

A friend recently pointed out to me that, politically speaking, there are really four Micronesias. These are the American Micronesia, the British Micronesia, the United Nations Micronesia, and the Independent Micronesia; respectively, Guam, the Gilbert Islands of Britain's Gilbert and Ellice Islands Colony, the U.S. administered Pacific Trust Territory, and Nauru. Nauru, the tiny phosphate republic just south of the equator, is the only independent Micronesian area. 1)

# THE INDEPENDENT MICRONESIA

## LOOKS NORTH

by Jon A. Anderson

From a tourist brochure comes this succinct description of the Independent Micronesia:

*"Nauru is a Democratic Republic with a civil service, laws and administration patterned on the British and Australian systems. The Republic is a modern welfare state whose citizens share the benefits generated by the wealth of its phosphate deposits. Nauruan citizens have modern housing, free (compulsory) education, free hospital, medical and dental treatment and a comprehensive pensions scheme. There are two modern, well equipped hospitals, a dental clinic, and nine schools providing education from infant level through to secondary school."*

Nauruans, in other words, have a pretty good thing going. And while it may be true that the people of other Micronesian areas, including the Trust Territory, also have many of the advantages described by the brochure, there is that one major difference:

The Nauruans are economically able to earn their own way. Nauru is independent politically only because she is independent economically.

The political independence of Nauru rests on the income potential of the rock phosphate which underlies much of the island. This enables the Nauruans to live an almost entirely imported existence on a tiny island in the middle of the Pacific, while their island neighbors with more land and more people struggle along under the umbrella of some super power that helps them with large grants of foreign currency, technical expertise and paternalistic programs. In the latter situations, independence would be difficult. In the case of Nauru, the people never had much concern with whether they would be able to sustain themselves as an independent people, given control over their own phosphate resources.



*President Hammer DeRoburt talks with a reporter in his office on Nauru.*

The country achieved its independence relatively recently. In fact, in January 1973, or about the time this magazine is reaching most of its readers, Nauruans will be celebrating their fifth anniversary as an independent country, and reflecting again on the long years of struggle and the painful process of convincing their Trusteeship administrators, in this case the Australians, that they indeed could, and should be allowed to, go it alone.

Since 1968 the Nauruans have had control of their own affairs, and since 1970 of the phosphate as well. Under Head Chief and President Hammer DeRoburt, who led the fight for independence, Nauru has embarked on an ambitious investment program which by some estimates will have upwards of one billion Australian dollars invested and working for the Nauruans by the time their phosphate runs out around the turn of the century. This should be sufficient to sustain a comfortable way of life for many generations.

In its search for investment possibilities, Nauru has generally looked to the south. The country's spiritual "home away from home" is Melbourne, in the Australian state of Victoria. Here, about as far south of Nauru as one can get, and in a climate totally alien to these Pacific islanders, a huge, downtown office building complex is under construction. It will tower above the city, and is to be known as Nauru House. It is the country's major investment to date. Trust funds, bonds, some stocks and other forms of relatively secure investments make up the bulk of the Nauru holdings, most of this also in Australia.

Recently, however, Nauru has begun looking to the north. Just 26 miles south of the equator, Nauru is a Micronesian island geographically and ethnically, with numerous ties to the Gilberts, the Carolines and the Marshalls. Moreover, Nauru sees definite economic potential in the islands of the U.S. Trust Territory, which are moving rapidly toward a resolution of their present, rather uncertain political status. When this status question is resolved, Nauru intends to be waiting at the door—or, preferably, with one foot already in the door.

"We look for full economic cooperation with neighbors around Nauru," President DeRoburt told me recently, pointing out that Nauru has historically had a close association with the Micronesian islands, particularly the Marshalls.

