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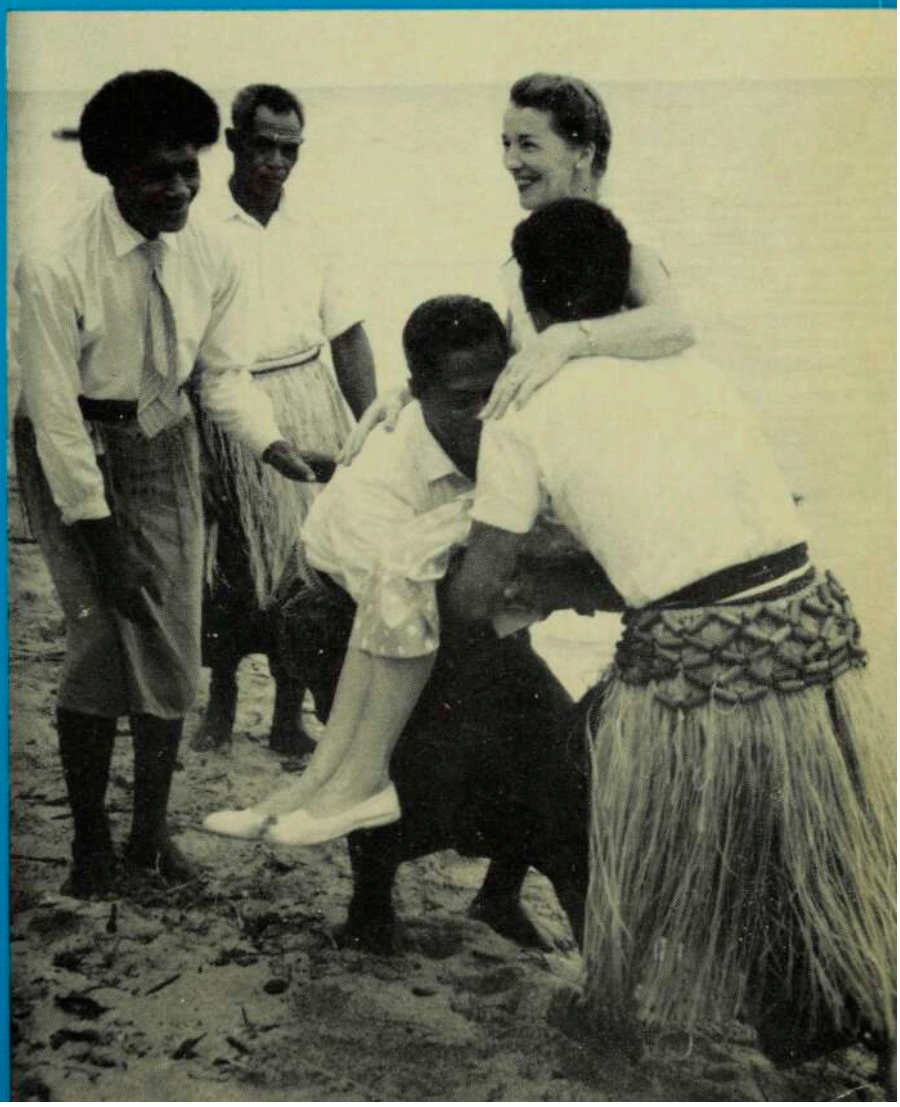

JUNE, 1964

VOL. 35. NO. 6.

The News Magazine Of The South Pacific

ESTABLISHED 1930

stered at G.P.O., Sydney, and at P.O., , for transmission by post as a Newspaper.

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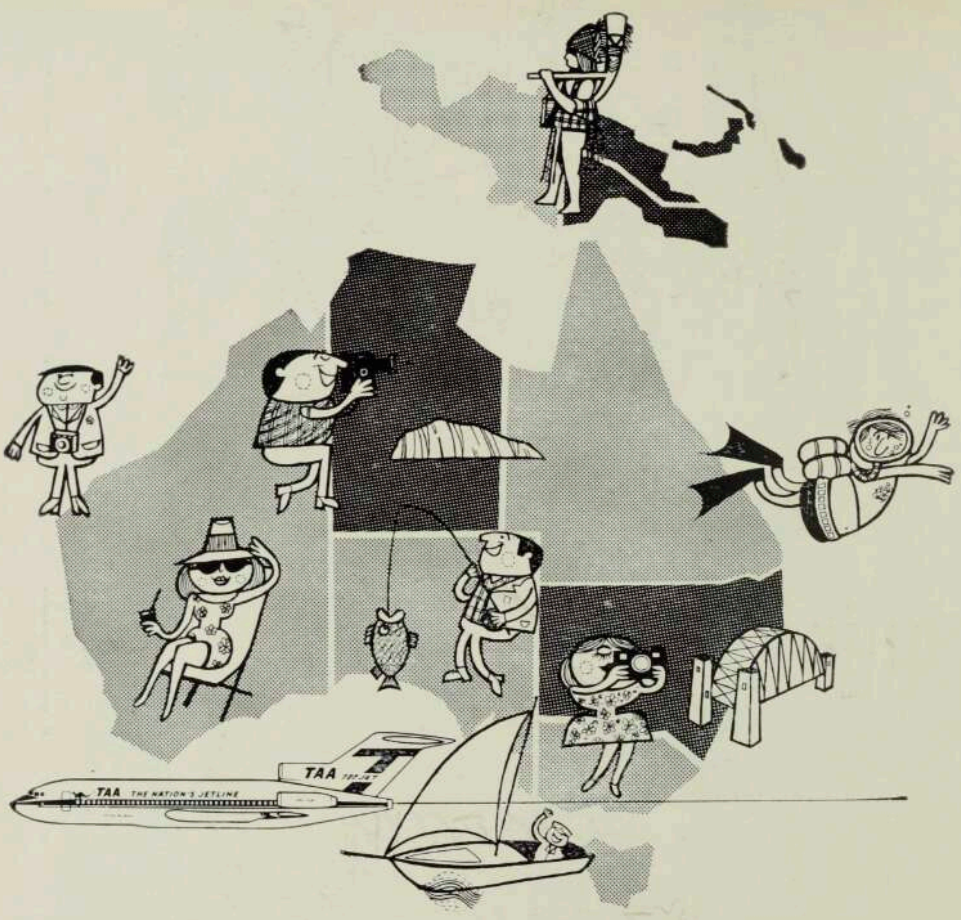

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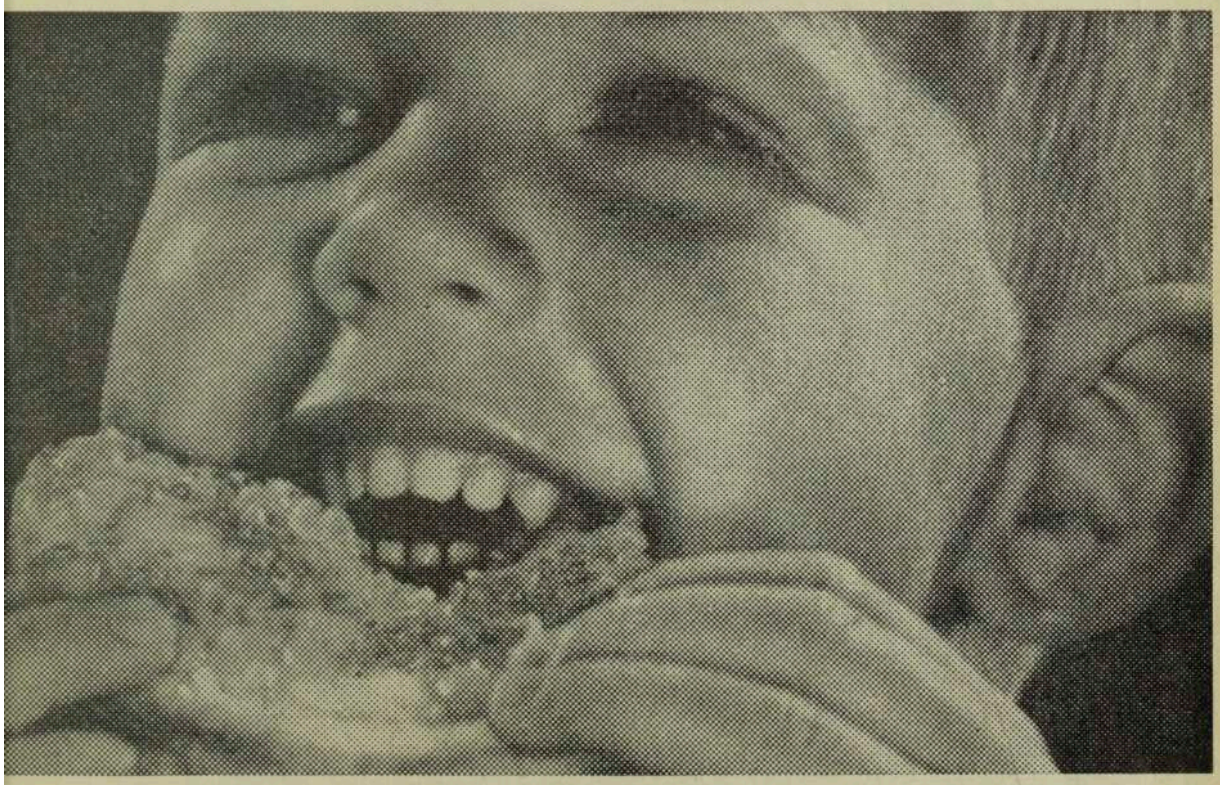

