounded and speared, a village attacked just before dawn and everyone in it butchered. A stranger was killed as a matter of course. No one could land on another island without being killed. No one went 20 yards from his house without his weapons.

Many have noticed in these days what heavy burdens of wood and water the women carry, and they have felt angry with the men for letting the women do it. Most newcomers write home about it and say that the women are beasts of burden.



Kakamora — Old Man of the Solomons

But 50 years ago when a woman went to gather wood and fetch water in her bamboo vessel, her husband could not help her carry it for he had to walk beside her, with his weapons in his hands, alert for a killer. True, he need do so no longer; but the custom of women carrying the loads is ingrained from immemorial usage, and the woman is indignant if a man offers to do it. My own offers to take over the load of firewood under which some woman was bending were always laughingly or angrily rejected. No doubt the men should realise that times have changed. But the old days are not so long ago...

The people lived in continual fear of black magic. If someone could get hold of anything belonging to you, your

to have been, but the real thing — was known to everyone. Is it surprising then that all that was good in them, and there is plenty of that in all men, turned eagerly to the teaching of Christ?...

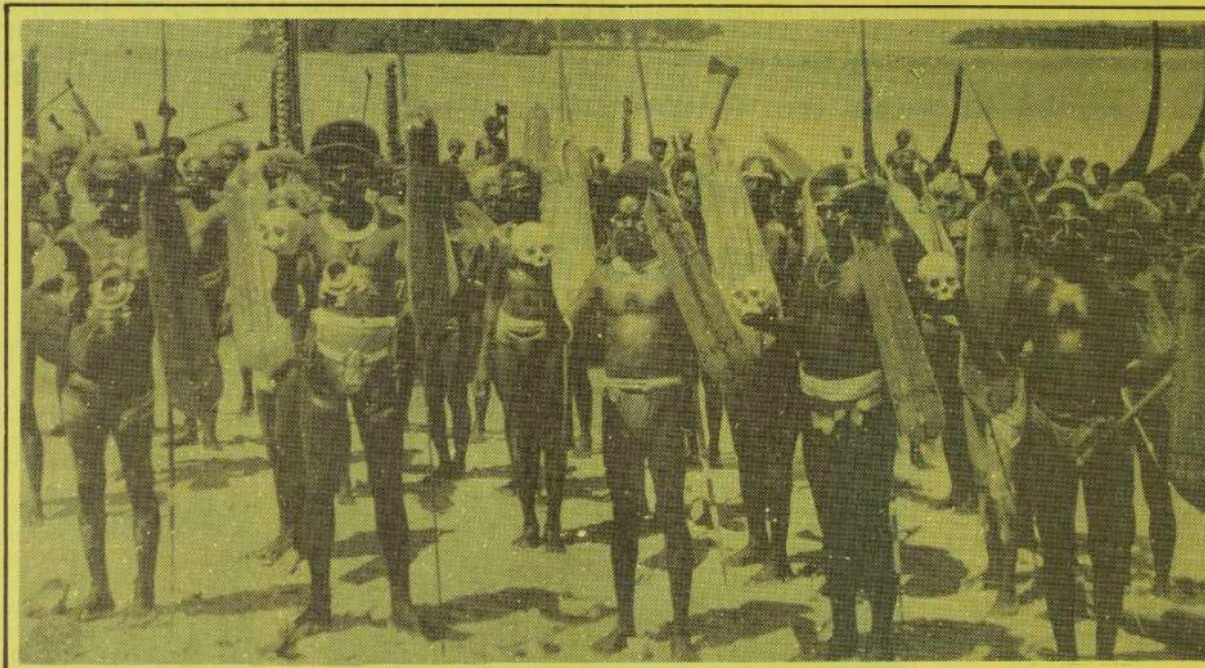
Along with the new unity they have brought, all Europeans have helped to break down the old society of the Solomon Islands. The missionary has done this more than all others because he has given them a new religion in exchange for the old beliefs which entered into every part of the life of their former society.

They ceased to dance when dancing was no longer dramatic prayer to the spirits in whom they had ceased to believe. At any rate the life left their dancing and it became a shadow of what it had been. In all sorts of ways, when they became Christians the old way of life broke down.

For example at a meeting of the Church Synod it was decided to regulate marriage by the Table of Affinity, which though not part of the Anglican prayer book is an appendix to it, drawn up from a study of the law of Moses. This meant in practice that young men could now marry women whom their own clan laws forbid them to marry, and to the Melanesians such marriages were regarded in the same way as we regard incest.

The young men were triumphant, the older people bitter and unhappy. As a matter of fact their clan regulations were quite sufficient to forbid the marriage of near relations; technically by their rules some such marriages were possible, for example there was nothing in the clan rules to stop a girl

YESTERDAY



"Fifty years ago there was killing everywhere" . . . return of a headhunting party years ago.

marrying her father, since he and she were of different clans; but in practice these possible marriages never did take place.

The clan rules regarding marriage were good. Yet no one in the Synod, except myself seemed to think they ought to be kept. The law of Moses must be sacrosanct and binding on all Christians.

But as soon as the people understood that the clan laws could now be broken, by consent of the Church, they began to pay less regard to the clan itself. And yet the whole structure of native society was bound up with the clan: the tenure of land, mutual help and hospitality of clansmen and many other things. The Church leaders did not realise that they might be causing a general breaking down of Melanesian society, which is so close-knit and so bound up in everything with the old religion, that if you touch one thing you bring about all sorts of unexpected and unforeseen changes in other things.

But it is a great mistake to speak of Melanesian customs. The customs and the languages are different in each island,

and in most of the islands they have never been studied.

Bishop Patteson spoke some 20 Melanesian languages and was a master of eight of them. I am a philologist rather than a linguist, and though I have tried to preach in six or seven I never spoke more than three at all well.

Most Europeans trust to interpreters, but they are often broken reeds and interpreting some speakers is very difficult. One of our bishops once got a catechist to interpret for him into the Raga language, while he preached in Mota. The catechist gave it up after the first sentence which he found beyond him, so he preached an entirely different sermon of his own in Raga, sentence by sentence. I never had the heart to tell the Bishop as I tried to listen to both sermons, both quite good. But it was a little confusing.

Once at Tikopia the Bishop had with him an archdeacon from New Zealand. The Maori preached in his own language, which the Archdeacon put into English, which the Bishop put into Mota, which the catechist put into Tikopian. I wonder what came out? It is very hard

to translate a difficult English sentence suddenly. I was once faced with the sentence: "Of course, marriage is a social contract" — not easy to put into Mota. On another occasion a young priest for whom I was translating began by remarking: "This was a psychological moment in the history of Israel!" Like other things, interpreting needs practice and training. It is often bad in government courts.

No government officer has ever learnt a local language. This is partly the result of the policy of the British Government never to leave an officer for long on one island, nor even for very long in the group. Thus the government officer has had more excuse than the missionary for failing to understand the thought and way of life of the people. He has done what he could through the medium of pidgin English, but very few have come to know much about the people, certainly nothing like as much as, for example, the Roman Catholic missionaries, the best linguists in the group.

The government officials never realised who were the real chiefs. In appointing head-

men they chose those who knew the most pidgin English, sometimes rogues who persuaded the official they were chiefs, while the proper chiefs were ignored. This certainly happened fairly often.

The power of the real chiefs declined for other reasons. When a European District Officer set up his station and court in one of the islands all the cases of misconduct, at any rate all serious ones, had to go to him.

Before that the village chief had judged them and fined the offenders. He knew much better than the District Officer the truth about the matter. With the fines he imposed he became the richest man in the village and gave lavish hospitality. Now he could no longer do this, and became a person of no importance and his word had no weight. After the coming of the District Officer the individual villages were far worse governed than before.

Many of the laws imposed showed a lack of understanding. It seemed to the government officers that there were far too many dogs in the villages and in the houses — and

YESTERDAY

indeed so there were. A dog tax was imposed, which was more than the people could pay, so the police were sent to shoot all the dogs. But the dogs were for pig hunting and when they were shot numbers of wild pigs from the hills destroyed the village gardens.

Another law made it necessary for a native visiting a friend on another island to go first to the District Officer and buy a pass for a shilling. This meant hardship in some cases. A man might have to walk 60 miles each way and pay a shilling to visit a friend six miles away. Not that this happened often, but the law caused irritation. A law was proposed forbidding Melanesians to wear anything more than a loincloth, and prohibiting European dress. The bishop protested about this and the proposal was dropped, but the Melanesians felt sore about it.

New ideas, new laws, came too many and too fast, even when they were good. The people were bewildered, always wondering what might come next. They were never, of course, consulted. For instance it could never have been understood by Melanesians that when they sold land they had lost it forever. Everything was returned in the next generation. When peace was made between two villages and an indemnity paid, the children of the victors paid back the indemnity to the children of the vanquished. So also with land, debts, and everything else. It would never enter their minds that something could be lost in perpetuity.

Taxes were another mystery, and government officers had a hard job explaining the reason for them. One of them was explaining to a group of Melanesians that the taxes were paid so that the Solomon Islands could be protected by the British. "Otherwise," he said, "the Germans or the Japanese (this was long before the war) would come in and treat you far worse than we do." Melanesians delight in irony. "It's like this," said one of them afterwards, "a big boy is sitting on you and beating you, and you howl — 'What are you howling for?' he says. 'If I

wasn't sitting on you, a bigger boy than I would be doing it, where's your gratitude?' " That was unfair, but the people feared they would be taxed more and more till they had nothing left.

I doubt if Melanesians ever had gaols. The nearest thing I ever heard of was on Mala (local name of Malaita — Ed, PIM). The first white man to walk across the island was Thomas Williams, a layman of our Mission. This was in 1901 when to undertake such a journey was really a mad thing to do. By all the rules he should have been killed when he walked from Fiu to Ataa. But he succeeded; and one of the things he saw in a central village was a very large cage made of bamboo in which an insane man was kept and fed. You could call that a gaol. When the first real gaol was set up on San Cristobal it was not long before one of my Arosi (this tribe was particularly well known to Dr Fox — Ed, PIM) friends went into it. When he came out I asked what he thought of this white man's custom. "Excellent," he said, "good food, good accommodation —

but why did I get no pay?" The prisoners wore loincloths with broad arrows over them. These took the people's fancy. They were smuggled out, and in no time all the "best people" of Arosi were wearing them. There is no stigma in having been in gaol. Their view is that the man has done wrong, but he has paid for it, and is clear again. It seems in many ways a better view than ours. At all events gaols were something new. The Melanesian was always thinking "What next?" and "What will things be like at the end of it all?" He was puzzled, bewildered, and suspicious.

The government official did not break things down as much as the missionary. Next to the missionary the one who brought about the greatest changes was the trader. If you asked any Melanesian, then or now, who was the most valuable member of the European group, he would say, the trader.

By and large the European traders have been a great asset to the Solomon Islands. Workers on the plantations have been well treated, and

their experience of this way of life has done them good. Of course on the other hand small villages have lost their most enterprising lads and those villages have stagnated.

Many traders have been outstanding men, living in the Group for many years, unlike the government officials, and giving an immense amount of help to the people among whom they lived. Many came and put all they had into plantations, only to see the price of copra go down till the plantation could not pay, and all their money and years of work were lost.

It seemed to me that the government view of the trader and planter was as a person to be tolerated, rather than to be encouraged and helped, especially when times were bad, and even often to be hindered and hampered by needless regulations.

If Europeans had to leave the islands the Melanesians would have said, and would say now, let it be the trader last of all.

He did not interfere with their customs, even if he laughed at their religion. He



"Now, wherever you go you see, on the whole, faces that are kindly"... children in Honiara

— Photo: Alan Gill

YESTERDAY

brought them goods they needed. He was fair and just. Their respect for the justice of white men, their belief that white men always keep their word and don't lie, is largely from their knowledge of the trader and planter...

Fifty years ago, the way of life was full of excitement. On Gela (more generally known today as Florida — Ed, PIM) in those days people went on dancing parties from village to village, and it was a thrilling experience for the audience, because sometimes the dancing party had concealed weapons and in the middle of the dance fell on the watching people and massacred every one of them. You never knew what might happen when you went to see the dance! Men went into terrible rages and sweated blood. A Gela chief named Dikea went into one of these rages with his wife for a very small matter, and beat her with a club till she was a bloody mess.

Life could be full of terror. But all the same it was full of colour, of rich ceremonial and of adventure; and to many it now seems drab and grey, just working for white men on plantations, or making copra or perhaps working in a mine. As for excitement — nothing much. This is why many of the present generation, knowing nothing now of what life was really like 50 years ago, but hearing of the old customs, ceremonial, adventure and excitement, sometimes think wistfully of the old ways and wonder if European civilisation has been for them a blessing or a curse.