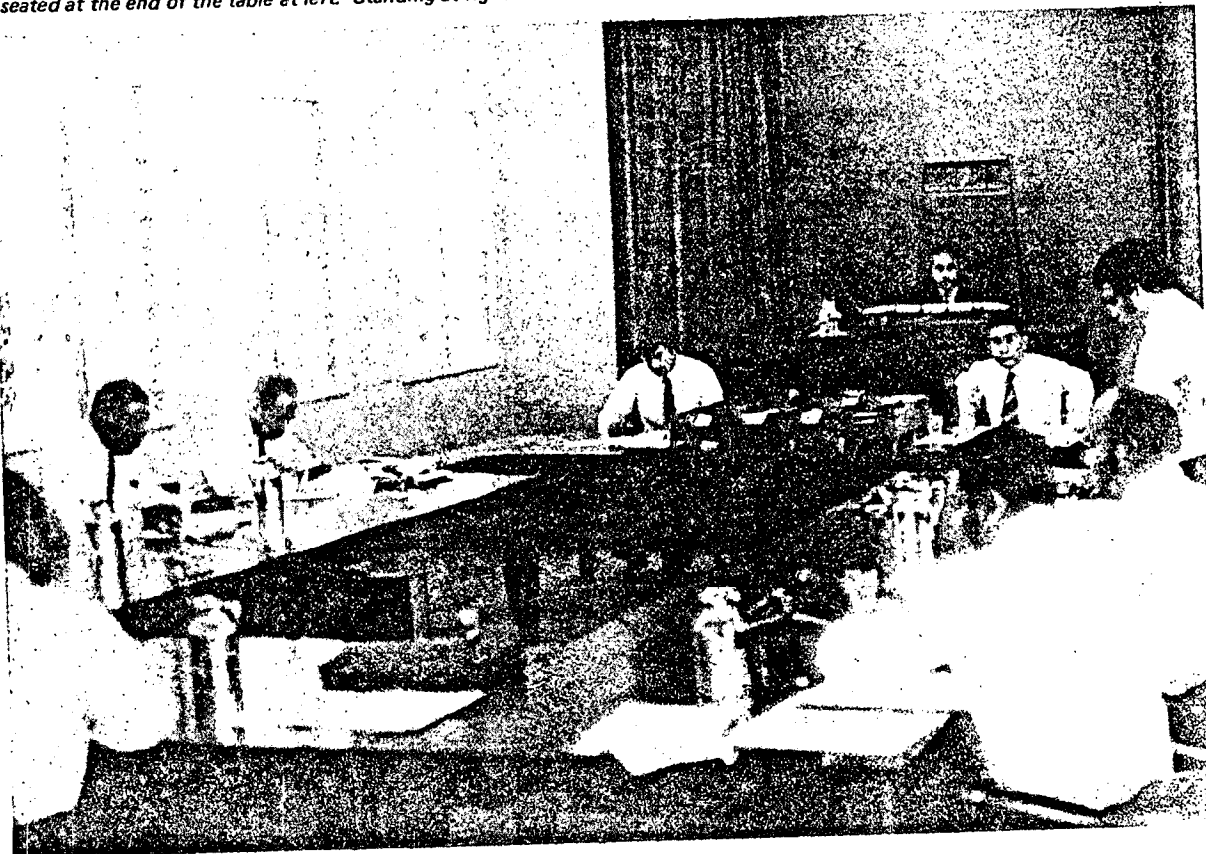
"This happened by way of the introduction of the Gospel to Nauru," the President continued. "The first religious teachers came to Nauru by way of Micronesia. From that association we have had established relations with the people of the Marshall Islands. My district, the district of Boe, is full of Marshallese. My wife is also part Marshallese. As I've said to the Congress of Micronesia, we are very serious in our pursuit of cooperation. We feel that this is the right thing to do for Nauru, as its position in the world is rather an isolated one."

President DeRoburt is himself the key to much of the recent interest in Micronesia on the part of Nauru. In his dual positions as Head Chief of the traditional local government council, and a Member of Parliament and chief executive officer of the government, he obviously wields a great deal of influence among his countrymen. It has been largely through his initiative

that the Nauru shipping line, which is owned by the local government council, has begun serving Majuro. This was done, the President says, at the invitation of the Marshall Islands Nitijela and the businessmen of the district, an invitation which, he adds, has also been duplicated by Ponape, Palau and Truk. In negotiations during middle and late 1972, the Majuro arrangement was approved by TransPacific Line, the Trust Territory exclusive carrier, although at this writing Nauru had not obtained permission to extend its direct shipping service beyond Majuro. To suggest that TRANSPAC was pleased with the Nauru service would be misleading, but an accommodation was reached.

Until early in 1972, it was thought that direct investment in the Trust Territory by anyone other than Americans was not possible under terms of the Trusteeship Agreement. As interpreted by the U.S., the clause in the agreement called the "most favored nation clause" (article 8, paragraph 4) has been seen as limiting investment to the administering authority by requiring the U.S. to open the area to economic participation by any member of the United Nations if it is opened to any one such nation.

*The Nauruan Parliament in session. Speaker Kenas Aroi presides, with President and Member of Parliament Hammer DeRoburt seated at the end of the table at left. Standing at right is Kinza Clodumar, one of the most active of the younger members.*



Nauru, however, is not a member of the United Nations. Furthermore, the attitude of the United States toward foreign investment in the Trust Territory has softened considerably in the past two years, and there is even talk that the present interpretation of the most favored nation clause may be modified. Thus the High Commissioner, after consultation with the leadership of the Congress of Micronesia and, presumably, with officials in Washington, was able to inform President DeRoburt last year that Nauruan investment in the Trust Territory would be welcomed, so long as it came at the invitation of district governments and was approved by them on a project-by-project basis. The door had been opened.

Even before its ships penetrated the Micronesian market at Majuro, Nauru was providing another transportation service to the Trust Territory. Through its flag carrier, Air Nauru, a twice-weekly flight between Majuro and Melbourne by way of Nauru and other South Pacific islands has been available for more than a year. But these two transportation-oriented Nauruan ventures in Micronesia are only the beginning.

"We also have intentions to look for hotel businesses as joint ventures with the people of Micronesia," says His Excellency. "We think that soon we will cooperate in such a venture, again in Majuro. We are looking at the MIECO project, in association with President Amata Kabua and others.

"As for other projects, we are interested in fisheries. As you know, Nauru does not lend itself well to anchorages for boats, whereas the neighboring islands, with their lagoons, could be used to advantage if it is permitted by the people themselves. We think the Marshallese are very interested themselves in the fishing industry. Another economic venture which we are pursuing in the Marshalls area is salvage of wrecks for useful metals."