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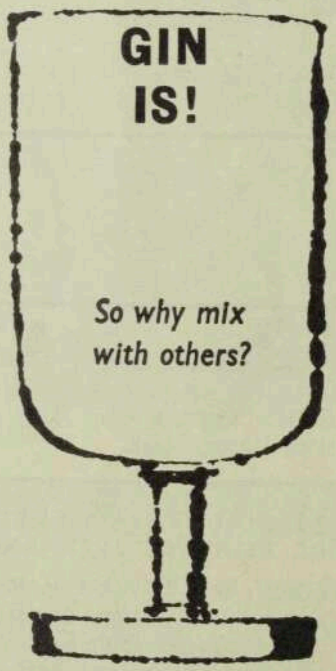

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PACIFIC ISLANDS MONTHLY

A product of Pacific Publications Pty., Ltd., 29 Alberta St., Sydney.

Publisher: R. W. ROBSON.

Editors:
JUDY TUDOR STUART IN

Manager: SELWYN HUGHES.

TELEPHONES: MA 9197, MA 7101, MA 43
G.P.O. BOX 3408, SYDNEY.
Telegraphic Address: PACPUB, Sydney.

ANNUAL SUBSCRIPTION RATES:
(Aust. currency; includes surface postage

Pacific Is.—P.-N.G., Fiji, Samoa, Norf
Nauru, B.S.I., Cook Is., Tonga, G.&E. G
Niue, New Hebrides, and Br. Pac
Is. £1 4
French Pacific Territories £1 7
Australia and N.Z. £1 10
U.K., British Commonwealth and Foreign (4
Stg.) £2 10
U.S.A. and U.S. Pacific Territories ($7
U.S.) £3 1
Single Copies (postage extra) . .. 2

BRANCH OFFICE IN PAPUA-NG
Pacific Publications (NG) Ltd., Theatre Build
Fourth St., LAE. Tel.: 2577. Miss
Robertson, Manager.

BRANCH OFFICES IN FIJI:
Suva: Fiji Times Building, 20 Gordon St
Tel.: 5601.
Lautoka: Fiji Times Office, Vidilo St. Tel.: 4

REPRESENTATIVE IN N.Z.:
J. D. Whitcombe, C.P.O. Box 2229, Qu
Street, Auckland. Tel.: 70409.

REPRESENTATIVE IN HAWAII:
C. C. Spencer, 203 Yap Bldg., 3465 Wai
Ave., Honolulu. Tel.: 775538.

REPRESENTATIVE IN U.S.A.:
R. G. Craib, 153 Laidley St., San Franc
31, San Francisco, California. Tel.: Mis
8-1075.

REPRESENTATIVES IN U.K.:
S. R. Warman, 73 Cheapside, London, E.
Tel.: City 2355.
H. A. Mackenzie, 4A Bloomsbury Squ
London, W.C.1. Tel.: Holborn 3779.

MELBOURNE OFFICE: Newspaper House,
Collins St. Tel.: 63.7053.

AGENTS: All main trading firms and st
in the Pacific Islands.

Pacific Publications Pty. Ltd. is the Austra
agent for THE FIJI TIMES.

THE COVER: Lady Jakeway, wife of F
Governor, enjoys the novelty of be
carried ashore at Lomaloma, in the
group, by two stalwart Fijians. The
casion was a visit by the Governor in
official yacht "Ra Marama". But see a
the picture on p. 19. The photo is by R
Wright, Fiji PRO.

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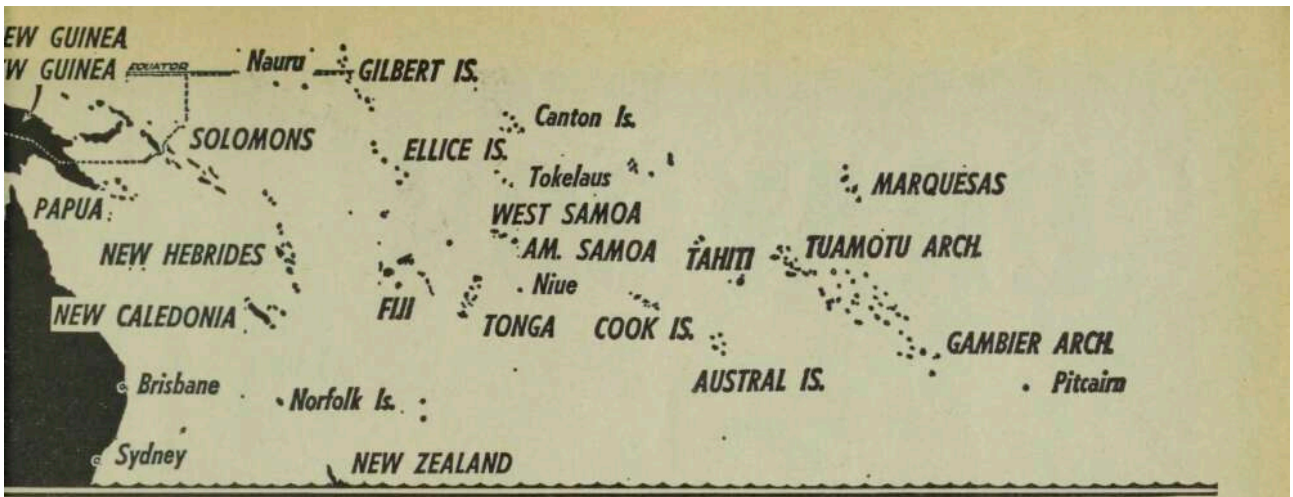

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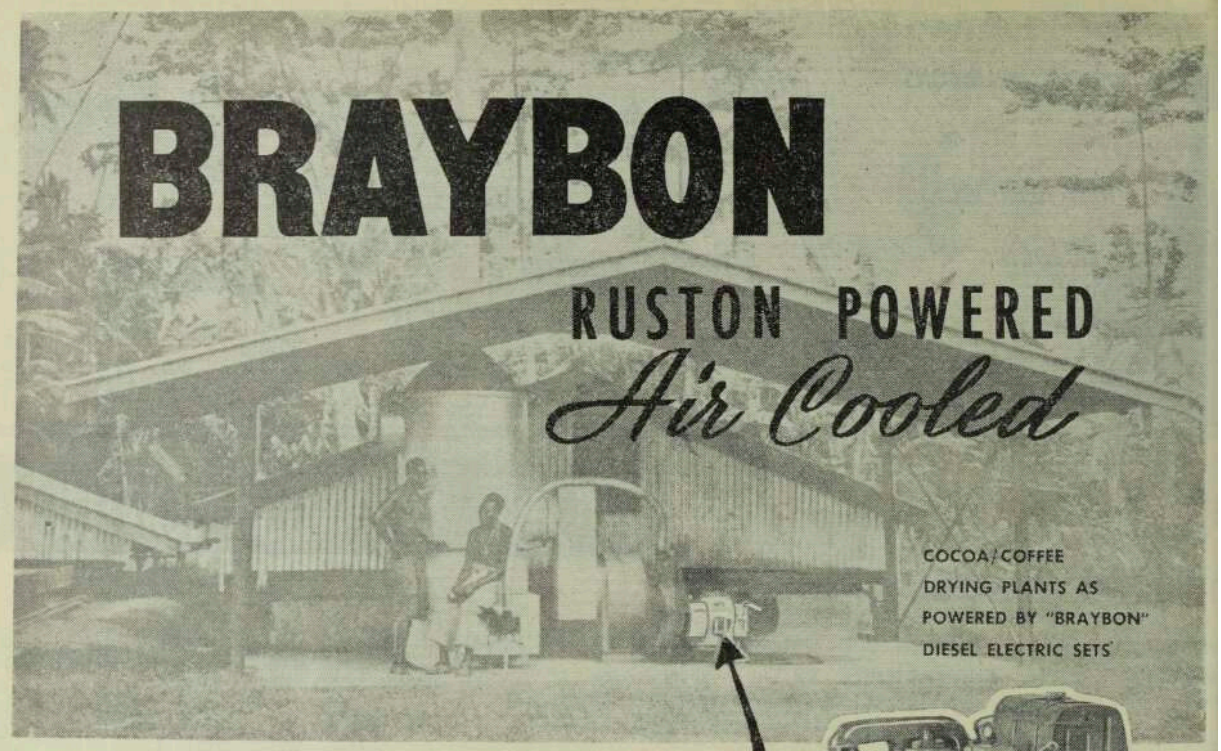