They know that with the coming of the Europeans they themselves have been rapidly dying out, and that this is still going on in some islands, that the population is static on others, and that it is increasing in only a few. Europeans know, from what has happened elsewhere in the Pacific, that more medical help and more preventive medicine, better food crops and more variety of food, can bring about a healthy and increasing race. The great work of an American doctor (Dr S. M. Lambert, of the Rockefeller

Dr Fox on the Solomons' future

As the Solomon Islands this month accede to political independence, it is interesting to recall some facets of Dr Fox's view of their future, as expressed in his book *Kakamora*.

The veteran missionary wrote: "The Solomon Islanders are, and always have been, a race of small farmers. They have always been devoted to their land and taken pride in working their small farms. But they have worked them by primitive methods, the digging stick, not the plough... The new self-supporting Church Association movement, though only at the beginning, has great future possibilities, not least because it originated with one of themselves, and has been worked out along Melanesian and original lines. The plan is for each island to have one or more of these church farms, leasing the land from their own people, paying their own people to run them and work them in their own way, but using better methods than in the past, and so spreading a knowledge of these better ways to every village on the island, and to every individual farm. They are growing new crops: rice, cocoa, and other things, hoping the villagers will follow suit, so that all will have more food and more variety than they had before, and that they will be able to sell their produce and so have more money than they once had for their needs. On their farms they hope to have catile and poultry, to get hullers for the rice they grow, and some day tractors and such things to work their land. They will also, it is hoped, develop other industries..."

"Given medical and agricultural help, the Solomon Islands people can be saved. But not by big schemes, nor by spending a lot of money. They can work out their own salvation, and it is better that they should..."

Foundation — Ed, PIM) who conceived the idea of a medical school in Suva for Pacific Islanders, and brought it about, is bearing fruit. Mission hospitals are producing nurses. There is plenty of hope for the people. But they have not much faith yet, though it is growing, in their own future.

Europeans have been bringing unity to the people. Fifty years ago there was none. The people of one island, or even one district, knew little of any others, except that they were enemies. The great number of different languages kept them all apart from one another. But missionary, government official and trader have all helped to bring about a growing unity.

On the coconut plantations, year after year, some 2 000 of

the men from different islands came together, and got to know one another. They all spoke pidgin English. I am no believer in pidgin English as the future language of the whole people, it is too clumsy a medium of thought, but it has served a very useful purpose in thus drawing together people of different islands who had no common language.

Wishing to try everything and to know what it was like I was once allowed by a friendly trader to become for a time one of his plantation boys and live their life. We were up at 5.30 am and after a cup of tea and a hard biscuit went out "brushing" the plantation, or making copra. We had a spell in the middle of the day and then worked till 5 pm — a nine hour day. The evenings we

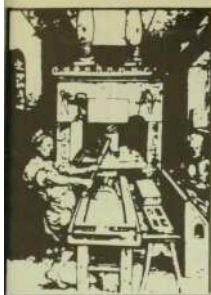
spent in talk, boys from different islands all friendly together. It was a good life. The plantations have done as much as anything else to bring about the unity of the people, and break down the old hostilities and distrust of one another.

One government for all, with one law for everyone, has also helped. The missionary has helped too, with one faith. This would have had the greatest effect of all if it had not been a divided Christianity which we brought them, making fresh divisions among them, divisions for which many of them could see no reason, and which many of them think would cease but for the white missionaries among them.

But like the plantations, the missionary schools have been a strong influence for bringing them all together, and getting rid of the suspicion and distrust they felt for one another. Not only have boys lived together in these schools for far longer periods than they ever spent on the plantations, but they have been able, because of this, to form lifelong friendships with boys from other islands than their own, and hundreds have gone as missionaries, often for life, to other parts of Melanesia. The great work the schools have done for unity has never been recognised. They ought to be helped and encouraged, for with a merely materialistic education the people — any people — will in the end wither and die.

With the coming of girls' schools a new era is opening, because the women have a deeper influence in the village than the men. The white women who kept this aim always in view and worked their way towards it, have done more than anyone else in this generation for the Solomon Islanders. One of these, Sister Nellie Stead, a highly qualified nurse, especially in maternity work, well deserved the MBE the Queen gave her...

• The above extracts are from the book *Kakamora*, by Charles E. Fox, MBE, MA, D Litt, which was first published by Hodder & Stoughton, London, in 1962.



From the ISLANDS PRESS

From the Pitcairn Miscellany:

Maurice, our town personality and head coconut opener, was burning the rubbish from Ben's office in a drum at the square when an empty fly spray canister went into the burning drum with the rest of the paper. A tremendous explosion echoed around the square which nearly blasted poor old Maurice into tomorrow, and even old Albert was heard to remark that the duck shooting was early this year. In any case Maurice is now much more careful about what he burns.

From the New Hebrides News:

Another Namele tree must be planted outside the Condominium building to replace the one removed last year, says the Malvattumauri. The Chiefs expressed their regret at the uprooting of the tree. They felt the removal of the Namele tree was like destroying all nakamals in the islands. Another must be planted to signify the power and the true identity of the people of this country. To properly settle the matter, a custom ceremony should be held between the Chiefs and the people who removed the tree.

From a speech at Honolulu by the Governor of American Samoa reported in the American Samoa News Bulletin:

... The Pacific island peoples are awakening to the obvious need to co-ordinate their efforts towards economic development. This is especially important now that big powers like Red China and the Soviet Union, outsiders until now in the Pacific region's political sphere, are making serious efforts to penetrate the economic and social order of the Pacific islands. No island community or nation can "go it alone" in the face of increasing involvement by large industrial powers, for they neither have the resources nor the economic base to unilaterally safeguard their particular interests or the Pacific region's interests in general. It is therefore imperative that the Pacific island peoples co-ordinate their efforts to ensure an orderly economic growth and safeguard their collective interests in the region ...

Mr John Chipper, president of the Rabaul Town Council, castigates the "National" people in an interview reported in the Ailans Nius:

... The National Government gives the people millions of kina per year. The Australian taxpayer has given the Papua New Guinea Government over two thousand million kina since the last war, and yet it would seem that most National people take everything and give nothing. You are looked after from the time your mother begins to carry you until you die. You are the spoilt children of God in this world. The name of the country should be YU GIMI not New Guinea, for you take all the time and say thank you by grumbling, asking for more and not looking after your country and things in it which belong to you ...

From the Solomons News Drum:

Independence meant "freedom to solve our own problems", the Chief Minister, Mr Kenilorea, told the Legislative Assembly in his winding-up speech on the constitutional debate. He said that independence did not mean an end to problems or running away from problems. If man was the main source of problems then man, too, was the main source of solutions ... Some members, he said, were concerned about the security of their people. People

were frightened of what lay ahead. "It is not the system or the constitution that will disrupt the country," he said. "It is the human force which should be considered as the enemy. If we face tomorrow with fear, we face ourselves. But, if we face it with a clear mind, there shouldn't be any fear."

From the Papua New Guinea Post-Courier:

The Commerce Minister, Mr Lus, has warned Papua New Guineans not to go into business with expatriate partners without checking out the deals. He said foreigners were often taking nationals "for a ride" and were having a "wonderful party" with the country's economy.

From the New Hebrides News:

Saturday, May 6, will be Snail Day in Vila. This is the second attempt to slow down the spread of the Giant African Snail in Vila. Over 30 tons were collected by schools, youth clubs, Scouts and Guides, communities and individuals last year ... Prizes totalling 60 000 FNH have already been drawn up, including a special prize for the largest snail collected ...

A placard photographed outside the Majuro International Airport and appearing on the front page of the Micronesia Independent:

Long live Marshalls. Hell is a place for C.O.M. (Congress of Micronesia) and Devils. Uninvited guests keep out. C.O.M. go to hell.

From a letter in the Arawa Bulletin signed by Constable Martin Kepa "and the Traffic Constables, Arawa Police" in reply to a protest from a motorist at being singled out for a parking offence:

... "Unjust" lady you were booked for parking at the "No Parking" sign when Police "saw" you committing the offence. But your male counterparts of whom you are complaining were not seen by us (duty traffic men). If we don't see someone committing an offence and if no one reports them, how the hell do you think we could go about establishing the facts to present a case?

From the Coconut Telegraph, a monthly published at Savusavu, Vanua Levu, Fiji:

... The per capital income of Fiji's people is said to be \$920 per year — about \$18 a week. With great care, many people, including families, manage to live on this amount, plainly, honestly and decently, paying their way and owing nothing, though, of course, there's no allowance for luxuries. The success of such an exercise needs a special kind of intelligence and expertness seldom understood or acknowledged by a person living on, say, \$20 000 per year.

From the Solomons News Drum:

An attempt to secure the release of all prisoners on Independence Day was rejected by the Legislative Assembly at its recent meeting ... Opposing the motion, the Chief Minister, Peter Kenilorea, said that already there was confusion among people about independence. Some people in the rural areas thought independence meant free goods in the shops and if prisoners were released, people would misinterpret independence as freedom from law and justice and the rate of crime would be inevitably high.

From The Fiji Times:

Throwing down rubbish wherever you happen to be standing may have been a tolerable process years ago when most rubbish was of a different type and there was simply not so many people throwing it around. But to see today a mother quite calmly letting a child hurl a plastic bag or food wrapper on to the city footpath or back step does not bode well for the future of this green and pleasant land.

helix

HEAT SEALING.

SHRINK PACKAGING.

CONTACT AUSTRALIA'S
FOREMOST MANUFACTURERS
OF HEAT SEALING EQUIPMENT
SERVING INDUSTRY
IN AUSTRALIA & THE PACIFIC ISLANDS
FOR OVER 25 YEARS.

HELIX ELECTRICAL PRODUCTS PTY. LTD.
27 Rosebery Avenue,
Rosebery, NSW 2018,
Australia. 663 0487.

HENRY CUMINES PTY. LTD.

EXPORTERS • GENERAL MERCHANTS
428 GEORGE ST., SYDNEY

CABLES: HENCO SYDNEY. G.P.O. Box 3949. PHONE: 25-3383.

For specialised and personalised buying service
throughout the Pacific Islands and the East.

• LOCAL AGENTS AND REPRESENTATION: •

PAPUA NEW GUINEA.
PORT MORESBY: Mr. Tan,
P.O. Box 5445, Boroko.
Telephone 25 2542.
RABAU: M. & C. Seeto,
P.O. Box 131, Rabaul.
Telephone 92 2902.
MADANG: W. Double,
P.O. Box 22, Madang.
Telephone 82 2696.

FIJI.
K. Witherington Ltd.,
P.O. Box 293, Suva.
Telephone 22 356.

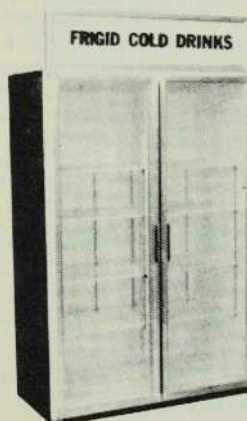
NEW HEBRIDES.
John Lum & Associates,
P.O. Box 65, Santo.
Telephone 329.

SOLOMON ISLANDS.
Lo See War Ltd.,
P.O. Box 327, Honiara.
Telephone 399.

• Resident Agents in other Pacific Territories. •

FRIGCOOL

UPRIGHT DISPLAY REFRIGERATORS



- * LOW COST
- * BOTTLE & FOOD DISPLAY
- * LARGE CAPACITY
- * 2 & 3 DOOR MODELS AVAILABLE
- Large capacity — small floor space
- Maximum visual display
- Gleaming white, vinyl coated aluminium interior for better reflection of light within cabinet
- Fluorescent lighting
- 2" Frigidfoam insulation (equivalent to 4" Polystyrene or 6" cork!)
- Powered by heavy-duty Kelvinator sealed unit warranted for 5 years
- Attractive timber grain Marvplate exterior
- Automatic frost-free, fan-assisted cooling gives even and faster cooling of stored products
- 4 rows adjustable plastic-coated, hygienic, white shelves and floor tray
- LOW MAINTENANCE, the only maintenance required being periodic cleaning of condenser
- Illuminated sign in top panel optional extra.

AVAILABLE FROM:

AUSTRALIAN NEW CALEDONIA EXPORTS. 363 George St, Sydney, 2000.
BRECKWOLDT & CO., 276 Pitt St., Sydney, 2000.
HAGEMeyer (A'SIA), 59 Anzac Pde, Kensington, 2033.
GEOFFREY HUGHES & CO, 167 Macquarie St, Sydney, 2000.
NELSON & ROBERTSON PTY. LTD, 197 Clarence St, Sydney, 2000.
PETER FISHER TRADING PTY. LTD, 321 Pitt St, Sydney 2000.
E. RABOT (EXPORTS) PTY. LTD, 67 Castlereagh St, Sydney, 2000.
RABTRAD NIUGINI PTY. LTD., PO Box 1406, Lae.
A. RIETTE (PACIFIC) PTY. LTD., 300 George St., Sydney, 2000.
H. Y. KWAN (AUST) PTY. LTD, Box 2713, GPO, Sydney, 2001.
C. SULLIVAN (EXPORT) PTY. LTD., GPO Box 3373, Sydney, 2001.
W.S. TAIT & CO. PTY. LTD, 31 Macquarie Place, Sydney, 2000.