President DeRoburt also points up the close kinship which exists between Nauru and Kusaie, which is actually Nauru's closest island neighbor in the Trust Territory. There are, he said, many people of Kusaiean stock on Nauru, and vice-versa. The difficulty, at present, of reaching Kusaie is a hinderance, but the President indicates that Nauru is willing to help Kusaie if allowed, and if they can.

Elsewhere in Micronesia, President DeRoburt sees present Nauru interests as restricted at this point to trading. On Saipan and in the other western districts the country hopes to expand its trading with goods from Australia and New Zealand, which can be transhipped through Guam.

As part of its growing interest in Micronesia, Nauru recently retained the services of Albert B. Ferrera, a former business advisor to the Marshalls District Government. Ferrera is a businessman with wide experience throughout the world who is presently a Project Officer with the Nauru Government. He feels his hiring is an indication of Nauru's increased interest in becoming economically involved not only in the Trust Territory, but on Guam and in the U.S. as well.

The present uncertainty of the Trust Territory's political situation does not appear to concern the Nauruans. "We keep our ears open about these things," President DeRoburt told me, "but we are not worried about it. We feel that anything that would come out of the status talks couldn't help but be some improvement over the present situation. I'm not saying that the situation is bad now, but we think that from this effort (the status talks) there is sure to be improvement. We hope that the benefit would be on the side of the Micronesians. We make no disguise of that, and we wish them well."

(continued on page 14)



Father Clivaz stands beside a monument erected to the memory of Father Aloys Kayser, who died in exile with the Nauruans in Truk in 1944. Father Clivaz feels the cause of Father Kayser's death was malnutrition.

Through Micronesia, Nauru also sees Japan, with its hordes of potential tourists and, more important, its dynamic economic growth and expansionist desires in the Pacific. It is doubtful that Nauru would ever allow much direct Japanese investment in Nauru. The place is too small for that, and they don't need it. But joint ventures in Micronesia, to the benefit of both, are not outside the realm of possibility, and certainly Nauru hopes to have a hand in providing those Japanese visitors with accommodations in the Marshall and Caroline Islands.

Guam, too, has caught the attention of the Nauruans, just as it has the Japanese. Nauru has leased a choice piece of downtown Agana real estate, with a shopping center or office complex being discussed. The wide-ranging ships of Nauru Pacific Line already call at Guam from Australia, and Nauru has designated Martin Pray, the savvy former director of sales for Air Micronesia on Guam, as its representative there.

As Nauru's interest in the island areas north of it develops, there is a reciprocal increase in interest in Nauru. Visitor traffic between Micronesia and Nauru is building rapidly, and as Pacific travel in general grows, Nauru could become an offbeat tourist destination area. With this in mind, I asked President DeRoburt if Nauru would welcome increased tourism.

"We will have to limit our tourism," he replied, noting that Nauru is "a country which imports water." He said Nauru must be careful of over-promotion, but added also that the country does hope to develop at least some tourist traffic as a means of providing payloads for Air Nauru.

"We have it in the back of our minds that perhaps we could do well if concentration is more on using Nauru as a transit place for tourists to go to the real tourist places. We are connected with nearly every place around us now, to the east with Tarawa in the Gilberts, to the north with Majuro, and to the south we are connected with Honiara, with French New Caledonia, and of course Australia." Nauru, in other words, may become a stopover, but not a real destination area.

As Air Nauru expands its operations, with a link to Japan via Ponape and Guam being negotiated at this writing, the possibilities for links through the Pacific become endless and fascinating. I heard these being discussed by various officials with whom I spoke: linking Palau, New Guinea and the British Solomon Islands, and linking Japan to Nauru via Majuro and Eniwetok, which has a major airstrip and is soon to be returned to Micronesian control. Continental/Air Micronesia is likely to provide some opposition to Air Nauru's desire to expand, but various new routes that would at least in part affect the Trust Territory are being considered.

Ships, planes, hotels, fisheries—all of these make up the total of Nauru's growing interest in, and involvement in the Trust Territory. It is a diversification of Nauru's investments that has really only begun, for with the changes which are sure to come in Micronesia's political status, Nauru's Micronesian interests seem certain to grow. Money talks, in the Pacific as elsewhere in the free world, and in Micronesia, the Nauruans have the money.

Not all businessmen and government officials in Micronesia welcome Nauru's involvement. Some, particularly those who are concerned with TRANSPAC, feel that the TT cannot support the competition. Others fear that Nauru is only interested in land, and her investments are only made with an eye toward eventually controlling land.

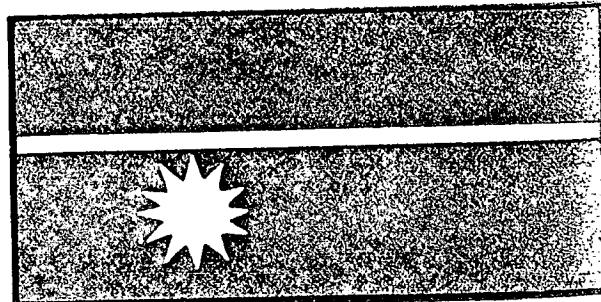
But most seem to feel as Congress of Micronesia Senate President Amata Kabua, does—that both the Nauruans and the Marshallese are seeking to make the most of what economic opportunities are available to them. If one can help the other to maximize these opportunities, so much the better.