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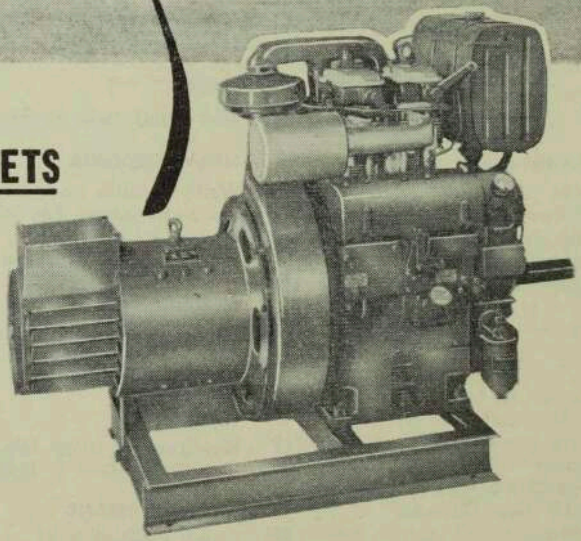

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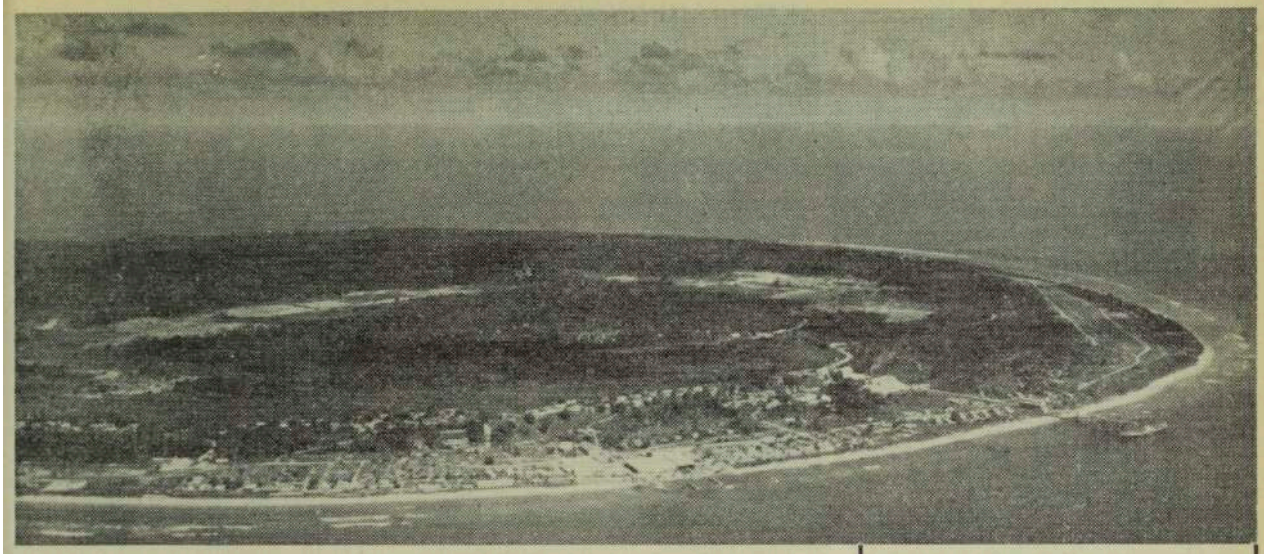

Home, Sweet, Home Of The Nauruans

Nauru, in the Central Pacific, is only 12 miles in circumference and its highest point is about 200 ft. above sea level. In this fine aerial picture the phosphat loading cantilever, with a ship loading, can be seen at the right. The airstrip is above it on the right-hand tip of the island. Nauru has no regular air services although the strip will take aircraft of DC4 standard.—Photo: Australian News and Information Bureau.

"SOVEREIGNTY OR NO DEAL" THE NAURUANS STILL SAY

By a Staff Writer

The Nauruans still want a guarantee of sovereign independence from the Australian Government before they will agree to any plan to resettle them in or near Australia.

A SPECIAL representative from Nauru, Austin Bernicke, is expected to say this bluntly at a meeting of the United Nations Trusteeship Council in New York early in June. However, the Australian Government has already stated categorically that it will not entertain the idea of a sovereign Nauruan nation within or near its borders.

Nauru's special representative to the UN is a member of the Nauru Local Government Council which discussed the question of attaining independence for Nauruans "as soon as is practicable" at its monthly meeting on April 29.

At this meeting, which was presided over by the Australian Administrator, Mr. R. S. Leydin, Head Chief Hammer DeRoburt said that the council wished "to aim at sovereign independence for Nauru by 1967."

"We have at times discussed the date of January 18, 1967," he said.

He went on to say that, "to enhance and promote and pave the way for the eventual achievement of self-government," the Council thought it necessary to elevate the status of the Council and increase its responsibilities to those of a Legislative Council.

Mr. Leydin replied readily that he would be glad to discuss the question of a legislative council with a committee of the local government council at any time.

But he was probably somewhat taken aback by the Head Chief's statements, as members of the council had not breathed a word about independence or resettlement for months; and when resettlement **was** last mentioned, the council stated that it intended to submit counter-proposals to the Australian Government's stand that sovereign independence for the Nauruans could not be entertained.

Will Buy Curtis

Meanwhile, the Australian Government has decided to acquire all the residential leaseholds at Southend on Curtis Island—in case the Nauruans finally decide to accept this island for resettlement on its terms.

Curtis is an island of 180 square miles which forms part of the port for Gladstone, Queensland. It is separated from the mainland by a narrow channel, which, at one point, at low tide, is virtually dry land.

The Nauruans have told the Australian Government that this would be a suitable place for their resettlement, but they have not agreed to the Government's terms that they should become Australian citizens, subject to Australian laws, etc., if they do accept it.

In announcing that the Australian Government would acquire the residential leaseholds on Curtis, Australia's Territories Minister, Mr. C. E. Barnes, said that the Government had decided to do this "knowing that it could, in the final event, transpire that Curtis Island was not used for Nauruan resettlement."

He added: "Nevertheless, this decision would be justified if it served to convey to the Nauruans and the international community that Australia was deeply concerned to honour its obligations under the United Nations Trusteeship Agreement to

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Plenty Of Traffic

There are not many cars, but plenty of bicycles and motor cycles among the prosperous Nauruans, and policemen are needed to direct traffic in the main street. At right, a family party goes for a week-end jaunt.—Photos: Australian News and Information Service.

safeguard the future of the Nauruan people, and was prepared to back its offer by whatever preliminary action is practicable."

Despite Mr. Barnes' statements, it would appear that the Australian Government is fairly confident that it will eventually win the Nauruans around to accepting its terms.

It would also appear that most Nauruans don't really want sovereign independence as much as they say they do—they simply don't want to make the irrevocable decision of accepting Curtis Island or anything else, and so they keep on asking for what they know they won't get to ward off the dreaded day when they *will* have to make the decision.