Manufactured by:

Frigid Coolrooms

FRIGID CABINETS PTY. LTD.,

14A Duffy Ave., Thornleigh, N.S.W. 2120 Aust. Ph. 848 8292.

FC2.

CRUISING YACHTS

• **SARABANDE**, 11 m Woollocott ketch built in New Zealand, at present in the West Indies, may return to Pacific cruising. The owner, Dr B. Diethelm, writing to PIM from Antigua where, incidentally, he received PIM for November and December, 1977, said that with his wife and children he spent several years in SE Asia, the Indian Ocean, the Seychelles, Arabia and the Mediterranean before sailing for the Caribbean and hopefully, for the Pacific. The **Sarabande** has been Dr Diethelm's home for about 11 years. He set out on his cruising from Sydney in 1967, returning in 1970 and setting out again in 1973. The last time **Sarabande's** movements were recorded in PIM was in 1973. "It was indeed a thrill to be reading PIM again and certainly makes one feel close to the Pacific again," Dr Diethelm wrote.

• **BOOMERANG**, 15.24 m Swedish ketch registered in Eskero, arrived at Rarotonga on May 10 from Raoul Island, the first yacht to visit that isolated NZ weather station for six months. Previous ports of call were Sydney and Lord Howe Island. On board were Peter W. Hallin (master), Ken Hallin, Urban Svedung, Lars Gaether and Bob Fox. Next ports of call were to be Bora Bora, Tahiti, Pitcairn and Easter Islands and Panama, followed by the Atlantic crossing, and then back home to Sweden.

• **MATA MOANA**, 5.6 m loop, Caprice class, arrived at Rarotonga from Papeete and Moorea on May 8 with Tongan owner-skipper Vilami ehoko and one girl crew member. Vilami is an ex-merchant marine cadet who was trained and taught navigation under Captain Michael Bailey in the Tongan **IIFOFUA**, and was in Rarotonga with **MATA MOANA** in

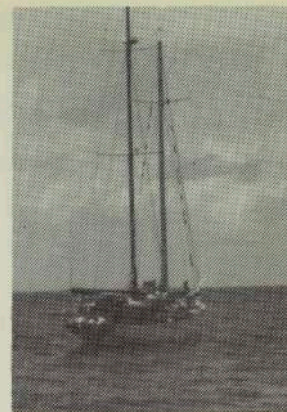
June last year (PIM, Sept 77, p 75), having sailed single-handed from Auckland.

• Also in Rarotonga in early May were **EOS**, an American ketch registered in Portland, Oregon; **IDIOT WIND**, a Canadian sloop registered in Vancouver which arrived from Papeete with Peter Powell and one crew, and **ROSI II**, 6.75 m German sloop which arrived from Moorea with single-hander Mr A. F. W. Volzer.

• **WAYWARD WIND** and **SHEARWATER**, both staysail schooners and each 19.8 m on deck and 25.3 m overall, were visitors to Tubuai in April. On board **Wayward Wind** were Walter and Carolyn Kiefer and son John, Bruce Lussin, of Canada, who joined as a member of the crew in Tahiti, and guests Annie Levy and her daughter Rava, who also joined the yacht in Tahiti. **Wayward Wind** left Newport, California in June, 1977, for the Marquesas, then to Rangiroa, Tahiti and the Leeward Group of the Society Islands, then back to Tahiti before leaving for Australia. **Shearwater** also started her cruise from Newport, but in November, 1977, and visited the Marquesas, Ahe, Rangiroa and Tahiti. On board where she arrived at Tubuai were Ernie and Carrie Minney and their young children, Ernie and Alice, Chip Cahill, a crew member, who had been on board since **Shearwater** left California, and LaVonne Hilschner, a retired school-teacher, also of California, who joined the yacht in Tahiti. Both yachts spent some time at Taravao Peninsula, Tahiti, then sailed together to Rurutu, west of Tubuai, where Annie Levy has relatives, then to Tubuai where they stayed for a week before returning to Tahiti. Plans were for the **Shearwater** to sail to the Leeward Islands, including Bora Bora, before continuing west to New Zealand. Future plans of the **Wayward Wind** were uncertain.

• **MELE MAKANI**, 12.8m ketch registered in Honolulu, arrived at Rarotonga on April 23 from Bora Bora with skipper R. A. Colven and two crew.

• **GISELLE**, 37m cutter



Shearwater (left) and Wayward Wind at anchor at Tubuai.

registered at Houston, US, arrived at Rarotonga on April 23 from Bora Bora with James Parker and two crew.

• **CRABBY**, 16.76m motor yacht registered in Coos Bay, Oregon, US, arrived at Rarotonga on April 25 from Papeete with owner-skipper B. C. Crabtree and his wife, Alexandra. They left Oregon last June on a leisurely world cruise and when at Los Angeles the yacht acted as chief communications vessel for the 1977 Trans-Pacific yacht race from Los Angeles to Honolulu. The vessel is equipped with two radar sets, two Ham radios, one UHF radio, two high-seas band radios, a citizen band radio and two direction finders. **Crabby** also has an auto-pilot and a water distilling plant which can produce 90 litres of fresh water an hour. Ports of call included Christmas Island, the Line Islands of Malden, Starbuck, Vostok, Caroline and Flint and the French Polynesian islands. Next port of call will be Pago Pago.

• **WITCHCRAFT**, 10.66m American sloop, also arrived at Rarotonga on April 25 from Raiatea with Dr Art Biehl and two crew. **Witchcraft** is a world-famous racer in the one-ton class. Brisbane will be the next port of call.

• **XANGO**, a French ketch, arrived at Rarotonga from Tahiti on April 28 bound for New Caledonia. On board was skipper M. Blanc and one crew member.

• **MOONSHADOW IV**, a Westsail 9.75 m cutter rig, with Jim and Verna Gallup, arrived May 5 at Tubuai after a fast

16-day voyage from New Zealand. They are on a return trip to Canada which they left over a year ago on a cruise through French Polynesia, the Cook Islands, Niue and Tonga, to New Zealand. They built their yacht from a kit at their home in Calgary, Alberta, Canada. It was trucked to the Pacific Coast and registered at Vancouver, BC. They sailed for Raivavae on May 9, arriving the following day. From there they will leave for Tahiti, the Tuamotus, Hawaii and Vancouver.

• **EPAMINONDAS**, a 13.71 m Herreshoff ketch (Mobjack) with owner/builder Rick Crandall of New Zealand was at Raivavae in May. Also on board were crew members Dennis Marra and James Gandy, both of NZ, Peter Ward of the UK, and Hank Grimshaw, the navigator, from Hawaii. **Epaminondas** had made an 18-day passage from New Zealand to Raivavae.

Pot in yacht

An American yachtsman, stopping over in Suva for maintenance and repairs to his boat, was arrested by the police and charged with having marihuana in his possession. The American, Gary Edward Danielson, 30, of San Francisco, pleaded guilty, but said he had no idea where the marihuana or pipes containing marihuana had come from.

The magistrate, Mr Kenneth Moore, fining Danielson \$150, said he was concerned with tourists bringing drugs into Fiji with them. However, there was no allegation of any sort that Danielson was a pusher.



**offers expert insurance service
throughout the Islands.**

QBE INSURANCE LIMITED

(FORMERLY – QUEENSLAND INSURANCE COMPANY)

Central Office: 82 Pitt Street, Sydney.

FIJI – Branch Office, Suva, Manager for Fiji: L.G. Liddell A.A.I.I.
LAUTOKA – Sub-Branch Office: Burns Philp Bldg.
NEW CALEDONIA – T.A. Hagen, Ste. W.A. Johnston, S.A.R.L. - Noumea.
NEW HEBRIDES – District Manager: G.F. Donnelly, Vila; Santo
Santo: Burns Philp (New Hebrides) Ltd.
TAHITI – Arthur Chung: Immeuble B.I., Front de Mer, Papeete.
NIUE, NORFOLK ISLAND, SAMOA, TONGA and other South Sea Islands –
Burns Philp (South Sea) Company Ltd.

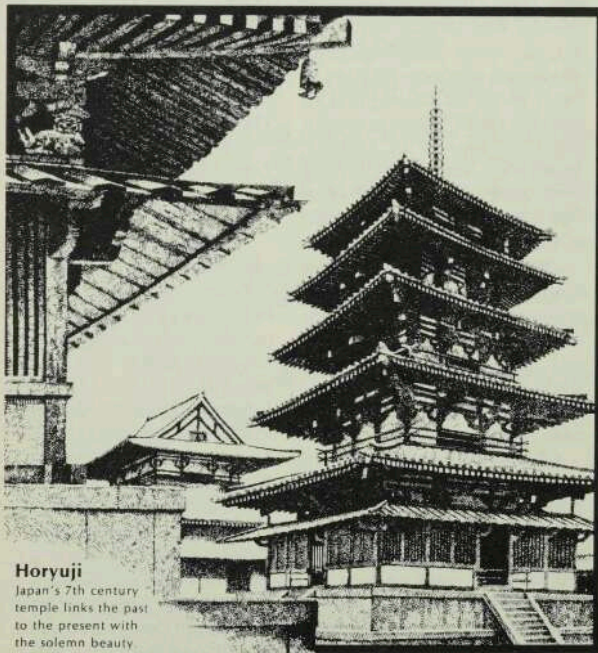
QUEENSLAND INSURANCE (P.N.G.) LTD.

PAPUA NEW GUINEA – Head Office, PORT MORESBY.
General Manager: J.M. Dawe. Assistant Manager: R.V. Maskell.

District Managers at:

LAE: I.R. Martin
MOUNT HAGEN: D.F. Carroll
ARAWA: J. Longbut
MADANG: R.W.V. Collings
RABAUL: W.F. Tinker

To Future Generations, Security



Horyuji

Japan's 7th century temple links the past to the present with the solemn beauty.

Social welfare is a subject of serious consideration in most modern societies. Man in the twentieth century accepts his responsibility to bequeath to the next generation a society better than his own. Daiwa Bank is not unique in accepting this responsibility, but Daiwa is unique in making acceptance of this role in society an integral part of their banking service.

Daiwa is the only Japanese city bank to combine banking and trust business. Daiwa is thus a fully integrated banking institution, comprising banking, international financing, trust, pension trust, and real estate business. This integration is part of our effort to fulfil our social responsibility consistent with society's needs in a contemporary environment.

a fully integrated banking service

DAIWA BANK

Head Office: Osaka, Japan
London and Frankfurt Branches
New York and Los Angeles Agencies
Singapore, Sydney, Sao Paulo, Hong Kong and Houston
Representative Offices
Subsidiary: Daiwa Bank Trust Company, New York
Joint Venture Banks: P.T. Bank Perdanika, Jakarta,
International Credit Alliance, Ltd., Hong Kong

A SORE FIJI PLANS TO CLIP NEW ZEALAND'S WINGS

The Fiji Government, fed up at the apparent raw deal Air Pacific is getting on Fiji-New Zealand routes, has given notice that it will end all Air New Zealand flights to Fiji in 12 months. The 12 months will expire about the end of April, 1979.

This sudden, unilateral move caught New Zealand by surprise as negotiations of routes were in progress between the two countries, and New Zealand understood there were to be further discussions. Whatever happens, however, Air New Zealand will be flying to Fiji throughout 1979 and for many years thereafter!

The effect of Fiji's move is to give both countries time to rethink their attitudes and come up with a completely new agreement. And Fiji will expect any new agreement to remove what are, in Fiji's eyes, some glaring anomalies.

The Fiji Minister for Civil Aviation, Mr Tomasi Vakatora, announcing the Fiji decision, said the move had been taken "with some regret" because of the notorious and "glaring" restrictions placed on Air Pacific flights to NZ by both the NZ Government and Air NZ. He had moved to cancel the agreement because of the failure of negotiations between the two countries' civil aviation officials trying to reach an agreement on a new arrangement for air services.

The current agreement, although of the Bermuda type, imposed severe restrictions on Air Pacific operations, while Air NZ enjoyed freedom to operate as it wished. (Under the Bermuda agreement between the US and the UK in 1946, countries have the right to carry their own country's passengers to another country. This principle is still applied generally, although there have been many changes in civil aviation since then.)