Does Nauru's increasing interest in Micronesia indicate a lessening of interest in Australia? This same concern has been expressed by the Australians themselves, who until very recently have been both Nauru's chief benefactor and the chief recipient of Nauruan wealth.

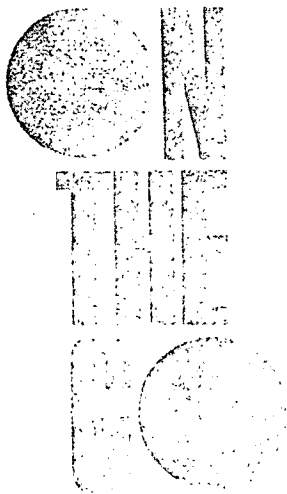
"No," says President DeRoburt, "Nauru is not turning away from Australia. We think that it's a natural consequence of being an independent and sovereign country now. We can pursue and cultivate relations with other countries. Nauru's official policy is to pursue this to the maximum limit with all countries that are friendly to us.

"Australia is still very important to us, and there is no intention to decrease the intensity of our relations with Australia. We send our pupils to school there, sick people who cannot be hospitalized here are sent to Australian hospitals, and a large part—nearly all of our phosphate, as a matter-of-fact—goes to Australia and New Zealand, and on this we depend very much."

But His Excellency is quite firm in his declaration of Nauru's widened horizons. "Our neighbors to the north are important to us," he emphasizes, "and we will pursue these relationships as best that we can. We regard this as a natural course, whether we gain much or not. It is a natural kinship of our islands."



*This article is of no value.*



*with Jon A. Anderson*

#### NAURU

On any list of places to go in the Pacific, Nauru would have to rank pretty low. The country does not promote tourism, for one thing, and it is both very small (8.2 square miles) and quite far from any other destination area. Yet a visit to this tiny republic can be surprisingly rewarding, for a number of excellent reasons.

Air Nauru is one. This fledgling airline, not yet quite one year old with its present service, is keeping alive the tradition that "getting there is half the fun." In an age when air travel is often more frustrating than fun, a trip on Air Nauru's Fokker F-28 is a delight. Twice each week, the "Airline of the Central Pacific" leaves Majuro for Nauru and points south. If you have the time and money—about \$446 US for a one-way ticket—you can fly all the way to Melbourne, stopping along the way not only in Nauru but Honiara in the Solomons; Noumea, New Caledonia; and Brisbane. At the time of this writing, it was Micronesia's only direct air link to the South Pacific.

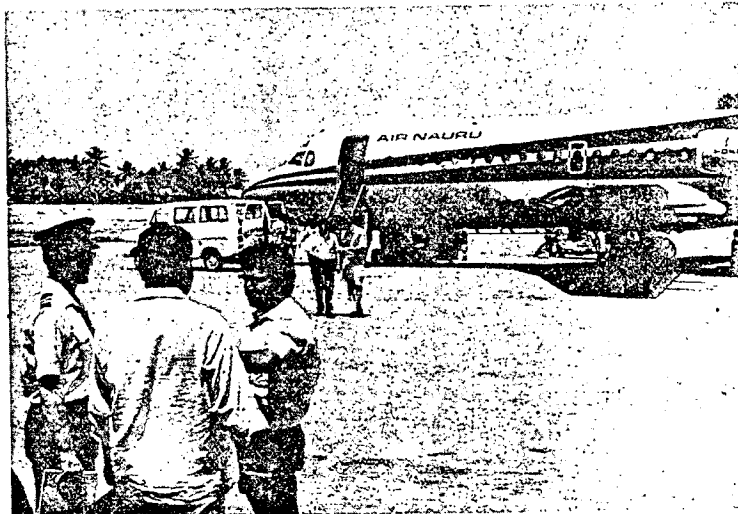
Lovely hostesses, most of them Nauruan or Gilbertese, pamper you from the moment you step aboard the twin-jet, providing service in keeping with the first-class seating that is standard throughout the plane. They will treat you to a continuous orgy of food and drink that only stops if you are obviously asleep. The drinks are complimentary—the Australian beer is recommended—and between meal courses there are tropical fruits, bon-bons, and coffee or tea. If you go all the way to Melbourne, you could well gain a couple of pounds.

About an hour and fifteen minutes out of Majuro, and just south of the Equator in the Southern Hemisphere, the plane approaches Nauru, the "Phosphate Republic." If you have heard anything at all about Nauru, you will probably be expecting a rather barren place, shaped roughly like a doughnut, with a rapidly growing hole in its center. Such are the rumors about Nauru. The facts are something else again.

Unless you arrive during one of Nauru's periodic droughts, you will find a lush, green island not unlike any other in the Pacific. From the air the phosphate mines will be visible, of course, but it is immediately apparent that large areas of the island are not being mined. On the ground you learn that roughly two-thirds of the potential phosphate producing land has been dug, with the remaining third expected to continue providing workable phosphate deposits for another 25 to 30 years. But to say that the Nauruans are allowing the entire center of their island to be dug away is an exaggeration.