There are probably half-a-dozen reasons—some of which they may not have recognised themselves—why they are reluctant to make a decision.

No Support

The basic reason is that Nauru, despite its lack of fresh water and general barrenness, is the Nauruans' home, sweet, home. It is their land. It has always been theirs. It has belonged to them and their ancestors for so long that the present Nauruans have no traditions—as is the case in most parts of Polynesia, for example—that their ancestors ever lived anywhere else.

This being the case, some islanders—particularly the older ones—feel that it would be ungrateful of them to abandon the land that God gave them; yet, on the other hand, they know that once the island's phosphate is exhausted, there will be virtually nothing to support them there.

However, as it is frequently stated that the phosphate deposits will not be worked out for at least 30 years, many of the older people say they want to live out their lives where they are.

This view naturally inhibits the younger people from making a decision to move elsewhere because they are reluctant to leave their elders.

But this is just one of several inhibiting factors for the young people—especially those who have never been outside Nauru.

There is also the fear of venturing into an unknown world; the fear of not being able to make a living of the kind they are accustomed to; the fear of being social outcasts in a new environment (in White Australia); and the fear that any move would result in their being broken up.

Next to leaving Nauru itself, the question of fragmentation probably weighs more heavily on the average Nauruan mind than any other resettlement problem because the islanders are such a closely knit community that they speak of being members of the same family.

Anyway, with so many reasons to deter them from making the decision that would cast them adrift from their homeland for ever, it is not surprising that the Nauruans do dream up the problems they do for the Australian Government.

But they can't go on doing this for ever—and they know it. They also know that Curtis Island is the best new island that anyone is likely to offer—and so does the Australian Government.

So whatever their representative says in the United Nations this year, next year or the year after for that matter, it's not likely to make much difference to the situation that existed this time last year—i.e. that the Nauruans can move into Curtis Island any time they like but they can't have sovereignty over it.

AND WHAT KIND OF ASSEMBLY FOR NEW GUINEA?

From a Port Moresby Correspondent

On the eve of the opening of Papua-New Guinea's majority-elected House of Assembly on June 8 the big interest in New Guinea is in what kind of legislature it will be.

WILL it be a tame cat, or will it shape up from the beginning as something, at last, with a bite to it?

On the strength of past experiences most people predict that things will be tame, but they could be wrong.

There were some reasons for thinking so at the end of a seminar held near Port Moresby in May and attended by the elected members of the House, who were brought together for a lesson in parliamentary procedure. The school was conducted by Dr. D. Bettison, director of the P-NG Research Unit of the Australian National University. During the week members were presented with dummy copies of bills and a suggested form of Standing Orders for the new House.

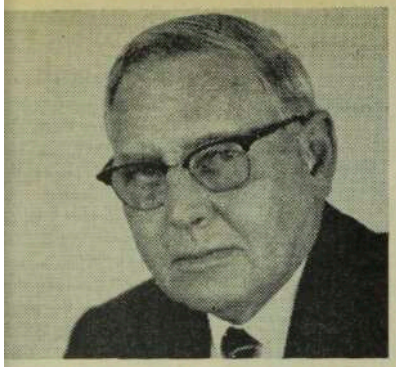
It quickly became apparent that in some cases the members were a jump ahead of their teachers.

Mr. Graham Pople, elected member for Gumine, who is a European commented that the new members obviously weren't going to be led by the nose.

The first headache for the Administration came when the members indicated they felt that the P-NG Director of Native Affairs, Mr. J. K. McCarthy, should be elected Speaker of the new House. Trouble is that Mr. McCarthy is one of the ten official members and can't be released, and also the Administration has made no secret of the fact that it would like to see former Morobe District Commissioner Horrie Niall, who is an elected member, in the Speaker's chair.

On learning of the decision Sir Donald Cleland hurriedly called Canberra and had his doubts confirmed. Mr. McCarthy could not get the job. So the members reconsidered.

Names mentioned were those of Mr. Don Barrett, Mr. John Guise, the Rev. Percy Chatterton and New



he June meeting of the P-NG House of ssembly will be the first meeting of the -NG legislature in which the Adminis- ator, Sir Donald Cleland (pictured), has ot taken part as president. The new House will elect a Speaker.

uinea member Matthias Toliman rom Rabaul.

Lepani Watson (Esa 'Ala Losuia) ndicated Mr. Guise had instructed im to inform members he was not vailable for either the Speaker's hair or that of his deputy. Mr. hatterton also declined the post and o did Toliman.

But finally, it was agreed that Mr. Niall should be elected when the me came. Why the opposition to im in the first place?

"We all knew he would be an deal man for the job," explained one uropean private member, "but we esented the Government's blind as- umption we would all support him or it."

That was one indication that the ew House is not going to be led by he nose as the Administration has xpected. The other, and just as sig- ificant, was the objection raised by rivate members to the proposition hat the Administrator should ap- oint the Under-Secretaries.

Members felt strongly that they hould have a hand in appointments nd said they wanted the Administra- or informed of their objection. Sir Donald was not impressed.

Standing Orders also came in for nuch criticism at the seminar and nembers decided to simplify them as ime goes on.

The new House will be opened by he Governor-General, Viscount De L'Isle, who in May was making an xtensive tour of P-NG.

He will give the Queen's Address, fter which a delegation from the Australian Parliament will present a Mace (see p. 17), and the Minister or Territories, Mr. C. E. Barnes, will ddress the House. There will be a narch past of troops and an RAAF ly past.

A WORKABLE PLAN FOR P-NG DEVELOPMENT

By A Staff Writer

Not since the Foot Mission's controversial recommendations on Papua-New Guinea has there been such a splash of publicity. Certainly never before had private enterprise cribbed so much headline space on New Guinea affairs. The newspapers and TV stations broke out in a rash of articles and interviews, in Canberra the Territories Minister said the news was a great encouragement, and in Port Moresby the Administrator described it as most progressive.

THE occasion was the announcement in Sydney on May 11 of the formation of the Australia-New Guinea Coporation Ltd., with an initial paid capital of £250,000.

The chairman, Mr. Steven Rich, together with all four of his fellow directors, faced a news conference to explain that the corporation was a consortium of Australian banks, insurance companies and businessmen designed to provide investment opportunities in New Guinea.

It hoped to chart new courses, yet at the same time support and assist the pioneers. It would channel funds, some from overseas, to agricultural and industrial development, and would have a strong management team based in Port Moresby by June 30.

New Guinea was entering a critical time, the directors said, and world pressures meant speedy development was required there.

No Details

To questioners, they said they could not reveal the list of shareholders yet or be committed on what specific projects they might have in mind.

There could, of course, be political hazards due to emerging nationalism, but if P-NG was to emerge as a prosperous, independent nation there just *had* to be development of private enterprise at the same rate as Government development, they added.

Yet at the end of the first week of publicity there was still one major question about the corporation left unanswered: What *was* the corporation all about?

Just how would it go about its high-sounding tasks and why had it chosen to announce itself in such broad national terms?

The answers reveal that somebody in the corporation has had extensive experience of the ways of Government in New Guinea matters—experience so wide that it is most unlikely that newcomer Mr. Steven Rich is really the chief architect of the corporation, as claimed by the newspaper pundits (although not claimed by Mr. Rich, be it noted).

It would occur to a man with the New Guinea experience of Mr. F. M. Hewitt that the most intelligent way of overcoming official reluctance to give private enterprise in New Guinea the support it deserves and needs—the best way of overcoming, in fact, the suspicions of bureaucrats who have long considered New Guinea to be a unique socialist State within a Commonwealth dedicated to free enterprise—is to attack it on a national front with full Cabinet support.

Only big businesses and lending institutions working together have the money and influence required to do

(Continued on page 14)

NOUMEA HAS A WORKERS' STRIKE—WITH ALL THE TRIMMINGS

Workmen in Noumea held a three-day strike in May in protest against what amounted to their failure to get higher wages to meet the ever-rising cost of living. They went back on May 15 when negotiations were resumed to find a solution to their grievance.

During the strike, police used tear gas—for the first time in New Caledonia's history—to break up a disturbance, although most Noumea people who saw the incident thought that a few strong shoulders would have been sufficient.