Mr Vakatora complained that the most notorious of the restrictions was a requirement that Air Pacific be forced to stop at intermediate points on its NZ route. Another glaring restriction affecting Air Pacific was the frequency of services. Air NZ could operate unlimited frequencies with DC10



Mr. McLachlan.

aircraft, while Air Pacific with BAC 1-11s was at the mercy of the NZ civil aviation authorities.

But the most unpalatable decision dictated by New Zealand was that Air Pacific flights to and from NZ had to originate and finish at Nausori, and not at Nadi. Air Pacific has five direct flights a week to New Zealand, while three are via Fua'amotu in Tonga.

A week after Mr Vakatora's announcement Air Pacific withdrew its proposed weekly BAC 1-11 service from Nadi to Auckland.

The flights were proposed earlier in 1978 under the Fiji-NZ agreement which then existed. This weekly flight was designed to give Air Pacific a bigger slice of the traffic between Nadi and Auckland.

Air Pacific was keen to operate the service but could not go ahead with it because of talks between Fiji and NZ civil aviation authorities in March. Permission to operate the flights was withdrawn after those talks.

The NZ Minister of Transport, Mr Colin McLachlan, admitted he was surprised at the NZ decision, but cancellation of the agreement would give both countries time to consider their options.

The air services agreement between the two countries was negotiated in 1973, and at that time Air Pacific seemed to place great importance on its role in connecting regional island territories. Air Pacific was then granted rights to Auckland, via several intermediate points, and to Rarotonga and Niue, and beyond to Tahiti and South America.



But since 1973, Air Pacific had been changing its view of its future. The NZ Government had been sympathetic to the needs of Air Pacific. Even though direct services to NZ were not included in the existing agreement, the NZ Government had licensed Air Pacific to fly direct from Suva (Nausori) to Auckland, as well as via Tonga.

Early in 1977, Air Pacific was operating only three direct flights a week, but during recent negotiations the number of flights was increased to six, even though the agreement as a whole had not been renegotiated.

Mr McLachlan said it was not correct to say that the formula insisted on by NZ for rights to certain traffic was based on the premise that any national carrier was entitled to carry its own nationals. Nor was it true that NZ dictated restrictions on the departure and landing point in Fiji for Air Pacific services coming within the air services agreement.

Tonga wants a new airport and its own airline

Tonga, with help from the newly-created Bank of the South Pacific, has started to upgrade Fua'amotu airport, near Nukualofa, to international standard. King Taufa'ahau Tupou has performed a groundbreaking ceremony for the airport extension and an industrial estate.

The Governor of the Bank of the South Pacific, Mr John Meier, said construction work on both projects would take about three years. Many local jobs would be created.

When the airport reaches international standards, the bank will help Tonga to finance a national airline to be started sometime in the next 12 months.

"The problem with airlines is that many have no choice but

to land in Fiji and other points in the South Pacific," Mr Meier said. "I have spoken to officials of other major airlines who said they felt Tonga was better — location and weather-wise."

He said several airline officials feared the political climate in Fiji and would welcome Tonga as an alternate location.

The industrial estate includes a hotel, which may have as many as 500 units. It was expected a final decision would be made soon.

Mr Meier said he believed enough tourism would be generated to make all the bank's projects economically viable in the long run.

King Taufa'ahau Tupou, speaking some days before Mr

Meier, said a Taiwanese group might be involved with the airline.

The king was asked if he had any reservations about Mr Meier, who has been involved in legal action in the United States over alleged tax evasion and financial deals made when he was an employee in Howard Hughes' empire. He now lives in Canada.

The king replied: "His background is, of course, unfortunate. The point is he is in a position, and is willing, to help Tonga in a way nobody else is willing to help Tonga."

An Australian proposal was that the airport should not be upgraded till 1995 at the earliest. The Australian plan did not envisage Tonga having its own airline.

Try World Famous



**Sun
Flower[®]**
BRAND

CANNED FISH



OTHER LINES: Steel & Wooden Desks & Chairs—Lockers & Cabinets—Slotted Angles & Shelves—Lighting Fixtures

CENTENARY 1878-1978

Saihara & Co., Ltd.

Sumitomo Seimei Kawaramachi Building, 37-5 Chome,
Kawaramachi Higashi-ku, Osaka, Japan
Telephone: Osaka (06) 202-2171. Telex: 5224820 HINODE J
Cable Address: "HERMES OSAKA"



HOUSING ?

Our Kitset Houses manufactured to your design or requirements are available for delivery and local assembly competitively anywhere in the Pacific. Units can come complete with plumbing and electrical wiring and be manpacked into the most inaccessible areas if required.

We can also cater for classrooms, hospital wards, dispensaries, etc. Our precut colour coded and numbered framing units means less skilled labour on site as initial cutting, fitting, etc., has been done in our factory. We will design and/or help you to set up your own manufacturing facilities utilising local labour and resources on a joint venture basis.

FOR FURTHER INFORMATION WRITE TO:—

STEWART

TIMBER & HARDWARE LTD.
EXPORT DIVISION

P.O. BOX 488, WHANGAREI. NEW ZEALAND.

Two Fiji towns battle for top port status

Mr Loh Heng-kee brought the wrath of Labasa on his head when he suggested Savusavu instead of Labasa as the practical site for a port of entry for Vanua Levu, the second biggest island in Fiji. Civic leaders criticised Mr Loh, who is director of the Ports Authority of Fiji, and had visited both towns to assess port needs and prospects.

The Mayor of Labasa, Cr Shiromani Madhavan, said it would be illogical and ill-considered to declare Savusavu as a port of entry. Savusavu did not have the population, infrastructure, communications and other facilities to support a port of entry. He said importers would boycott Savusavu and would have their goods sent to either Suva or Lautoka.

If the transinsular road between Savusavu and Labasa was not under construction

Labasa would have a good argument, say observers. But the road will make all the difference. Savusavu has handled some big tourist liners, and is the centre for copra, timber, cocoa and other primary industries.

Savusavu could be reached 24 hours a day, and is a deep-water harbour. The way into Malau, which serves as an off-shore loading point for the bigger ships going to Labasa, is strewn with reefs and rocks, and is navigable only in daylight.

Mr Loh met people representing a variety of interests when he visited Savusavu and Labasa, with other PAF officials. These were some of the points made at Savusavu:

- With completion of the transinsular road and development of a deepwater port at



Savusavu township and its deep-water harbour. Photo: A.G.Shearer.

Savusavu there would be obvious time-saving advantages for Labasa also;

- Savusavu was only 50 km from the overseas shipping lane;

- Overseas ships could call at Savusavu to pick up exports, saving the expense of a trans-shipment to Suva;

- Savusavu would open up possibilities for exporting timber, cocoa, yaqona, pineapples, root crops, etc and could lead to a revival of the banana export trade.

At Labasa Mr Loh and his party were told there could be ports of entry on the Labasa (northern) side of the island at either Naduri or Korotubu. Alternatively, there could be ports of entry at both Labasa and Savusavu.

However, a port of entry for Vanua Levu is still a long way away. It is a matter for the government to decide, and when it makes a decision for a port at a particular place it will be up to the PAF to develop the harbour.

Tokelau reef traps Koreans

The people of Atafu in Tokelau have pumped 50 44-gallon drums of diesel from the Korean fishing boat Nam Hae No 217 which ran aground on the reef in April. While there is still some diesel on board, there is no longer an immediate pollution threat to Atafu. The Nam Hae carried a tank full of 17 000 gallons (77 300 L) of diesel, and originally it was feared that the tanks might rupture.

Shortly after the accident, the Tokelau Affairs Office in Apia contacted the firm in American Samoa which charts the boat — Starkist Samoa — as well as the insurance company. There was to be an attempt to pull the boat off the reef, when the salvage boat arrived from Papua New Guinea.

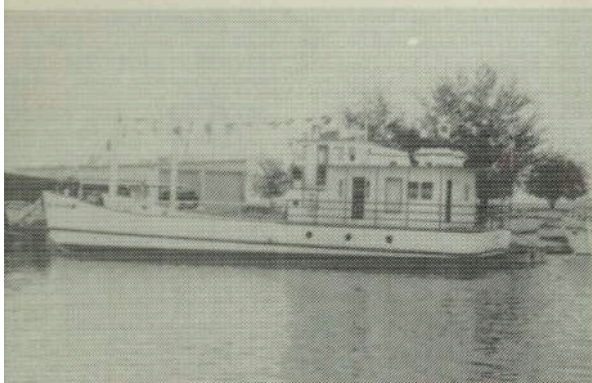
The Nam Hae was badly damaged but there were no casualties. She was drifting offshore about 275 m north-west of the reef channel when the accident occurred. The crew

was later taken aboard other fishing boats.

The Nam Hae is the second Korean fishing boat to run aground on the reef at Atafu within two months. The stranding was on April 9, just seven weeks after another vessel — the Tae Yang — ran aground as she was sailing to her fishing grounds.

The Nam Hae was taking the captain of the Tae Yang back to Atafu for talks with the Council of Elders when the accident occurred.

- South Pacific Island Airways and Air Pacific have launched a new tourist fare covering five islands — Viti Levu, Tongatapu, Vavau, Upolu and Tutuila — for \$246. Qantas services, terminating at Nadi four times a week or Air Pacific's four flights a week to Nukualofa may be used as entry points. The tour is known as the "Five-Island Festival Fare". It allows stopovers on each island. There are no minimum stay requirements.



This is Nei Nimanoa, a 22.7m ramped transporter and the largest ship built in the Gilberts. She has just been completed at the Tarawa shipyard under a UK-funded aid scheme. Designed by Impala Marine Ltd, she has a light displacement of 54 tonnes and has space for 9 tonnes of cargo. Accommodation includes two four-berth cabins for the crew, a two-berth cabin for the master and chief engineer, galley and toilet-shower. The wheelhouse is at the forward end of the deckhouse on top of the engine-room. A Decca 101 radar and Kelvin Hughes Pentland Bravo radio are fitted in the wheelhouse. The main engines are twin Kelvin T4 diesels, each developing 20BHP at 1 000rpm, fitted 2:1 reduction gearboxes. The two auxiliaries are identical Lister HR 2M air-cooled diesels driving a 7.5 kVA generator and a GGG pumps with a capacity of 172.7L a minute. The fuel tanks are just forward of the engine-room under the landing deck and have a total capacity of 11 365L. On the 13.1m landing deck are two 2-tonne derricks, fitted port and starboard to facilitate cargo handling at islands where it is not possible to beach the craft. The Gilbert Islands Shipping Corporation is already operating a similar type of craft. With the Gilberts going independent, probably in the next 12 months anything that will provide income and employment, especially as phosphate royalties from Ocean Island will soon dry up, will be welcomed. So, Tarawa shipyard will welcome orders for new ships from anywhere.

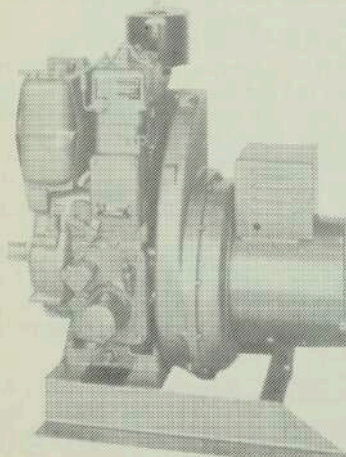
TRADE MARK
CAUTIONARY NOTICE:



Dynamit Nobel Aktiengesellschaft of Postbox 1209, 521 Troisdorf, West Germany, wish it to be known that they are the owners of the trade mark ROTTWEIL (as shown) and that the ROTTWEIL mark is used by Dynamit Nobel Aktiengesellschaft on or in connection with ammunition and projectiles, explosive substances, fire-works, firearms for hunting and sporting purposes.

Proceedings will be taken against any third party found to be using the ROTTWEIL mark or any closely similar mark on or in connection with ammunition and projectiles, explosive substances, fire-works, firearms for hunting and sporting purposes.

GENERATING SETS BY
BRAYBON



4 KVA to 65
KVA.

Manual.
Electric start.

Remote start
stop.

Automatic.
Mains failure.

4 KVA
illustrated.

BROCHURES AVAILABLE.

BRAYBON BROS. PTY. LTD.
P.O. BOX 63, CONCORD WEST.
SYDNEY. PHONE (02) 73-3246.

ESTABLISHED 43 YEARS

BRIEFLY

• Maeda Construction Co Ltd, of Japan, has been awarded a contract to construct an international airport on Truk. Maeda's tender was \$16 490 000. Other tenders from Japanese, Korean and Hawaiian firms ranged up to more than \$24 million. The airport will be next to the present runway. An area about 2 130 m long needs to be filled. The paved length of the runway will be 1 830 m. Maeda has been given a little more than two years to complete the project.