A closer look at the phosphate operation should be part of your itinerary on Nauru, but it can wait. Your first interest on landing is in obtaining accommodations. If you are expected, and you should be for you will have obtained in advance the necessary visa, your hosts will be there to meet you. They will make you feel welcome very quickly; no one is a stranger long on Nauru. If you are not met by someone at the plane, there will be a bus to take you to the only hostelry, the Hotel Meneng.

*Air Nauru, on the ground at Nauru: Getting there is half the fun.*







*The Hotel Meneng, modern and comfortable, and the only place to stay.*

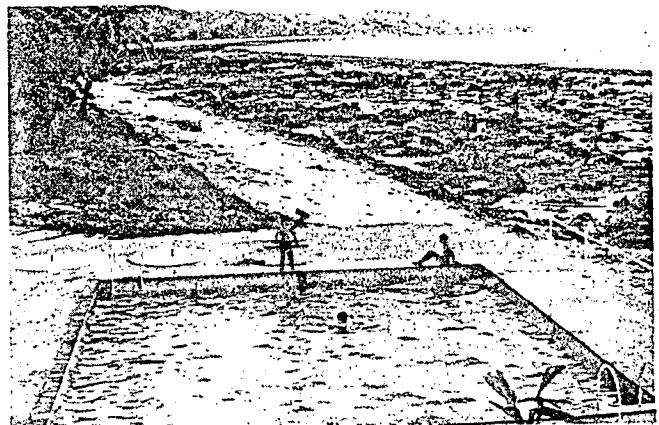
This is a new and fairly modern small hotel where the rooms cost slightly more than they should, the service is slightly less than it should be, the food and drinks are excellent and the general atmosphere is quite pleasant. You may find yourself, as I did, the only guest. John Willis, the manager, says the hotel averages eight or ten guests a week, or something less than half of capacity if each occupies a separate room. The hotel is constructed perpendicular to the beach, rather than parallel to it, giving each room a view down the beach in one direction or the other, which makes sense. Although not air conditioned at the time I was there, each room had one of the ever-present ceiling fans that are found in all public buildings on Nauru, and that kept the room cool enough to be comfortable.

The hotel dining room and adjacent Coral Reef Bar operate on hours that are, for an American, rather strange. Arising at seven one morning, for example, I had to awaken the cook, whose idea of a reasonable hour for breakfast was evidently around nine a.m. The bar folds up at ten in the evening on weeknights, twelve on weekends, and during the heat of the afternoon, when a cold drink would have been very nice, neither the bar nor the restaurant was open at all. But the prices more than compensate for such minor shortcomings. Draft beer is twelve cents a glass, with mixed drinks at twenty cents. A steak dinner can be \$1.75 for a T-bone, fresh produce is always available thanks to the regular plane service, and the servings are ample. The rather unpretentious atmosphere and service seem to fit the mood, which is relaxing.

On weekends there is a band, or sometimes two which alternate. The local young people congregate at the hotel on these nights, and the place really begins to swing. If your room is directly above the dance floor and you are trying to sleep, you might find this activity objectionable, but it never lasts late and both bands are fairly good listening.

Once you have checked in, showered, or perhaps taken a dip in the hotel's salt-water swimming pool, you are ready to begin exploring the island. One difficulty is locating transportation. Not yet really ready for tourists, Nauru has no rental agency for cars. But ask your hosts or the hotel management. A private vehicle for hire can usually be found for around five to seven dollars a day, inclusive. Thus armed, you are ready to venture forth to do battle with Nauru's ubiquitous Land Rovers.

*Nauru's beaches are not for swimming, especially at low tide, but a salt water swimming pool at the hotel offers an inviting alternative.*



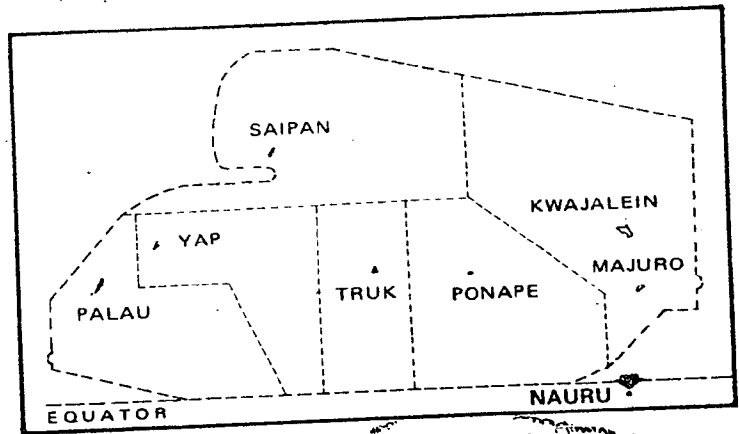
Start with a quick drive around the island. This will take about fifteen minutes, will get you oriented, and will accustom you to driving on the left side of the road if you aren't already. Two hazards are worth mentioning. One—and this rather surprised me—although the road is paved, it is full of holes, some of them pretty bone-jarring. Take it easy until you have located and know how to avoid the worst of them. Second, and perhaps more worrisome, are the Nauruan pigs. A singularly ugly breed of porker, these animals abound, are seldom penned, and frequently wander back and forth across the road. A nuisance by day, they are downright dangerous at night. Keep a wary eye out for them.