Also much in evidence during the strike were French metropolitan gendarmes armed with rifles, native gendarme auxiliaries, a Black Maria and a number of radio-equipped trucks, some of which also had public address equipment.

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P-NG'S ELECTORAL LAWS TO BE ALTERED—ALREADY

Papua-New Guinea's Administration finally admitted to a blunder in the Electoral Ordinance under which the House of Assembly elections were held, when Administrator Sir Donald Cleland publicly announced in Port Moresby in May that legislation would be introduced at the House's first session to amend Section 161.

THIS is the section on which an unsuccessful candidate, Mr. Mick Casey, has said he would base his appeal against the declaration of Mr. Graham Gilmore as winner of the poll in the South Markham electorate.

But so far Mr. Casey has not lodged his appeal, and there now seems some doubt as to whether he will.

Time is running out for him. The law requires any appeal to be lodged within two months of the declaration of a poll, which gives Mr. Casey until 8.30 a.m. on June 5 to enter his objection.

Many believe Mr. Casey will wait until the last moment before lodging his appeal so that the result of it won't be known in time for other unsuccessful candidates to be encouraged by his example. It has been feared that a run of complaints would turn P-NG's first common roll elections into a laughing stock.

Others say Mr. Casey has been talked out of going on with it.

Letters have appeared in the Territory's Press urging the planter to drop his case, and an editorial in the *South Pacific Post* said, "If this were an action motivated by a desire to correct an injustice, nothing but good could come of it.

"But it is clearly a challenge of the people's will on technical grounds, in which goodness has been given little consideration."

Following the appearance of the *South Pacific Post* editorial, Mr. H. G. Cooke, the newspaper's general manager, made a trip to Kainantu to see Mr. Casey.

"He's a friend of mine," explained Mr. Cooke. He would not divulge the outcome of his visit.

Mr. Casey explains his reasons for appealing this way, "There is an obvious flaw in the ordinance and I feel I have a duty to bring the section under discussion to the notice of the Court of Disputed Returns."

Other than that he has remained silent.

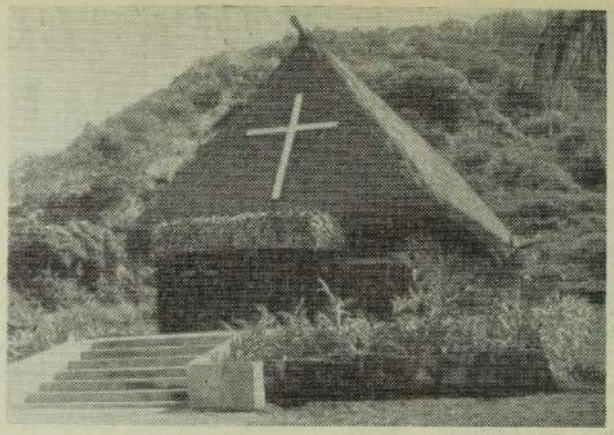
There have been strong inferences that Mr. Casey intended to appeal only because he was anxious to defeat Mr. Graham Gilmore. And it has been suggested that if the South Markham election were re-held Mr. Casey would not stand, thereby making things easier for Mr. Lloyd Hurrell whom Gilmore beat by a mere 348 votes.

But this doesn't sound reasonable. In fact Mr. Casey had given the Chief Electoral Officer, Mr. R. R. Bryant, an indication he might appeal as early as March 19, only one day after the poll closed.

And at that stage Mr. Casey, or no-one else for that matter, could possibly have known who would poll heaviest; there were still thousands of primary votes to be counted and preferences to be distributed.

Footnote: Mr. Casey claims Mr. Gilmore does not have an "absolute majority" as defined by the ordinance. The ordinance defines an absolute majority as more than one-half of the total votes polled.

Mr. Gilmore polled 9,311 of 23,932 votes recorded. His opponents, Mr. Hurrell and Mr. Casey polled 8,963 and 5,658 respectively.



Beautiful New Church

This unusual church near the Korolevu Beach Hotel, in Fiji, on land given to the Catholic Church by the late Sir Hugh Ragg, was dedicated in April. It is a condition of the gift that the building be available to people of all denominations. The art work in the interior decorations is a tourist attraction.

World Bank Sees Land Problem

The World Bank survey sees the native land tenure system in Papua-New Guinea as a bar to important development in the Territory.

IT believes that a better system will have to be devised if the land is to be fully developed economically and intelligently. The present system ties too many strings to development.

The World Bank report is to be released soon.

The members of the World Bank Mission made an extensive survey of the Territory last year, aimed at producing recommendations for economic viability. It was led by Mr. K. R. Iverson, Assistant Director of the Development Services Department of the World Bank, and included experts on agriculture, education, industry, livestock, transport and finance. The World Bank was invited by the Australian Government to make the survey.

It is understood that the recommendations in the report are regarded as extremely intelligent and helpful.

The mission sees a real future in the cattle industry in the Territory, so long as careful selection is made of the right breeds. It sees this development as a long-term one.

It sees increasing development in tea and even in copra, about which it says more can be done.

TRADE SHIP FOR NG

Australia will make its first trade drive in Papua-New Guinea, and possibly the neighbouring Solomons, next March. Australian Export Promotions Pty. Ltd., which is an association of manufacturers and Chambers of Commerce supported by the Department of Trade, plans to send a trade ship to main ports in the area.

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NEW CROP PEST SCARES IN THE SOUTH SEAS

Outbreaks of crop diseases nd pests were causing problems n several South Pacific terri-ories in May.

THE New Hebrides was warned about a new coconut pest, at resent occurring only around Vila, hich can have a serious effect on opra production.

It is a small, flat, scale insect named *spidiotus destructor*, and looks like miniature, brown, waxy shield ttached to the leaves of plants. It eproduces itself so quickly that it an completely cover the undersides f leaves, and the flower buds and oung coconuts, and by sucking the ap it can kill the palm.

Dr. F. J. Simmonds, Director of e Commonwealth Institute of iological Research, saw this pest hen he passed through Vila on his ay from Honiara to Apia for the outh Pacific Commission's plant uarantine conference, and he warned at it was a very grave danger.

If it spreads through a plantation can completely finish copra produc-on for two or three years. It also tacks fruit and vegetables, including ananas, papaw, sugar cane and readfruit. The leaves of infested ees turn yellow, and later the con-tion spreads until the tree is com-etely covered with scale.

The pest has been found in vari-us plantations near Vila, from evil's Point, Tagabe and Bellevue to e Pango Pensinula.

In other countries where this scale sect exists, it is kept in check by edators, including ladybirds.

Mr. de Boissoudy, the Con-ominium Senior Agricultural Officer, scussed the problem at the Apia nference with Dr. Simmonds, Dr. arrau of the South Pacific Com-ission, and the entomologists, Mr. ochereau, of the French Institute of ceania, and Mr. B. O'Connor, of e Fiji Agricultural Department. As result of the discussion, one species ladybird is being introduced into e New Hebrides.

But control by introduced predators kes time, while the predators build to a strength where they can keep e numbers of a pest down. Mean-hile precautions are being taken the New Hebrides at once to pre-vent *Aspidiotus destructor* from spreading.

ISLANDS DOCTOR: Newly appointed Resident Medical Officer for the New Guinea Island, based in Rabaul, is Dr. Paul Enders, of Wewak, who has taken over from "genial dictator" Dr. Charles Haszler, who is now on leave. Dr. Haszler will be appointed to Port Moresby as assistant to the Director of Health, Dr. R. Scragg.

Leaves and nuts carrying the pest are being cut off roadside trees and burned, and planters have been advised to burn leaves and nuts wherever they find infected trees in their plantations.

Warning has been given of the danger of carrying coconut leaves from place to place, or leaving them on the side of the road, and the Department of Agriculture in the New Hebrides has appealed to people to report the presence of this pest whenever they find it, so that the Department can help to deal with it. Experiments are being made in spraying with oil, washing soda, and various chemicals.

Mr. M. J. Macquillen, Government Entomologist in the Solomons, says that outbreaks of this scale insect affecting coconuts and bananas have occurred before in Fiji and Mauritius.

Ladybirds were introduced, and a report states that in Mauritius palms which had been so severely damaged that there was no suggestion of their possible recovery returned to health and full bearing when the predators became fully established.

P-NG Cocoa Problem

Papua-New Guinea's second most important industry, cocoa growing, is being attacked by a fungus disease.