• Air Tungaru Corporation of the Gilbert Islands, which became a separate legal entity on April 1, has taken over the operation of domestic services from Air Pacific. Air Pacific's only involvement with Air Tungaru is providing engineering and maintenance services. Solair, of the Solomon Islands, provided consultancy assistance to Air Tungaru leading up to, and after the takeover, and has helped to train Air Tungaru staff in airline operations. Air Tungaru aircraft have five colours — a white fuselage with a horizontal blue stripe, white wings with red tips, a red tail, a gold half-sun and bird emblem on the engine covers and a red and black nose.

• A shipping corporation will be set up in the Gilbert Islands to take control of shipping from the Gilbert Islands Development Authority. The authority's marine division is now operating as a separate body, reporting to the Minister of Communications and Transport. The shipping corporation will have full legal status when the House of Assembly enacts an appropriate bill. The corporation is divided into five sections — shipping, ports, ferries, marine engineering and accounts. The shipping section is responsible for the local fleet which comprises the Moanaaroi, Temauri, Tautunu and the landing craft Makambo. The ports section handles wharfage, lighterage and stevedoring for both local and overseas ships. Captain T. D. Murdoch is managing the corporation and is also acting

as operations manager. Mr Kokoria B. Etuare heads the ports section. Mr Teibuakoo Burentarawa directs ferry operations and Mr Manraoi Kaiea is marine engineering manager.

• A shipping service operated by Williams Shipping Co (Fiji) Ltd from Suva to Rotuma has been extended to take in Funafuti in Tuvalu. Using the Komaiwai, 406 tonnes, Williams Shipping is aiming at a fortnightly service, but whether that frequency can be maintained depends on the amount of copra available at Rotuma for return voyages. To make the service economic on a fortnightly basis 3 000 bags of copra are needed. If that amount is not available the service will be on a three-weekly or monthly basis. Apart from cargo, the Komaiwai can carry 70 deck passengers, 15 in saloons and six in shakedown.

• The cruise ship industry brings in a lot of foreign exchange to the New Hebrides. In fact, it is fifth in the list as a source of foreign money, following copra, fish, air visitors and cocoa. In 1977 it was worth \$1 472 000 gross. Thirteen ships carrying 10,974 passengers visited Vila in November and December, 1977 and January, 1978. According to a survey each visitor spent \$A47.53. The government picked up \$222 000 through port duties and import duties on purchases by passengers. The survey showed that passengers spent 39.6% of their money on duty free goods such as radios, cameras, etc, 22% on clothing, 13.3% on tours bought on the ship, and 10.2% on meals, drinks and refreshments.

• Lautoka Yacht Club Ltd, of Fiji, has been deregistered and may lose about a hectare of reclaimed land on the waterfront. Deregistration followed a decision of the Registrar of Companies that the club was defunct. Membership of the club has dispersed over the years. The club secured a lease of land some years ago and planned to erect a clubhouse on it. The clubhouse was never built. The remaining members of the club had hoped to build it, but because of financial problems relating to the lease, have no means yet of putting up a clubhouse.



SHIPPING SERVICES

SYDNEY - LORD HOWE IS - NORFOLK IS

Compagnie des Chargeurs Caledoniens operates four-weekly cargo service Sydney - Lord Howe Island and Norfolk Island.

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, 47 Elizabeth Street, Sydney (232-7511).

Royal Viking Line, with first-class cruise ships Royal Viking Star, Royal Viking Sky and Royal Viking Sea, cruises the Pacific from Sydney and Cairns calling at a variety of Pacific and Asian ports.

Details from Wilh. Wilhelmsen Agency Pty Ltd, 13-15 Bridge Street, Sydney (2-0517).

P & O liners call at Apia, Auckland, Bay of Islands, Honiara, Lautoka, Noumea, Nuku'alofa, Pago Pago, Papeete, Port Moresby, Santo, Savusavu, Suva, Tavau and Vila on cruises from Australia.

Details from P & O Booking Centre World Travel Headquarters Pty Ltd, 33 Bligh Street, Sydney (231-6655).

AUSTRALIA - FIJI - SAMOAS - TONGA - NORFOLK ISLAND

Pacific Navigation of Tonga operates a five-weekly refrigerated general cargo/container service from Sydney and Brisbane, to Suva, Lautoka, Apia, Pago Pago, Nuku'alofa and Norfolk Island.

Details from Beaufort Shipping Agency Co, 2 Castlereagh Street, Sydney (221-2388).

AUSTRALIA-NEW CALEDONIA (AND/OR) NEW HEBRIDES

Daiwa Line operates a container service from Sydney to New Caledonia and the New Hebrides.

Details: Union Bulkships Pty Ltd, 333-339 George Street, Sydney (2-0238).

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 Australian coast.

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), Elders-ANL Pty Ltd, Port Adelaide (47-5688), ANL, Newcastle (049-24364), Clements & Marshall, Burnie, Tasmania (31-1833).

Compagnie des Chargeurs Caledoniens operates a three-weekly containerised cargo service from Sydney to Noumea.

Details Hetherington Kingsbury Pty Ltd, 37-49 Pitt Street, Sydney (27-1671).

Compagnie Generale Maritime operates a monthly service from Sydney to Noumea, Port Vila and Santo, using Ro-Ro vessels.

Details Compagnie Generale Maritime Head Office 4-6 Bligh Street, Sydney (221-2522), Freight Dept, 261 George Street, Sydney (241-2872).

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 and Lautoka 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-ANL Pty Ltd, Port Adelaide (47-5688), ANL, Newcastle (049-24364), Clements & Marshall, Burnie, Tasmania (31-1833).

Compagnie Generale Maritime operates a monthly service from Sydney to Suva, using Ro-Ro vessels.

Details Compagnie Generale Maritime Head Office 4-6 Bligh Street, Sydney (221-2522) Freight Dept 261 George Street, Sydney (241-2872).

AUSTRALIA - FIJI - A SAMOA - TONGA

Pacific Forum Line operates a container, unitised/palletised and reefer cargo service from Melbourne and Sydney to Lautoka, Suva, Pago Pago, Apia and Nuku'alofa. Other ports are included on inducement.

Details from ANL Melbourne and Brisbane, Union Bulkships, Sydney, Hobart, Port Adelaide and Fremantle.

AUSTRALIA - SAIPAN - MICRONESIA

Nauru Pacific Line operates a regular container service from Melbourne to Saipan, Truk, Ponape and Kosrae.

Details Nauru Pacific Line, Nauru House, 80 Collins Street, Melbourne (653-5709), Nedlloyd

BARKER

RAY M. BARKER PTY. LTD.

OFFERING PROFESSIONAL SERVICES THROUGHOUT THE PACIFIC ISLANDS

- LOCALIZATION PLANNING
- TRAINING ANALYSIS, DEVELOPMENT AND IMPLEMENTATION
- MANPOWER PLANNING AND RECRUITMENT
- PERSONNEL PRACTICES
- PRODUCT SOURCING
- MARKETING SERVICES

Twenty five years of experience in Australia, U.K. and U.S.A.

RAY M. BARKER PTY. LTD.
115 CLARENCE ST., SYDNEY 2000.
AUSTRALIA.
TELEPHONE: (02) 29 7107.

CAUTIONARY NOTICE:

Notice is hereby given that THE SINGER COMPANY, a company incorporated under the laws of the State of New Jersey, located at 321 First Street, Elizabeth, in the State of New Jersey 07207, United States of America, is the sole proprietor in Papua New Guinea and elsewhere of the following trade marks:

1. SINGER

2.



Used in respect of the following:

1 — sewing machines and their parts and accessories, electrical motors; attachments for and for use with sewing machines, being power bench work shields, hemstitchers, faggoters and needle threaders all being made of metal; leather belting for use with sewing machines; rubber belts for use in connection with electric motors; knitting machines and lawn mowers, their parts, attachments and accessories.

2 — machinery of all kinds and parts of machinery except agricultural and horticultural machines.

The proprietor claims all rights in respect of the above trade marks and will take all necessary legal steps against any person or company infringing those rights.

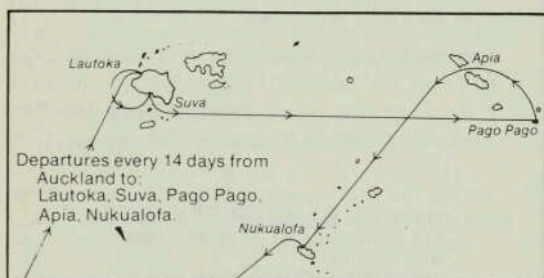
SPRUSON & FERGUSON
Patent Attorneys,
Esso House,
Sydney, Australia.

Marama.

The South Seas Express.

The first regular roll-on roll-off express service between N.Z. and the Islands.

The introduction of Marama to the Islands trade will enable exporters to greatly increase their export potential by providing faster, more frequent sailings as well as the greater cargo handling flexibility which a roll-on, roll-off service can provide.



Co-ordinated transhipment facilities from other N.Z. centres

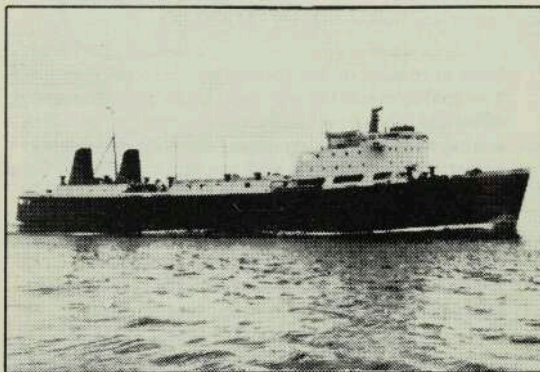
Intermodal coastal roll-on roll-off services as well as rail and road services can be utilised by shippers in other New Zealand centres to take advantage of the new Marama schedule. Your nearest Union Company office can assist you in organising the most efficient transhipment method.

International Transhipment Facilities

Flexibility in cargo modules catered by this new service can provide for shipping operators and exporters the advantage of reaching international markets using onforwarding services through Union Company contacts and expertise.

Additionally Union can also arrange for cargoes originating from overseas sources to be transhipped at ports covered by 'Marama' to their final destination to the benefit of the importer in New Zealand or the Islands.

m.v. Marama Your new export incentive
6350 deadweight tonnes.



Capacity 340 seafreighter units or their equivalent, plus space for wheeled vehicles, livestock, etc.

Greater Flexibility

Means a more satisfactory and versatile way to ship your consignment.

The following equipment is provided free to shippers

Standard dry general cargo ISO containers
20' x 8' x 8' 6" box container
20' x 8' x 8' 6" Opensided container.

Seafreighter Units

For movement of general and bulk cargoes.
(Internal) Length 13'9" (4.24M) width 7'6" (2.29M) height 5' (1.52M)
N.B. Units are fully collapsible and open topped to facilitate loading cargoes in excess of 1.52M height. A shower-proof cover is also provided free with every seafreighter.

Newsprint Flats

These units are specifically designed for carriage of forest industry cargo but are also suitable for the carriage of other specified types of cargoes.
(Internal) Length 15'6" (4.77M) Width 6' (1.830M)

W. Containers

These containers are totally enclosed suitable for the movement of smaller consignments or valuable ones.
(Internal) Length 5'7" (1.75M) Width 4' (1.22M) Height 5'6" (1.70M)

Unit Loads

This covers cargo that is unable to be containerised or is not covered by the term 'mobile equipment'. These unit loadings must be of a secure nature to facilitate handling by a forklift with 5" gluts (loading forks).

Refrigerated Cargo

The following containers will be available:
Cold wrap containers 20' x 8' x 8'
Integral containers 20' x 8' x 8' 6"

Livestock

Livestock stalls are available for the carriage of all types of stock.

Wheeled Cargo

The versatility of Marama means that all types of wheeled cargoes including cars, trucks, tractors, scrapers, machinery on mobile tracks, cranes, trailers etc can be catered for.

Hazardous Cargo

The majority of hazardous cargoes will be accommodated on the vessels upper deck either in seafreighters, ISO containers or W. Containers. Full details are available on application.

union company
is moving

11390

Swire, 8 Spring Street, Sydney (2-0522).

AUSTRALIA - TONGA - SAMOAS - TAHITI

Karlander operates a monthly cargo service from Melbourne and Sydney to Nukualofa, Apia, Pago Pago, Papeete, US west coast.

Details: Karlander (Aust) Pty Ltd, 19-31 Pitt Street, Sydney (27-6301).

AUSTRALIA - TAHITI

Daiwa Line offers a six-weekly service from Australia to Papeete.

Details: Union Bulkships Pty Ltd, 333-339 George Street, Sydney (2-0238).

Compagnie Generale Maritime operates a monthly service from Sydney to Papeete using Ro-Ro vessels.