Back at the entrance to the hotel, make the circuit again but this time more slowly, taking time to enjoy the scenery. The best direction to turn from the hotel is left onto the main road. On your right as you make this turn, you may notice some strangely familiar buildings. Nauru's only U.S. military presence came in the late fifties, following the launching of Russia's Sputnik. As part of a greatly expanded American space program, a weather station was established on Nauru by the Air Force, and they constructed the usual aluminum barracks and office buildings. The station didn't stay long, and the government now uses the buildings for storage. Nauruans remember one odd thing about the Americans: Once a week, the story goes, a plane arrived from "up North" to pick up the men's laundry, a homey little extravagance that is still talked about with some humor.

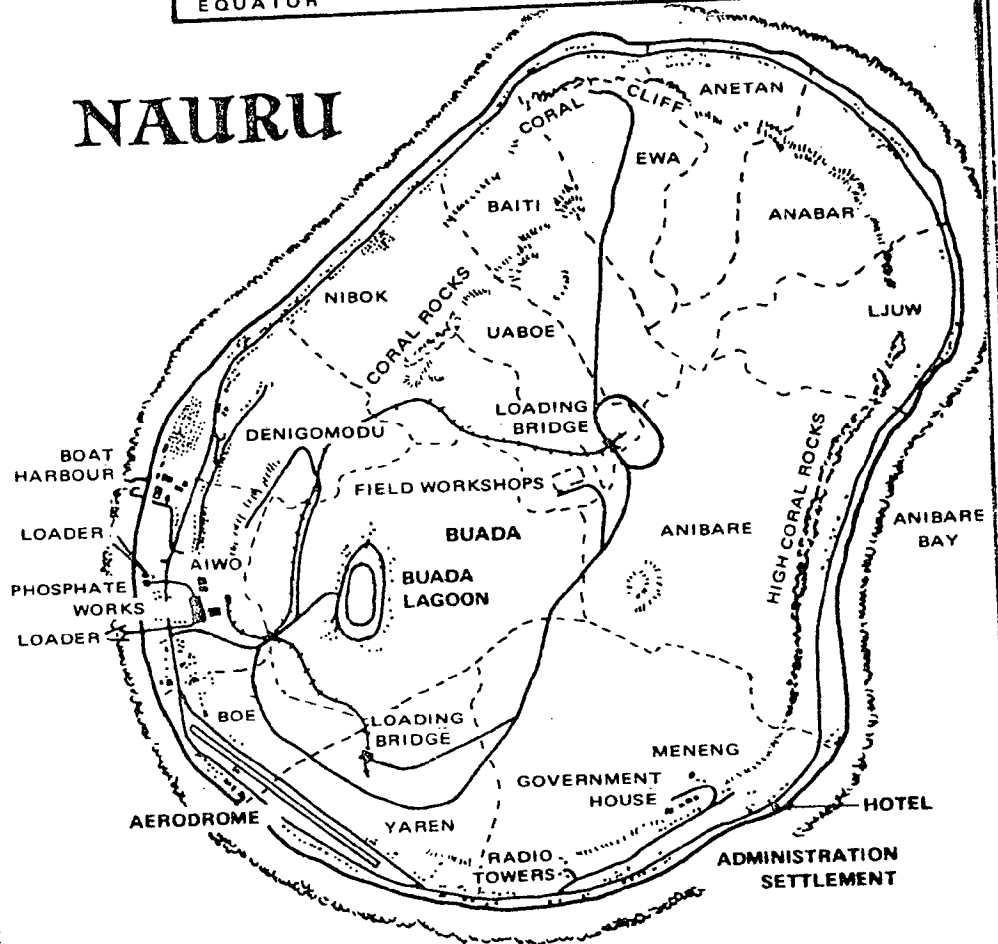
Opposite the buildings, and at several other points around the coastline, Japanese defense bunkers are visible. Captured in 1942, Nauru was fortified and occupied by the Japanese until August 21, 1945, one day after the announcement of peace between Japan and the U.S., when the local garrison surrendered. There was never any ground fighting, although the island was subjected to frequent air raids.

From the hotel entrance to the airstrip is slightly over two miles, during which you pass from the district of Meneng to Yaren. Nauru is divided into more than one dozen of these traditional districts, but none is distinguishable to the casual visitor and there are no signs. At the airstrip the road divides to pass down either side of the landing field. Taking the left fork, you will pass the Yaren primary school,