Thousands of cocoa trees, mostly in the Gazelle Peninsula of New Britain and the Markham Valley on the New Guinea mainland, have been struck by the fungus.

According to a survey by the Rabaul branch of the New Guinea Planters' Association, 28 of the 37 European-owned plantations in the Gazelle Peninsula have been hit by the fungus disease.

In addition, it is present in varying degrees in at least 20 native-owned plantations.

The survey showed that in some

(Continued on page 144)

PIM BY AIR TO ALL PACIFIC ISLANDS

FROM July thousands of *PIM* readers in the South Pacific Islands will get their copies of *PIM* quicker and cheaper. All copies are to be air freighted from now on.

This has been made possible by a re-arrangement of air freight charges, which in future will be paid by *PIM* instead of the various selling agents —who, of course, have had to pass these charges on to readers. Thus the selling price of *PIM* varied widely in the South Pacific in the past.

The improved arrangements make it possible to fix a standard nominal price for *PIM*, which from July will be 3/- local currency in all British Commonwealth South Pacific Territories, Tonga and Western Samoa; and elsewhere in the South Pacific, 50 French Pacific francs or 60 US cents. Australian or French Pacific currency will be accepted in the New Hebrides. Yearly subscriptions will be 36/-, 600 francs or 7 dollars. Subscription copies will be air freighted to the Islands and posted there.

Many Islands readers now pay up to 7/6 to obtain their copies of *PIM* by air; others pay as little as 2/6. The new selling price of 3/- will mean some readers will pay slightly more for their copies than in the past, but the spreading of the distribution costs will enable the publishers to give *all* South Seas readers the same speedy service.

In the few Islands with no air facilities yet, *PIM* will be air freighted to the nearest connecting seaport.

The new rates will only affect subscriptions due from now on.

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COUNCIL WILL BOOST P-NG

(Continued from page 11)

the job that private enterprise *must* do in P-NG. Pioneer fields of investment, and new secondary industries, need Government support in the form of tariff and tax concession (such as "tax holidays" for new industries in their formative years).

And New Guinea investment also needs protection against established mainland interests, some of whom in the past have attempted to hold back New Guinea business development for their own ends by crying "cheap black labour". When this happens it is P-NG native progress that suffers most.

Because of these things the corporation is apparently, and understandably, reluctant to show its hand on specific projects until all the ends have been tied up. But it appears to have at least three specific plans in mind.

Mr. Rich, for instance, whose interests manufacture venetian blinds and insect screens, might normally be expected to start such an industry in a tropical country, and even export from there. Sir James Kirby would find plenty of opportunities for his engineering interests. And there is much to be done with Mr. Hewitt's timber.

Need For Publicity

But there is another vital consideration. Men of their experience know that the future progress of New Guinea will largely be determined by the attitudes of the Australian public. For that reason Australia needs a public fully-informed on just what the problems are in New Guinea. At present it gains most of its information from academic theorists writing in intellectual journals or from banner headlines on inconsequential happenings reported in the afternoon Press. Both points of view are equally narrow if one reads nothing else.

What Australia needs is well-rounded reporting on all aspects of New Guinea affairs using all media, and designed for all kinds of people.

This it will get as a result of the formation of the Council on New Guinea Affairs, which was launched exactly a week after the corporation.

It is no coincidence that its board includes three of the five directors of the corporation. But its chairman is Mr. Norman Cowper, and foundation members include people prominent in business, government, the professions, religion and the trade unions.

The council will appoint a permanent executive director and encourage seminars and discussions on all aspects of New Guinea, stimulate contact between New Guineans and Australians, with the help of scholarships, and produce an independent journal. The council will, in fact, be that overdue organisation—a New Guinea public relations body in the truest sense.

Such an organisation can, and ob viously will, be left alone by th sponsors to run independentl once it is established, for all knov that neither Government nor privat enterprise has anything to hide i New Guinea and that the wealth o facts that the council can bring t light are overdue for intelligen public consideration.

The formation of both the Aus tralian New Guinea Corporation an the Council on New Guinea Affair is the most important developmen in P-NG for many a year. And fo its clever planning it deserves ac miration.

● See Commerce, page 119.

Fiji On The Way To A Cabinet System

The Colony of Fiji will take a first step towards self-government on July 1 when a "membership" system is introduced. It is expected to be the forerunner to a ministerial system.

APPROVAL for the system was given by the Legislative Council in January but in early May the Government made a firm announcement.

Just before July 1 the Executive Council will be reconstituted to provide for the appointment of six u official members — two Europea two Fijians and two Indian.

At present it is comprised of o unofficial member each for thr racial groups, and an addition European.

For many years it has been t practice for each racial group of u official members to elect one of the number to the Executive Counc In addition, the Governor appoin another unofficial member, n necessarily from the Legislati Council.

Three of the six unofficial me bers of the Executive Council will associated with the formation policy on matters of natural r sources, social services and works a communications and thus ga "ministerial" experience.

The membership system was fi suggested in 1961 by the previo Governor of Fiji, Sir Kenne Maddocks. The idea was receiv very coolly by the unofficial membe of the Legislative Council, but it w not dropped. Sir Kenneth referr to it several times during the r mainder of his term, often qui petulantly.

● **Australia will take more i terest in Fiji, p. 41.**

Wrecked Islands Ship Overloaded

A SHIP that was wrecked on a reef in the Solomons last December was carrying 59 people when she was licensed to carry only 22.

This was revealed in the Central District Magistrate's Court in Honiara in May when the former bosun of the ship, the MV *Fauambu-Twomey*, pleaded guilty to a charge of carrying more people on her last voyage than her licence permitted.

The court was told that after the *Fauambu-Twomey* grounded on a reef in Sealark Channel, off Guadalcanal, on December 12, it was established that she had been carrying 51 passengers and a crew of eight.

The accused was convicted and ordered to pay a fine of £30, in default two months' imprisonment.

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With Self-Government Soon, The Cook Islands Are Humming

With internal self-government coming up next year, Cook Islands affairs are now moving at such a pace that it is quite a job keeping up with everything that is happening. The first three weeks of May were particularly busy and newsworthy.

Cook Islands leader, Mr. D. C. Brown.

NEW Zealand's Governor-General, Sir Bernard Fergusson, completed a tour of the islands in HMNZS *Royalist;* a five-man delegation from the Cook Islands Legislative Assembly spent a week in New Zealand for constitutional talks; the NZ Minister of Island Territories, Mr. J. R. Hanan, announced that his government was considering the building of a jet airport at either Rarotonga or Aitutaki.

Here is a day-by-day summary of the most important Cook Islands news to May 22:

May 5: A party of New Zealand MP's who had just returned from the Cook Islands said they believed the main problem in the Cooks was that the Group would find it difficult to become economically self-supporting while maintaining a reasonable standard of living. Some members also thought self-government had been thrust on the islanders too soon; but all agreed that the islanders wished to retain the closest possible links with NZ.

May 6: Mr. Hanan announced the government was considering a jet airport at either Rarotonga or Aitutaki; that with improved air services and better tourist facilities, Rarotonga had "a definite tourist potential," but that the development of the Cook Islands pineapple industry was of more immediate importance. He added that many more Cook Islanders would probably migrate to NZ when more transport was available.

May 7: Mrs. Inanui Rio Nie, daughter of the late paramount *ariki* of Rarotonga, said in Wellington that the NZ Government, by unwittingly allowing itself to become the prime mover in the establishment of self-government in the Cook Islands, could bring disaster to the social and economic well-being of the Rarotongan people. She said self-government would result in the complete collapse of the traditional way of life on which the people's social, economic and cultural well-being entirely depended; and that it would establish a breeding ground for communism. She added that all Rarotongans, including those in NZ, should be allowed to vote on whether they wanted self-government.