Details: Compagnie Generale Maritime Head Office 4-6 Bligh Street, Sydney (221-2522) Freight Dept 261 George Street, Sydney (241-2872).

AUSTRALIA - PNG

Containers Pacific Express Burns Philp and AWP Line) and NGAL/PNGL Operate chief Container Service from Australia to PNG-Solomon Islands ports onoint slot sharing basis. Three container vessels operate on 28-day turn-around from Melbourne, Sydney and Brisbane to Port Moresby, Lae, Rabaul, Kavieng, Wewak, Madang, Kieta and Honiara.

Details from Burns Philp & Co Ltd, 51 Pitt Street, Sydney (20-547) and InterOcean Swire, 8 Spring Street, Sydney (2-0522).

Farrell Lines operates a service every month 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, 42-92 Eagle Street, Brisbane (229-3777), New Guinea Express Lines, 327 Collins Street, Melbourne (61-3053), Niugini Express Lines in Port Moresby (214436), Lae (42-1536), Rabtrad Niugini 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 - SOLOMONS - GILBERT IS - MICRONESIA

Daiwa Line operates a container service every 30 days from Sydney to Noumea, Honiara, Tarawa and Guam. Gizo cargoes transhipped at Honiara, Saipan, Majuro, Truk,

Ponape, Koror. Yap cargoes transhipped at Guam.

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.

Details Nauru Pacific Line, Nauru House, 80 Collins Street, Melbourne (653-5709), Nedlloyd 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 J. G. Waller (Rabaul) 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, Fiji, Tonga, W Samoa; Trading Co Honiara.

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 Nedlloyd, 8 Spring Street, Sydney (2-0522).

Nedlloyd operates monthly cargo service with three ships from



OWNED BY THE PEOPLE
OF THE PACIFIC ISLANDS

*Regular Monthly Liner Services
from Australia and New Zealand
to the South and Central Pacific*

FOR INFORMATION CONTACT AGENTS:

AMERICAN SAMOA:
Polynesian Shipping Services Inc. P.O. Box 1478, Pago Pago.

AUSTRALIA:
The Australian National Line, 50 Queen Street, Melbourne.
Union Bulkships Pty.Ltd., 333-339 George Street, Sydney.

GILBERT ISLANDS:
Gilbert Islands Shipping Corp. P.O. Box 495, Tarawa.

FIJI:
Burns Philp South Sea Co. Ltd. GPO Box 355, Suva.

NEW CALEDONIA:
ETS Ballande, BP. C 4, Noumea.

NEW HEBRIDES:
Burns Philp New Hebrides Limited, Vila.

NEW ZEALAND:
The Shipping Corp. of N.Z. Ltd. P.O. Box 3344, Wellington.

PAPUA NEW GUINEA:
Steamships Trading Co. Ltd. P.O. Box 1, Port Moresby.

SOLOMON ISLANDS:
Sullivans S.I. Ltd. GPO Box 3, Honiara.

TONGA:
Union Steam Ship Co. P.O. Box 4, Nuku'alofa.

PACIFIC ISLANDS TRANSPORT LINE

MS CAMELLIA VENTURE
Express Freight Service between
Pacific Coast Ports of U.S.A. and...

Tahiti & Samoa
PAPEETE — APIA — PAGO PAGO

Full container service including reefers.

GENERAL STEAMSHIP CORPORATION LTD.
General Agents

400 California Street, San Francisco, California, U.S.A.

APIA: Burns Philp (South Sea) Company Ltd.
PAPEETE: Agence Maritime Internationale, Tahiti.
PAGO PAGO: Polynesia Shipping Services Inc.

Surabaya, Jakarta, Bangkok, Port Kelang and Singapore to Suva and NZ ports.

Details from Nedlloyd (Aust) Pty Ltd, 8 Spring Street, Sydney (27-3801); Burns Philp (SS) Co Ltd, Suva and Lautoka.

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 Nedlloyd, 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 Nedlloyd, 8 Spring Street, Sydney (2-0522).

Kyowa Shipping Co. Ltd, operates monthly services from Hong Kong, Taiwan, S. Korea and Japan, to Guam, Siapan, Solomons, New Caledonia, Fiji, Western and American Samoa, Tahiti, Cook Is., Tonga and New Hebrides and 45-day container/break bulk cargo service from Kobe, Nagoya and Yokohama to Guam, Suva, Lautoka and Noumea.

Details: Hetherington Kingsbury Pty Ltd, 37-49 Pitt Street, Sydney (27-1671).

NYK Line, in conjunction with

Daiwa Line, with container ships operates 30-day service from Moji, Kobe, Nagoya and Yokohama to Papeete, Pago Pago, Apia, Suva, Lautoka, Sydney, Noumea, Honiara, Tarawa, Guam and Taiwan.

Details: Union Bulkships Pty Ltd, 333-339 George Street, Sydney (2-0238).

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).

EUROPE - PACIFIC ISLANDS

Compagnie Generale Maritime operates services from Europe and Mediterranean ports to Papeete and Noumea using three Ro-Ro and three multi-purpose vessels thus ensuring a bi-monthly sailing to and from.

Details Compagnie Generale Maritime, 4-6 Bligh Street, Sydney (221-2522).

EUROPE - PACIFIC ISLANDS - AUSTRALIA

Compagnie Generale Maritime maintains regular services from North Europe and Mediterranean ports to Sydney via Papeete, Santo, Vila and Noumea, and via those ports on return, using Ro-Ro and multi-purpose ships.

Details from Compagnie

Generale Maritime, 261 George Street, Sydney (241-2872).

EUROPE-TAHITI-W. SAMOA-FIJI-N. CALEDONIA

Nedlloyd offers regular cargo services from Northern Europe and UK to Papeete, Apia, Fiji and New Caledonia.

Details Nedlloyd (Aust) Pty Ltd, 8 Spring Street, Sydney (27-3801).

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, Honiara, Noumea, Tahiti, Nauru and Cook Is.

Details from Burns Philp (SS) Co Ltd, Suva.

NZ - FIJI - TONGA - SAMOAS

Union Steam Ship Co of NZ operates a roll-on, roll-off, unitised service from Auckland to Lautoka-Suva-Pago Pago-Apia-Nuku'alofa on a 14 day frequency.

Details from Union Steam Ship Co of NZ Ltd, PO Box 12, Auckland or from Branch offices/agents in Fiji, Tonga and the Samoas.

NZ - N. CALEDONIA - N. HEBRIDES - PNG - SOLOMONS

Sofrana Unilines with three ships operates to Vila and Santo, to Honiara and Papua New Guinea and to Noumea.

Details from Sofrana Unilines, 18 Customs Street, Auckland

(773-279), PO Box 3614, Telex NZ2313.

NZ - AUSTRALIA - NEW CALEDONIA - SOLOMONS - GILBERTS - MICRONESIA

Union Co/Daiwa Line operate a container service from New Zealand through Sydney to Noumea, Honiara, Tarawa and Guam, Transhipment to Saipan, Majuro and Gizo.

Details: Union Steam Ship Co of NZ Ltd, PO Box 12, Auckland, or Union Bulkships Pty Ltd, 333-339 George Street, Sydney, (2-0238).

NZ - PNG

Farrell Lines operates regular service every 30 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,



Pacific Navigation of Tonga Limited

SERVING THE PACIFIC FROM AUSTRALIA AND NEW ZEALAND

**NUKU'ALOFA:
PACIFIC NAVIGATION
OF TONGA LTD.**

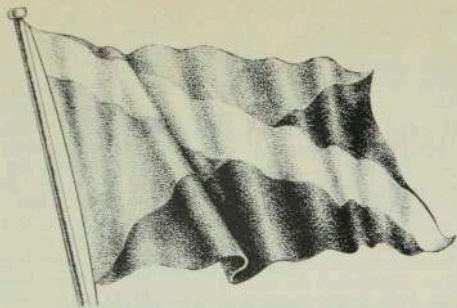
**THE ADMINISTRATOR
NORFOLK ISLAND**

**SUVA, LAUTOKA, APIA,
PAGO PAGO AGENTS:
BURNS PHILP
(S.S.) CO. LTD.**

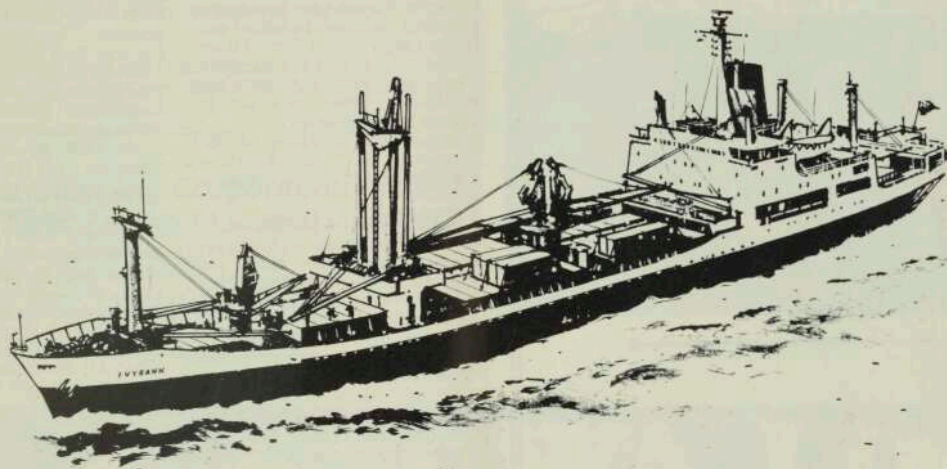
**BEAUFORT SHIPPING
G.P.O. Box 3988,
Sydney, N.S.W.
Australia.**

**McKAY SHIPPING LIMITED
P.O. Box 1372,
Auckland,
New Zealand.**

- REGULAR SAILINGS
- OWNED TONNAGE
- CONTAINERS
- FREEZER
- DEEP TANKS
- CONTINUOUS PRE-RECEIVING
- HEAVY LIFTS



THE BANK LINE



Papua New Guinea & Pacific Islands USA-UK/Continent Service

Regular direct monthly sailings **PAPUA NEW GUINEA** to:

NORTH AMERICA · UNITED KINGDOM & CONTINENT



SOLOMONS · FIJI · TONGA · SAMOA and TARAWA to:
UNITED KINGDOM and CONTINENT

For particulars apply:

THE BANK LINE (AUSTRALASIA) PTY. LTD.

18th Floor · 1 York Street · Sydney · N.S.W. 2000 · Australia

Telephone: 272041 · Telex: 24063

EXPORTERS TO THE PACIFIC ISLANDS



Breckwoldt & Co Pty Ltd

276 Pitt Street, Box 5027, G.P.O. Sydney 2001

CABLE ADDRESS: BREWO SYDNEY

TELEX: AA22890

TELEPHONES: 233-2366, 233-1460, 233-1462

PACIFIC ISLAND OFFICES:

BRECKWOLDT & CO (PNG) PTY. LTD.
PO BOX 1549, BOROKO, PORT MORESBY.

PO BOX 222, RABAU
PO BOX 72, KIETA
PO BOX 178, WEWAK
PO BOX 185, MADANG
PO BOX 237, MT. HAGEN
PO BOX 1188, LAE

BRECKWOLDT & CO., PO BOX 47, APIA
BRECKWOLDT & CO. (SI) LTD. PO BOX 140, HONIARA
BRECKWOLDT SARL BP 2369, NOUMEA

OFFICES IN:
HAMBURG
LONDON
MILAN
& WEST AFRICA

ALSO AT:
SINGAPORE
KUALA LUMPUR
BANGKOK
& HONG KONG

ENQUIRIES
FROM OVERSEAS MANUFACTURERS INVITED.

Auckland, NZ (7-1221-3).

Pacific Line with one ship operates monthly cargo service New Zealand, Lautoka, Suva.

Details: Sofrana Unilines, 18 Customs Street, Auckland (773-279) PO Box 3614, Telex: NZ2313.

NZ - FIJI - GILBERTS - SOLOMONS - PNG

Pacific Forum Line operates a container, unitised/palletised and reefer cargo service from Lyttelton and Auckland to Lautoka, Suva, Tarawa, Honiara, Madang, Lae and Moresby. Other ports are included on inducement.

Details from Shipping Corporation of NZ Ltd, Auckland, Christchurch, Lyttelton, Wellington.

NZ - FIJI - A SAMOA - TONGA - AUSTRALIA

Pacific Forum Line operates a container, unitised/palletised and reefer cargo service from Timaru and Auckland to Lautoka, Suva, Pago Pago, Apia, Nukualofa and Melbourne. Other ports are included on inducement.

Details from Shipping Corporation of NZ Ltd, Auckland, Christchurch, Lyttelton, Wellington.