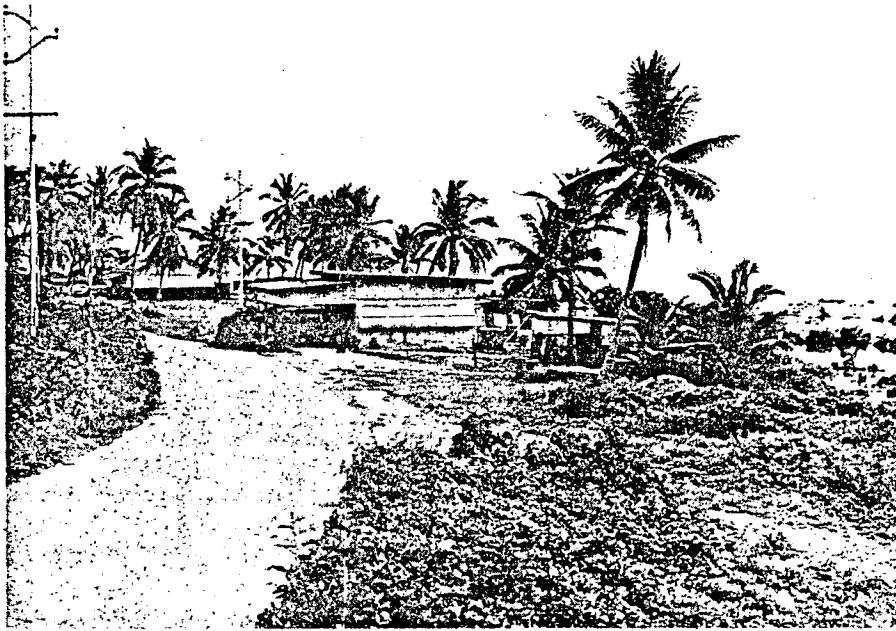
typical of the island's excellent school facilities, and then come to the complex of government buildings. Here are the chambers of the Nauru Parliament (visitors are welcome when Parliament is sitting), the office of President Hammer DeRoburt, the police station, courts, library and so on. Taking the right fork of the same road brings you to Nauru's new, modern air terminal.



# NAURU







*On the Round-the-island Road, a typical Nauruan homestead.*

At the far end of the airfield is Boe, the home district of President DeRoburt and one of the most populous. If Nauru has a "downtown," it is in the next three districts of Boe, Aiwo and Denigomodu. You will see one of the large cantilevers used for loading phosphate on ships as you look up the shoreline from the end of the field. In Aiwo are the headquarters offices of the Nauru Phosphate Corporation, Nauru's economic being. Here also are the post office, Air Nauru office, main retail stores, and churches. Ask locally for specific directions, since some of these are off the main road. A small, nine-hole golf course is also located here. It is a private course, but an invitation can generally be arranged. On the hills overlooking this general area is the company housing, where officials of Nauru Phosphate live. A drive up one of the roads through this area is worthwhile, with lovely tropical homes on shaded streets. At a couple of points reasonably good views of the coastline below are available.

Just past the golf course and power station is the Location, a name given to the area where most of the Chinese and Gilbertese contract laborers live. This place has a rather bleak appearance, caused mainly by a lack of greenery and an excess of somewhat dreary apartment buildings. But an excellent hospital and school are also here, as well as a large number of Chinese-operated stores where good buys can be found on imported watches, radios, and the like. Priceshop a little, for prices do vary on the same merchandise. Some bargaining over price might also be successful, but then again it might not. It's worth a try, though, particularly if you are interested in buying something expensive.

Leaving the Location, you will see on your left a rather unusual little building with the sprightly name "Star Twinkles" on a large lettered sign. This is a restaurant. It just may be, despite a rather scruffy appearance, the finest Chinese restaurant in the entire Pacific. At any rate local residents think it is outstanding, and judging by the one, six-course meal I had there they are certainly right. At least one of your meals while in Nauru should be at the Star Twinkles.

Moving on around the island, you pass quickly through the districts of Nibok, Uaboe, Baiti and Ewa. You will notice a large Roman Catholic church and building complex on the left, and here a stop is warranted for visitors from the Trust Territory. In the courtyard beside the church stands a monument to Father Aloys Kayser, an Alsatian priest who died in Truk in 1944 while exiled there with the people of Nauru, who were forcibly removed from their island by the Japanese.

If you are seeking handicraft on Nauru, you won't find any that is locally made. But at one store, Capelle's, you will find Pacific island items, notably from the Gilbert Islands, Fiji and Tonga. This store is located on the right and slightly back off the road just after you pass the Catholic mission. Business hours vary, but the owner lives next door and will usually open for a bona-fide customer.

The remainder of the island is notably less populated. Here there are many lovely beach sites for picnics or, at times, swimming. Generally speaking, Nauru's shorelines is not very good for swimming, but there are spots, and on weekends the Australian residents, particularly, seek these for outings. Ask someone where the best swimming areas are. A nice picnic and photograph spot is a small lagoon on your right as you pass through Anabar and Ijuw Districts.

Having toured the island by its main road, a couple of side trips are recommended. Driving back to Aiwo, take a right turn just before you pass under the phosphate conveyor, at the post office, and drive up the hill to where the road forks. Taking the left turn you come to Buada Lagoon, a picturesque tidal lake surrounded by homes and Chinese truck-gardens. A few fish ponds are laid out in the lake for the cultivation of certain types of salt water fish that have become accustomed to the brackish water. The road will take you all the way around the lagoon, a pleasant drive.

Back to the intersection again, this time take a right turn for a drive through the phosphate mines. A guided tour of the works can usually be arranged with a day or so advance notice, but you can also drive through the mining area yourself, past a sign warning in several languages that you do so at your own risk. Keep an eye out for trucks and you should have no problems. Several mined-out areas are visible from the road—a weird, lava-like landscape of jagged pinnacles and scrub brush. The active area includes several “digs” as well as areas which are being cleared in preparation for mining. Nauru’s phosphate, primarily marine in origin rather than from bird droppings, is among the purest phosphate mined anywhere in the world.