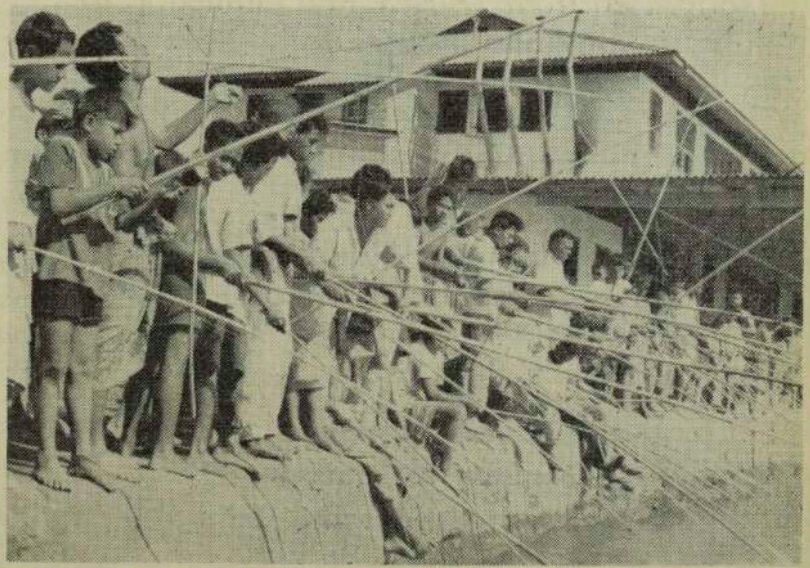
May 8: A five-man delegation from the Cook Islands Legislative Assembly, led by the Leader of Government Business, Mr. D. C. Brown, arrived in NZ for constitutional talks. Mr. Brown denied an allegation by Mrs. Nia that most Cook Islanders did not want self-government.

On the same day, Mr. Hanan told the Press that the election in the Cook Islands early next year for the new Legislative Assembly would be fought on the issue of the constitution for the Cook Islands. Tabling of the constitution in the NZ Parliament was the next step towards self-government.

May 13: Mr. Hanan announced that excellent progress had been made in ironing out problems of drafting a constitution with the five-man Cook Islands delegation. He added: The delegation reiterated the wish of the Cook Islands people to remain NZ citizens and to accept the Queen as Head of State.

May 14: Four members of the five-man Cook Islands delegation to New Zealand left Auckland on a six-week overseas tour sponsored by the UN Technical Assistance Board. The four men, who included Mr. D. C. Brown, and the Deputy Leader of Government Business, Mr. W. Estall, will visit the US, several Caribbean islands, Hawaii, Fiji and Western Samoa.

May 18: NZ's Secretary of Island Territories, Mr. J. M. McEwen, told a Victorian University seminar in Wellington that boredom rather than economic reasons was behind the big migration of Cook Islanders to NZ.



Gone Fishing! **West Samoa's school holidays in May, coupled with a run of mackerel, brought fishermen, young, old, and in their hundreds to the Apia jetty and seafront. In spite of the premium on space it was an unlucky fisherman who went home empty-handed.**

—Photo: Samoana.

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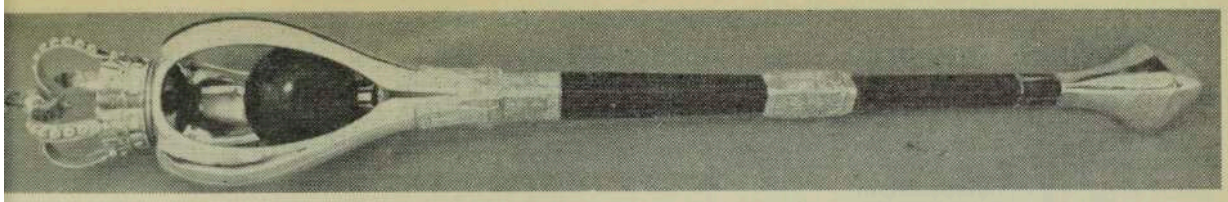

Tropicalities

In these days when very small nations just aren't tolerated and when the Western Powers are shedding their colonies as fast as they can go, the 2,000 people of Nukunono, Atafu and Fakaofo—the three atolls that make up the Tokelau Group—have a burning political problem.

HOULD they link themselves with independent Western Samoa or should y become associated with the Cook nds, which are due for internal self-ernment next year?

The islands in question are about 270 es north of Apia and round about three es that distance from Rarotonga, the tre of Cook Islands affairs.

At present, the Tokelaus are adminis-d by New Zealand through Apia—as y have been since 1925. Before that, y were a very inconveniently-situated t of Great Britain's Gilbert and Ellice nds Colony.

t is probably not generally known that Tokelauans are British subjects and w Zealand citizens. So if they should ide to throw in their lot with stern Samoa—which, from the point of w of distance and present shipping ser-s, seems the most sensible thing to do hey would lose their present status.

On Atafu, at least, the people seem re-tant to give up this status for when New land's Governor-General, Sir Bernard gusson, visited that atoll in May, the coming speaker, Faipule Agoni, asked n if land could be made available to his ple in New Zealand.

On Fakaofo, Faipule Itieli said in *his* coming speech that the New Zealand vernment had asked his people which y they wanted to go, but they were dis-ointed because they did not know ctly which direction they *should* follow. Sir Bernard soothed, but did not really ighten, the troubled people of Fakaofo h a speech which was more or less word word with those that he delivered at afu and Nukunono.

n it, he said that if a change in the itical status of the Tokelaus had to ne, the future would be decided by the kelauans themselves.

Sir Bernard went on: "Before you are asked to decide, the leaders among you will be invited to see conditions in Samoa and in the Cook Islands, and, after taking your time in seeing both places, you will have time to talk with the other people of the Tokelaus, discuss it, and then make up your minds.

"One thing will not change. For 40 years New Zealand and the Tokelaus have been going hand in hand. Whether you choose to go hand in hand with Samoa or the Cooks, New Zealand will still be able and willing to help you, perhaps by helping Samoa to help you, or by helping the Cooks to help you. We are not going to forget you, any more than the Queen is going to forget you."

On his return to New Zealand, Sir Bernard Fergusson said in a talk at the Christchurch Rotary Club that the Tokelauans wanted to be left as they were, being administered by New Zealand through the High Commissioner in Apia.

New Guinea's Mace Is The Latest, But Not The Most Colourful

WAY back in Richard I's time (1189-99), the serjeants-at-arms of the King's Bodyguard were armed with maces for the protection of the King's person. And as the duties of those officers included the apprehension of persons and the summoning of them to the king, the mace came to be regarded as the symbol and warrant of the King's authority, and was adopted as such by the British Parliament.

Later, as Britain's empire spread across the seas and her colonies acquired parliaments of their own, they, too, had to have maces to show that their parliaments were properly constituted.

(Over)

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Bright New Light

A statement made on the Nauruan question in May by Australia's new Minister for Territories, Mr. C. E. Barnes, might not have answered all the queries that could be raised on this ticklish problem. But it certainly made an effort to answer most of those that could be answered by a Ministerial handout designed for general release, and thus it went a great deal further than would any statement on the same subject made by Mr. Barnes' predecessor, Mr. Paul Hasluck (who is now Australia's Minister for External Affairs).

Mr. Barnes' Nauruan statement was typical of the new approach in Territories. Since Mr. Barnes' appointment he has shown he is not scared to open his mouth outside of Parliament as well as in it, and that he believes that people have a right to know something of what is going on in Australia's Island territories.

So far, the only mace in a South Pacific parliament is that in Fiji's Legislative Council. (See picture at right on p. 17.) But Papua-New Guinea's House of Assembly will get the one pictured at the top of p. 17 as a gift from the Commonwealth Parliament when it is formally opened for business on June 8.

Outwardly—at least in photographs—the Fiji and P-NG maces seem to have quite a bit in common. But there is a world of difference in their individual histories, for whereas Fiji's mace really *was* a war club and probably *did* crack a skull or two, the one that P-NG is to get has never seen anything more warlike than the chisels and knives of the man who made it.

The Fiji mace was originally the war club of King Cakobau. It was first used as a parliamentary mace in the early 1870's—with decorations in frosted silver added in Sydney—after Lieutenant George Austin Woods, RN, got Fiji's principal hereditary chiefs to get together in a "House of Lords" while representatives elected by the British settlers sat in a "House of Commons".

Shortly afterwards—on October 10, 1874—King Cakobau gave his war club to Queen Victoria when the Deed of Cession was executed by which the sovereignty of Fiji passed to the British Crown.

During the next half century, Cakobau's mace was forgotten by the people of Fiji. Then, in 1930, Mr. A. B. Brewster, who had been in the Fiji Civil Service, wrote to *The Times* asking if anyone knew what had become of it.