NZ - SAMOA - TONGA

Pacific Navigation of Tonga operates a four-weekly cargo service, Auckland - Nukualofa - Pago Pago - Apia - Nukualofa - Auckland.

Details from McKay Shipping Ltd, Downtown House, Queen Street, Auckland (33-656).

Warner Pacific Line services Onehunga - Nukualofa - Vavau fortnightly, and Timaru - Nukualofa - Vavau monthly and Onehunga - Apia and Pago Pago 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 (796-841).

NZ - COOK IS - NIUE - TAHITI

Shipping Corporation of NZ Ltd operates cargo services based on pallets and similar units from Auckland to Niue, Cook Islands and Tahiti.

Details from the Shipping Corp of NZ Ltd, PO Box 3420, Auckland (797-210); Waterfront Commission, PO Box 61, Rarotonga, Lighterage and Stevedoring Co, Aitutaki, Niue Govt Offices, Niue Island Compagnie Maritime Polynesienne, B'P' 368, Papeete.

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. CALEDONIA - N. HEBRIDES

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 A M Fare UTE, 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; Trading Co Honiara.

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 94111 (981-0343).

US - FIJI - TAHITI - NZ - AUSTRALIA

Bank and Savill 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 (27-2041) or Howard Smith Industries Pty Ltd, 1 York Street, Sydney (27-5611).

US - A. SAMOA - NZ - AUST

Farrell Lines LASH ships operate regularly from US to Australia, via Pago Pago and Auckland and Canada.

Details from Wilh. Wilhelmsen Agency Pty Ltd, 13 Bridge St., 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 America 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).

FIJI - TAHITI

Compagnie Generale Maritime operates a monthly service from Suva to Papeete using Ro-Ro vessels.

Details Compagnie Generale Maritime, 4-6 Bligh Street, Sydney (221-2522); Williams & Gosling, PO Box 79, Suva (31-2633).



NIUE
COOK ISLANDS
TAHITI

to and from
NEW ZEALAND

Regular service using pallet load ships
TIARE MOANA and FETU MOANA. Refrigerated and
general cargo between Auckland and Niue, Rarotonga,
Aitutaki, Papeete. Other nearby ports by inducement.

AREA AGENTS
Niue: Government Shipping Office, Alofi.
Cook Islands: Waterfront Commission, PO Box 61, Rarotonga.
Telex Shipping RG 2002
Tahiti: Agence Maritime et de Voyage, B P 131, Papeete.
Telex AMAV 251 FP

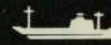
**The Shipping Corporation
of New Zealand Limited** 
Sea carrier to the nation

AUCKLAND: Phone 379-430. PO Box 3420. Telex: NZ 2822
WELLINGTON: Phone 728-500. PO Box 3344. Telex: NZ 3495
CHRISTCHURCH: Phone 795-760. PO Box 777. Telex: 4434
DUNEDIN: Phone 76-076. PO Box 904. Telex: 5228.

1436

Express Freight Service between
U.S. Pacific Coast Ports &
PAPEETE - APIA - PAGO PAGO
Full Container Service including Refrigeration

GENERAL AGENTS
 **FURNESS INTEROCEAN
CORPORATION**
465 CALIFORNIA STREET, SAN FRANCISCO, CA 94104
Cable: "INTERCO" • TWX: 910-372-7350 • RCA: 278 207
• TEL: (415) 398-2000



 **POLYNESIA LINE, LTD.**

AGENTS
PAPEETE - MORGAN; Vernex Boite Postale 449, Papeete
Phone: 309 Cables: MOREX
PAGO PAGO - POLYNESIA SHIPPING SERVICES, INC., Pago Pago
Phone: 633-5169 Cables: POLYSHIP
APIA - UNION S.S. CO., of N.Z. Ltd., P.O. Box 50, Apia, Western Samoa
Phone: 570 Cables: UNION



KYOWA LINE
YOUR TRADING PARTNER

Monthly Services

Hong Kong, Taiwan, S. Korea, Japan
To: British Solomon, New Caledonia, Fiji, W. Samoa,
A. Samoa, Tahiti, Cook Is., Tonga, New Hebrides,
Ellice Is.,

**Taiwan, Hong Kong, Singapore, Jakarta,
Philippine**
To: Australia, Papua New Guinea, Sabah & Sarawak.

Hong Kong, Taiwan, S. Korea, Japan
To: Guam, Saipan, Truk, Ponape, Other Pacific Islands.

AGENTS

Taiwan: Royal Steamship Corp., Ltd., Taipei
S. Korea: Dong Sae Shipping Co., Ltd., Seoul
Hong Kong: Dahzun Enterprises Ltd
Singapore: Ocean Shipping & Enterprises Pte. Ltd
Guam: Maritime Agencies of Pacific Ltd., Guam
Saipan: Saipan Shipping Co., Inc., Saipan
B.S.I.P.: Solomon Taiyo Ltd., Honiara
Tahiti: J.A. Cowan & Fils, Papeete
Cooks: Eastern Associates Ltd., Rarotonga
Tonga: E.M. Jones Ltd., Nukualofa
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., Sibul & Kuching
Australia: Hetherington Kingsbury Pty. Ltd., Sydney, N.S.W.
New Zealand: Sofrana Unilines S.A., Auckland

KYOWA SHIPPING CO., LTD.

HEAD OFFICE
5th Fl., Suzumaru Bldg. 39-8, 2-chome, Nishi-Shinbashi, Minato-ku, Tokyo, Japan.
Phone: 03 (437) 2885 (Rep.) Cables: "MARIQUEEN" Tokyo. Telex: 242-4651 Kyowa J.

OSAKA OFFICE
Frontier Bldg., 3-13 Hirano-cho, Higashi-ku, Osaka, Japan.
Phone: 06 (227) 0422 (Rep.) Cables: "MARIQUEEN" Osaka. Telex: 522-3896 Kyowa O.

FOR SALE

Yacht . . . 50ft. Cruising Yawl "EAST WIND"

Leanord Hedges "Canopus" design, professionally built ferro. 1973. Sleeps 7 adults; 3 children; carpet; dinette; hot shower; two toilets; air conditioned; stereo; pressurised water system. 12 volt and 240 volt systems. Fridge — 8 cu. ft. and deep freezer.

Engines: Lees Ford diesel, 60 h.p. Main engine. Yanmar T.S. 130 14 h.p. diesel auxiliary, driving 240 volts. 4 kva Dunlite alternator plus 12 v. 60 amp Niehoff alternator.

Nav: AWA Radio. Echo sounder.

Gear: Full sails, plus spares; immaculate rigging. Laminated Oregon masts and booms varnished. Complete new Herculite awnings, 8 man R E D life-raft. 10 ft. alum. dinghy. All life jackets, plus flares, etc. Roller reefing and Bermuda rig.

BRITISH REGISTERED SHIP

Owner must sell well below true value \$45,000 or reasonable offer located at Cairns, Queensland, Australia, Phone Cairns 55 4212 or write Miss L.M. Bondeson, P.O. Box 44, White Rock via Cairns, Qld. 4871, Aust.

Papua New Guinea Enquiries

Mrs. E. F. Bondeson, P.O. Box 1129, Boroko. Phone Home 25 3438.

IF YOU WANT A JOURNALIST

MAYBE I AM YOUR MAN

I am 37, come from New Zealand and have extensive media experience in Europe, Canada, United States, New Zealand and Australia.

Yes, I have a young family who I would like to see grow up in an honest environment.

I am multi-lingual, and as a journo, I've done everything, seen a lot and maybe learned a little.

God's gift to Journalism? I doubt it. But there must be someone, somewhere who's prepared to try and find out.

ANYWHERE ANYTIME!!!

Enquiries Welcome to 'Journalist' C/- Pacific Islands Monthly, GPO 3408, Sydney 2001.

Stay at Aggie Grey's the South Pacific's legendary hotel.

Situated right in the heart of Western Samoa. Enjoy Polynesian-style friendliness and service, in cool surroundings, superb entertainment and food. Magnificent white sand beaches only a short drive away. Airconditioned rooms, swimming pool and full bar facilities.

Aggie Grey's Hotel

Bookings through Union Steamship Company of NZ, Pan Am, Air New Zealand or direct to Aggie Grey's, Apia, Western Samoa.
Cables: AGGIES, APIA.

THE PAPUA HOTEL PORT MORESBY

- Right in the business centre
- A tradition for comfort and fine food
- All rooms air conditioned
- Restaurant ● Bars
- Banquet Hall

Telephone 21 2622

Cables PAPTEL
A. C. NEUMANN
Manager



WHANGAREI ENGINEERING & CONSTRUCTION LTD.

A. Dillingham Affiliate

SHIPBUILDERS & GENERAL ENGINEERS

Port Road, Whangarei, New Zealand — P.O. BOX 24
TELEPHONE 82-219 — TELEX N.Z. 21578.

FISHING BOATS

TUGS

PASSENGER SHIPS

CARGO VESSELS

DREDGERS ETC

WECO, Wangarei, New Zealand, offers a complete Design, Build and Ship Repair Service.

PACIFICANA

BOOKS OF THE PACIFIC

We have issued our first comprehensive list of new, used and rare books, government reports, theses, maps, charts, flags, etc. of the South and Central Pacific Islands — particularly Melanesia (New Guinea, Fiji, Solomons) and Micronesia (Marshall, Mariana and Caroline Islands Nauru and Guam) — of interest to university libraries private collections, research institutions, Pacific Studies, etc.

**Write to: Bill McGrath, Pacific Islands Book and Map Centre
17 Park Ave, P.O. Box 1010
Surfers Paradise,
Gold Coast, Australia, Qld 4217.
Tel: (075)39 0446.**

MAPS AND PRINTS OF THE OLD PACIFIC

Regular catalogues issued listing a large stock of original antiquarian views and maps of Australia, New Zealand, Papua New Guinea and all island groups of the Pacific. Write today for your free copy.
COLIN HINCHCLIFFE
7 Royd Avenue,
Heckmondwike,
West Yorkshire, WF 16 9AL
UNITED KINGDOM

FOR SALE: 45ft. ketch, Norwegian built 1960, GMC 3-71 diesel, freezer, complete and ready for sea. \$A55,000.
R. BITGOOD, Tradewinds Hotel, Suva, Fiji.

FOR SALE

113' Steel Ship registered tonnage 213 tons, 500 hp diesel, freezing plant, good accommodation MAWO LTD PO BOX 177 HONIARA, SOLOMON ISLANDS

POSITION WANTED

Qualified Bandmaster, Trainer, Music Teacher, seeks position on Pacific Islands in forming/training Police, Army or School Band. Write to P. N. Jones F.T.C.L. 7 Broome Crescent Wonthaggi 3995, Vic, Australia.

FOR SALE

New 8LXB Gardner Marine Engine with twin Disc Marine Gear. Inquiries to W Uetz, Burns Philp (NG) Ltd, P.O. Box 75 Port Moresby PNG. Ph. 21 4915.

FOR SALE

FLEETS 59ft. Carvel passenger boat, profess. bilt. 1971, licenced 150 passengers, some dry hold space, suit river run. \$80,000.
FLEETS: 221 Esplanade, Wynnum Central, Brisbane.

Cable: 'FLEETS BRISBANE'

**TRAVEL
THE ISLANDS...**
with
PIM's
MAIL ORDER BOOKSHOP
(YOU CAN ORDER OVERLEAF)

...and, meanwhile, here's your PIM subscription form:

PACIFIC ISLANDS MONTHLY
Postal Address: Box 3408, G.P.O., Sydney 2001,
N.S.W., Australia.

SUBSCRIPTION FORM: -----

name

address

city/estate/country/postcode (please print)

Attached is my payment of for a 12 months' subscription.

New ☐ Renewal ☐

Payment by personal cheque is accepted in Australia, U.S., New Zealand, U.K., Papua New Guinea and Fiji currency. For other remittances please obtain a Bank Draft in Australian dollars, made payable to ANZ Banking Group, 88 Wentworth Ave., Sydney, Australia.

SUBSCRIPTION RATES:

Australia (including Norfolk Island).....	\$10.50 Aust.
New Zealand.....	NZ \$11.50 \$10.50 Aust.
Fiji.....	F \$10.75 \$10.50 Aust.
Papua New Guinea.....	K 9.00 \$10.50 Aust.
Tonga, New Hebrides, Cook Islands, Western Samoa, Tuvalu, Gilbert Islands, Niue, Nauru, Solomon Islands.....	\$10.50 Aust.
American Samoa, Northern Marianas, Micronesia, Guam and Hawaii.....	US \$15.00 \$12.00 Aust.
US Mainland and Canada.....	US \$17.00 \$14.00 Aust.
New Caledonia and French Polynesia.....	1,600 CFP \$13.50 Aust.
United Kingdom.....	£ 9.50 \$12.50 Aust.
Japan.....	4,500 Yen \$12.50 Aust.
Elsewhere.....	\$14.50 Aust.