Trucks haul the mined rock phosphate to a machine that sorts, dries and crushes it before loading it onto railroad cars for the trip to the processing plant and, eventually to the cantilevers that load it onto ships. The entire operation is quite impressive, and unless you have a strong feeling that this type of strip mining is ecologically wrong, you will probably enjoy a tour of the area. Phosphate is Nauru’s only resource, and it is now owned and is being exploited entirely by the Nauruans themselves.

Past the active area the road takes you to cliffs at the north end of the island, from which you can look down on the inhabited rim. A couple of Japanese coastal defense guns are here, and local residents can tell you how to hike to other interesting spots. Don’t attempt a hike through the pinnacles, though. It can take hours to cover just a few hundred yards, and is hardly worth it.



Japanese coastal defense bunkers dot the shoreline.

The average visitor to Nauru will probably stay three or four days, depending on the air schedule. This is ample time to see the major attractions of the island and to enjoy the Nauruan hospitality. A longer stay, of course, would provide more time for exploring some of the more out-of-the-way scenic spots, such as the cave-like hanging gardens that I was told about, but did not see. Fishing, skin-diving and boating trips may also be arranged if time allows.

English—Australian variety—is spoken, and spoken very well, by virtually every Nauruan. If you wish to try a few words of Nauruan out on your hosts, hit them with *mo yoran* in the morning, or *mo yobum* before you go to bed, or instead of thank you say *tubwa*. All are pronounced more or less as written. Nauruan does not sound as smooth or melodic as, for example, Marshallese or Ponapean.

One final tip for your trip to Nauru. Australian currency is legal tender on the island, and you are well advised to obtain some through a bank, such as the Bank of America in Majuro, before you go. Be prepared for a shock, though. The U.S. dollar isn’t worth much these days, and every Australian dollar will cost you nearly \$1.20 US. If you fail to change your money before you arrive, there is a branch of the Bank of New South Wales on Nauru, and you should exchange your funds there rather than in the stores or at the hotel. Shopkeepers will accept U.S. currency in a pinch, but you’ll probably get a very unfavorable rate of exchange.

Nauru is not likely to be over-run by tourists any time soon. It is small, yes, but it is also relatively uncrowded, relaxed, quite different from areas of the Pacific within the U.S. sphere of influence, and well worth a visit for those seeking new experiences in Pacific travel.

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AFFAIRS WITH RIGHT TO DECLARE INDEPENDENCE AFTER PERIOD NOT YET  
DECIDED; SPECULATION THAT ISLANDS WILL PROBABLY EVENTUALLY  
MERGE WITH GUAM; MARIANAS DELEGATION APRIL APPEAL TO F H  
WILLIAMS, CHIEF OF US NEGOTIATING TEAM, TO BE DETACHED FROM  
MICRONESIA AND JOINED TO US DELEGATION, WAF

6 OF 22 NYT/JNL 1971-3-14      15: 6 4/MST 3/LIN  
73-71-56      179478/IDN

NIXON APPTS F H WILLIAMS AS HIS PERSONAL REPR WITH RANK OF AMB  
TO NEGOTIATE AN ACCORD WITH MICRONESIANS OVER THEIR FUTURE POL  
STATUS

?

VIEW NEXT PAGE=A      SKIP TO ABSTRACT #=B/7#      NEXT STEP=C  
7 OF 22 NYT/JNL 1971-3-12      48: 4 4/WST 11/LIN  
71-71-11      178240/IDN

INTERIOR SEC MORTON SAYS US HAS 'DRAGGED ITS FEET' IN RELATIONS  
WITH MICRONESIA. THAT HE INTENDS TO TAKE 'NEW INITIATIVES' TO  
RESOLVE DIFFERENCES. HR COM; VOICES CONCERN OVER DETERIORATING  
RELATIONS BETWEEN US AND MICRONESIA; SAYS HE PLANS MEETINGS  
WITH TERRITORIAL LEADERS TO SEEK ACCORD ON FUTURE POL STATUS OF  
AREA AND TO SET UP ECON DEVELOPMENT PROGRAMS; MICRONESIANS  
REJECTION OF US OFFER OF COMMONWEALTH STATUS AND US REJECTION  
OF A SELF-GOVERNING 'FREE ASSN' WITH FED GOVT NOTED; MORTON  
REPTS ADM WILL SOON SEND CONG BILL TO SETTLE ALASKAN LAND  
CLAIMS; SAYS LATER IN HIS 1ST PRESS CONF AS SEC THAT THERE WILL  
BE PERSONNEL CHANGES AND SOME PROMOTIONS

8 OF 22 NYT/JNL 1971-3-19      49: 6 4/WST 5/LIN  
139-71-37      CMB/ILS      165721/IDN

AMER MUSEUM OF NATURAL HISTORY, NYC, OPENS HALL OF PEOPLES OF  
THE PACIFIC, DEPICTING CULTURE AND LIFE STYLES OF PACIFIC OCEAN

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