ORDER FORM FOR PIM'S MAIL ORDER BOOKSHOP:

☐ **The Lost Caravel.** Robert Langdon shatters traditionally-held views on the Polynesians in this controversial, historical whodunnit described by Prof. Ron Crocombe as a "masterpiece as fascinating as it is important". Also invaluable as a record of early Pacific exploration. 368 pp. Profusely illustrated with maps and plates. \$A18 or \$US26.

☐ **The Story of the Solomons.** Simple, lucid outline of the history of the Solomon Islands, from a refreshingly frank and affectionate point of view, by Dr. C. E. Fox. 88 pp. \$A3 or \$US4.

☐ **Port Moresby, Yesterday and Today.** In what is even more than a history of Papua New Guinea's capital, Canon Ian Stuart takes us on an entertaining, personalised tour of the city. Soft cover, 368 pp. Maps, illustrations. \$A3.50 or \$US4.50.

☐ **Holy Torture in Fiji.** Firewalking and other sacred, ancient rituals of Fiji's Hindus, described in text and colour photographs. Large format, 64 pp. illustrated. \$A4.50 or \$US6.50.

☐ **New Hebrides.** One of the superb Islands in the Sun series of brilliant full-colour plates, maps and text, this volume describes the unique British-French Condominium of New Hebrides. A guide for travellers, or for collectors. 128 pp. Fully illustrated. \$A10 or \$US13.

☐ **New Caledonia.** French New Caledonia, superbly depicted in full colour photographs, with informative text and maps giving history, geography and daily life. An Islands in the Sun guide, with 128 pp. Fully illustrated. \$A10 or \$US13.

☐ **Bora Bora.** One of the French Pacific's fascinating, colourful high islands, reached from Tahiti, here presented in sparkling full colour pictures for visitors or mere armchair travellers. Another Islands in the Sun guide, with 128 pp. Fully illustrated. \$A10 or \$US13.

☐ **Easter Island.** At last, a new book on fascinating Easter Island - history, daily life and the mysterious giant statues. All in full colour with maps and information for travellers, as one of the Islands in the Sun series. Half of this splendid book is devoted to descriptions and photographs of the statues that made the island famous. 128 pp. Fully illustrated. \$A10 or \$US13.

☐ **Tahiti and its Islands.** New revised edition, just released, of this popular title in the Islands in the Sun series. Sparkling new colour plates, new information, new maps. Includes the Leeward Islands, the Tuamotus, the Gambiers, Marquesas, the Australs. Has hotel lists and places to see. 128 pp. Fully illustrated. \$A10 or \$US13.

☐ **Rarotonga.** In his Rarotonga, James Siers for the first time introduces to a wider public the main island of the Cooks group. With its international airport now linking it readily with the outside world, the beauty, charm and friendliness of Rarotonga's people are wide open for others to share. 128 pp. Fully illustrated. \$A10 or \$US13.

☐ **Moorea.** Of all the beautiful islands of the Pacific perhaps none has captured the imagination of visitors - including French painter Paul Gauguin, English writer W. Somerset Maugham, and many thousands of people of lesser fame - than Moorea, a few miles off Tahiti, main island of French Polynesia. Few people would deny that James Siers does the subject justice in his beautifully illustrated Moorea. Parallel texts in English and French. 128 pp. \$A10 or \$US13.

☐ **Little Chimbu in Bougainville.** For the young and young-at-heart, lovable Little Chimbu and his friends visit Panguna, and get into awful trouble in what could be the biggest hole in the world, the Bougainville copper mine. Nancy Curtis, who used to live there, tells the story in full colour drawings which are also accurate and instructive. 48 pp. Illustrated. \$A3.50 or \$US4.50.

☐ **Percy Chatterton's Papua: Day That I Have Loved.** Charming evocative account of changing Papua as Rev. Percy Chatterton knew it for 50 years. 144 pp. Illustrated. \$A6.50 or \$US8.50.

☐ **Asimba.** A collection of 20 colourful designs by young artists from PNG's Sogeri High School. Each is 42cm x 28cm and suitable for framing. "A collection of outstanding merit - one day they'll be collectors' items," says reviewer Dr. W. G. Coppel. \$A12.50 or \$US14.50.

☐ **Grassroots Art of New Guinea.** E.F. Hannemann's invaluable collection of authentic traditional designs from the north coast of the Papua New Guinea mainland, mainly from actual rubbings. \$A3.50 or \$US4.50.

☐ **Underwater Guide of Tahiti.** Roger Bagnis and photographer Erwin Christian take you to a wonderful world. 152 pp. Fully illustrated. \$A5 or \$US7.

☐ **Colonial Era Cemetery of Norfolk Island.** Former Administrator of the island, R. Nixon Dalkin, describes life and death in what was Britain's harshest Pacific penal colony. There are illuminating, often moving stories in these photographs, charts and inscriptions that describe the historic cemetery. Large format, 92 pp. Illustrated. \$A4 or \$US5.50.

☐ **Rust in Peace.** A 238 page hard cover text with colour and black and white pictures of the relics left over from the battlegrounds of the South Pacific war. New Guinea, New Ireland, New Britain, Bougainville, Guadalcanal, Tulagi and Tarawa. \$A12 or \$US15.

☐ **Marine Shells of the Pacific Volume II.** Walter Cernohorsky carries on where his first book left off, with a further 600 species fully described and illustrated. Some of the 68 full page plates are in colour. 412 pp. illustrated. \$A17 or \$US25.

☐ **Friendly Island.** Warm account of life in Tonga, sunlit South Pacific island kingdom, by Patricia Ledyard, who lived in a Tongan harbour-side village for more than 20 years. Paperback, 215 pp. \$A3 or \$US4.50.

☐ **Plants and Flowers of Tahiti.** Full colour photographs of the rich and beautiful Tahitian flora classified by scientific names and by French, English and Tahitian common names. 144 pp. Fully illustrated. \$A5 or \$US7.

☐ **Birds of Tahiti.** A companion volume to Plants and Flowers of Tahiti. Full colour photographs and descriptions, for collectors or amateur bird-watchers, visitors and students needing easy identification. 112 pp. Fully illustrated. \$A5 or \$US7.

☐ **Log of the Mahina: A Tale of the South Pacific.** Young American John Neal took his 27 ft. yacht from Seattle on an 18 months cruise through Polynesia and then wrote about it. This delightfully refreshing book abounds with information on how to get there and what to do when you are there. John Neal learned it the hard way and shares his experiences with enthusiasm. Required reading for all yachters venturing into Polynesia's dangers and pleasures, physical and romantic. 280 pp. Illustrated. \$A6 or \$US7.50.

☐ **Say it in Fijian.** Dr. A. J. Schutz presents a pocket sized, entertaining guide to the Fijian language for those making their first contact with Fiji. \$A2.50 or \$US3.50.

☐ **Say it in Motu.** In the same series Dr. Percy Chatterton provides an instant introduction to one of the three official languages of Papua New Guinea; the common tongue of the streets and markets of Port Moresby. \$A2 or \$US3.

☐ **Say it in Fiji Hindi.** Jeff Siegel continues the series with an easy introduction to the "other language" of Fiji. \$A2.50 or \$US3.50.

☐ **Say it in Tahitian.** Dr. Darrell Tryon Fellow in Linguistics at Australian National University Canberra introduces the language of French Polynesia in a simple pleasurable way. \$A2.50 or \$US3.50.

☐ **Fold-out maps of the Pacific!** Large size, in colour. Norfolk Island, Lord Howe Island, the Tonga group. Others in preparation, including a general map of the Pacific Ocean. \$A2.50 or \$US3.

JUST OUT!

☐ **The Tongans.** Writer Olaf Ruhen and photographer Jozef Vissel capture the lifestyle of the people of the Kingdom of Tonga. 96 full-colour photographs and brilliant descriptive prose. \$A8.50 or \$US10.00.

☐ **Pacific Islands Cookbook.** Nutritionists Susan Parkinson and Peggy Stacy produce a practical cookbook of South Seas recipes, using local ingredients. 120 pp., with colour illustrations. \$A7.00 or \$US8.50.

☐ **Papua New Guinea Handbook and Travel Guide.** 1978 edition, crammed with facts, figures and maps. For businessmen, libraries, tourists. Includes full accommodation guide. 280 pp. \$A8.50 or \$US10.00.

Attached is my payment of
for the books indicated.

Name.....

Address.....

.....
city/state/country/postcode

PACIFIC PUBLICATIONS (AUST) PTY. LTD.
76 Clarence Street, SYDNEY 2000, N.S.W.
(Postal Address: Box 3408, GPO, Sydney 2001)

THE SMALL CAR FULL OF BIG IDEAS



ISUZU GEMINI

The rugged little Isuzu Gemini! All the style, features and comfort you expect from the Japanese plus General Motors parts, service and unbeatable 12 months or 20,000 km warranty. Its got the looks, the style, the performance and handling . . . the reliability to set it way ahead of its competitors. Check out Gemini now!

- Four-on-the-floor
- 1600 cc engine
- Flow-through ventilation
- Power assisted disc brakes
- Hazard warning light
- Radio
- Bucket seats
- 2-speed wipers
- Electric clock
- Headlight flasher
- Anti-theft steering lock
- Cigar lighter
- Optional air conditioning available



General Motors Serving you in the South Pacific

Papua New Guinea
Wamp Nga Motors, Mt. Hagen
Dawapia Motors, Rabaul
Fiji
Burns Philp (South Sea) Co. Ltd.

Western Samoa
O. F. Nelson and Co. Ltd.



G149

From conquering new peaks to sailing windy seas,
there's a rugged companion for your adventurous life:

Seiko Quartz **SPORTS 100**



Designed for today's men of action by the world leader in quartz technology. Sailing, swimming or mountain climbing, these watches are rugged enough to meet their active lifestyles, handsome enough to reflect their good taste, accurate enough to meet their high standards.

Every Seiko Quartz SPORTS 100 is water-tested to 100 meters, and so efficiently designed that it can run five years on a single ordinary battery. All are shock resistant and feature day/date calendars. Hardlex scratch-protected crystal, stainless steel cases and bracelets. Seiko Quartz. 



SEIKO

Someday all watches will be made this way.

The smallest may be the best.

Pentax ME. The smallest, strongest, lightest 35mm SLR in the world. The easiest to use, too. All you do is focus and shoot. ME's advanced automatic exposure system does all the calculating for you.

But if you'd prefer to pick the exposure yourself, then you'd probably like the Pentax MX. The world's other smallest, strongest, lightest 35mm SLR. With all the shooting information you need right in the viewfinder.

Both offer such compact carrying and superb handling you'll probably wind up with the best photos of your life. The most varied, too. From close-ups to telephotos to all the full-system choices.

Pentax ME and MX. They're the littlest anyone can offer. And the best.



At Datsun, we're delighted to have the wind on our side.

You've probably had the experience of emerging from the stillness of a tunnel into turbulent air outside. Or, when driving down an open highway, of getting an unexpected buffet from a side wind. If so, you know the unpleasant feeling of being abruptly jolted off course.



Datsun can't stop the wind. But we can build cars that stand up to it. Here's how. First, we set up a wind machine alongside our test course. Each time our car comes abreast of the machine, it runs into sudden, sharp gusts—up to 22m/sec. in strength. That's when we check it for deviation and its ability to get quickly back on course. And the data we collect tells us if we need to make modifications to the suspension, shock absorbers, tires or styling.



Using wind to defeat wind might sound a bit like setting a thief to catch a thief. Still, it helps us to achieve our aims—greater stability, increased safety and more economy for every Datsun.

So we're delighted to have the wind on our side.

Tough tests: the Datsun way to total economy.

DATSUN



Datsun Distributors: Boroko Motors Ltd. P.O. Box 1259, Boroko, Port Moresby, P.N.G./Suva Motors Ltd. G.P.O. Box 34, Suva, Fiji/Morris Hedstrom Ltd. P.O. Box 189, Apia, Western Samoa/United Enterprises Ltd. P.O. Box 262, Honiara, British Solomon Islands/Sirius Motors P.O. Box 34, Norfolk Island, South Pacific/Jacob Enterprises P.O. Box 4, Republic of Nauru/Cook Islands Motor Center Ltd. P.O. Box 74, Rarotonga, Cook Islands, South Pacific/Pentecost Pacific S.A. P.O. Box 119, Port Vila, New Hebrides/Agence Alma S.A. B.P. A3, Noumea Cedex, New Caledonia/TAHITI BULL S.A.R.L. B.P. 359, Papeete, Tahiti/Gilbert Islands Government, Supply Division P.O. Box 71, Bairiki, Tarawa, Gilbert Islands