Mr. Brewster's letter came to the attention of King George V, who sent word to Mr. Brewster that the mace had an honoured place among Royal Treasures in Windsor Castle.

A couple of years later, King George returned the mace to Fiji for ceremonial use in the Legislative Council "as a visible token of his abiding concern for the welfare of his Fijian people, of whose unswerving loyalty he is deeply sensible".

It has been in continuous use there ever since.

The history of P-NG's mace, by comparison, is unexciting and prosaic. It was made at the suggestion of the former Minister for Territories, Mr. Paul Hasluck, and was designed by an Australian artist, Mr. J. T. Gray, of the Australian News and Information Bureau, following suggestions made by the Territory Administration and the Department of Territories in Canberra.

The actual maker was Mr. Maurice Steeth, a Melbourne goldsmith, who was supplied by William Drummond & Co. Ltd., also of Melbourne.

The mace is made of 160 ounces of Australian sterling silver, heavily plated with pure gold. A polished stone ball incorporated in it symbolises a stone war club, a traditional P-NG weapon and symbol of authority.

Other features of it represent such things as the people of the Highlands, Lowlands and small islands; the link between P-NG and Australia; primary products, industry, transport and communications; medicine, education and Christianity.

A Territory's Department hand-out says that as the Queen had to approve the presentation of the mace to the P-NG House of Assembly, "it will have special significance for the peoples of the Territory of Papua and New Guinea."

Let's hope nobody ever decides it would be handy to crack a few skulls.

Blurred Impression From Samoa's Printing Office

THE remarkable activities of Samoa's Public Service Commissioner's office, already highlighted and roundly condemned by administrative expert Harry Elvins, seem to have reached unprecedented heig in the case of the Governm Printer, New Zealander Fra Sprague.

In the last three months Sprague has had his resignation fused, been suspended, dismis from the service, and finally just hanging.

The case first hit the headlines February 10 when the Public Serv Commissioner, Vaiao Alailima, s pended Mr. Sprague, took over printing department, and posted police guard on the works to prev Mr. Sprague having access.

The reason given was that Sprague, in defiance of a directive public servants, had been found the Apia Club by the Public Serv Commissioner, and on other occ ions by his staff, during work hours.

Departmental head B. L. Cl said at the time the action of PSC was entirely "unconstitution

Mr. Clare said that trouble arisen because of printing staff content over wages and working c ditions. This trouble had been agg vated by the PSC allowing dir access to himself by junior st members who went over the head the Government Printer and depa mental head.

It was because of this that Sprague had resigned, but his res nation had not been accepted.

When PSC Alailima took leave contest a seat (unsuccessfully) in April elections, his assistant Tufu S. Atoa took over.

On March 24 Mr. Atoa announc that as a result of an inquiry he conducted Mr. Sprague was to be missed from the Samoan Pub Service. This meant that Mr. Sprag would have to pay the fares back NZ for himself and his family a lose certain other privileges.

Mr. Sprague lodged an appeal.

On May 6 Chief Judge P. Molineaux handed down his writt decision.

Business Before Pleasure

IF you wonder how to get y annual general meeting o v quickly, follow this example fr Niue. The Niue Public Service C held its recent annual general me ing at 3.30 p.m. after work, published an agenda together wit notice advising members that " refreshments will be served until meeting is over." It was a very sh meeting.

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The judge said the penalty of dis-sal was out of all proportion to irregularity of the conduct dis-sed.

n evidence, Mr. Sprague (repre-ted by Mr. R. Metcalf) said that had formed the habit of taking e off from the printing works as npensation for the long hours of paid overtime, sometimes as much 20 hours a week, that he worked. Former bar manager of the Apia b, Si'uleo, gave evidence that blic Service Commissioner Alailima called at the club before the PSC uiry and offered him £50 to give lence against Mr. Sprague. He l he had refused.

I formed the impression," said ge Molineaux, "that the practice pted by the appellant, if not ex-ssly condoned by his permanent d, at least carried the tacit ac-escence of that officer.

Had his conduct been considered atisfactory the regulations require t he be informed of the fact and n an opportunity to mend his s . . . There is no evidence that was done, and prior to the in-ry there was no indication that practice adopted in regard to rtime had met with official dis-proval."

The judge cancelled the penalty of missal and fined Mr. Sprague £3 each of the four occasions he had n found in the Apia Club. For ing failed to keep appointments was severely reprimanded.

Then, a few days after the judge's dict, Public Service Commissioner ailima claimed that the decision s void because it was unconsti-ional. The PSC insisted that under new constitution the Chief Judge s not entitled now to hear the case his own, but it should have been ard by a three-man appeal board.

Ten days after the Chief Judge's cision, the perplexed Mr. Sprague nd himself still unemployed.

ew Problems For e Map-makers

O the sins of commission and omission of our pioneering ndfathers we can now add maps, rticularly the map of Papua and w Guinea as it relates to terri-ial boundaries. This is the con-ered opinion of Paul W. van der ur, of the Australian National iversity.

Mr. van der Veur has been work-g on the subject and has published findings in an article entitled *stralian New Guinea's borders and elves—Iniquities and Idiosyncracies,*

PSSST! DON'T TELL THE RUSSIANS: Last time we published a picture like this—of Fiji's previous Governor, Sir Kenneth Maddocks, and Lady Maddocks—the Russians kicked up a fuss in the United Nations, because, they claimed, carrying people lowers the dignity of the carriers. But in Fiji, the Fijians don't see things that way. Carrying people ashore is an honour they like to bestow on the highest of dignitaries. So when the new Governor, Sir Derek Jakeway, and Lady Jakeway visited Lomaloma, Lau Islands, recently on a familiarisation tour, they got the "treatment".—Photo: Rob Wright.

in a recent issue of the learned journal, *Australian Outlook*.

Mr. van der Veur got some quick reactions in Australia, where an article based on his opinions appeared in a Melbourne newspaper and was followed by questions asked in the Senate, in Canberra.

Did the Minister for External Affairs know, asked Senator Kennelly, that van der Veur claimed that Australian maps showed the border of Papua and New Guinea overlapping into Indonesian territorial waters?

Senator Gorton, answering on behalf of the Minister, "found it difficult to credit the report", and spoke at some length on the land boundary between P-NG and West New Guinea, which had, in fact, concerned van der Veur to only minor degree in his article.

What he had complained about were the northern territorial limits of New Guinea, which he claimed were taking in too much ocean; and the southern territorial limits of Papua, which were not taking in enough.

For convenience sake, the map-makers have, in relation to the Trust Territory of New Guinea, continued the boundary between that territory and Indonesian West New Guinea (i.e. the 141st. deg. of E. Long.) clear up to the Equator, then drawn a line along the Equator to 160 deg. E. Long.

This effectively surrounds the small North-Western Islands, Ninigo and islands north of Manus, but it also encloses vast areas of ocean far beyond the three-mile limit of each individual island, or beyond any other internationally recognised "limit". This area enclosed, however, does not impinge on anything that could be claimed by Indonesia, and van der Veur did not claim that it did.

If ever challenged, it is unlikely that Australia would have a chance of defending her claim to this area of international water, and of course, the Japanese have been fishing in it for years. It is, in fact, unlikely that Australia ever intended the boundary to be anything *but* a convenience.

And a convenient alternative it is to the long rigmarole that would have to take its place if one had to describe, in words, a boundary that skirted the correct distance out from the score of small islands in the NW of the Territory that are indubitably Trust Territory properties.

What the Australian map-makers clearly didn't expect was for Senior Research Fellows in their own ANU

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to sit up nights getting meticulous about the business.

As far as Papua is concerned the complaints made by van der Veur have a much more practical application—in the future, if not now.

The trouble here stems from the late 19th century when Queensland and other Australian States were anxious to annex Papua and were thwarted in their original efforts by the British Government of the time. Because they were thwarted, Queensland then decided to draw its own boundaries with Papua (in the words of one of Queensland's statesmen) "as close as possible to the Papuan mainland".

In practice, the Queensland-Papua boundary is virtually on the Papuan coast, in places; and off-shore islands like Saibai, Boigu and others, which are as geographically part of Papua as Daru, have simply been shorn off by the line drawn by the map-maker's pen and are now part of Queensland.

Papua was, after the original boundary was drawn by Queensland, annexed and finally became an Australian territory; therefore there has never been any great need to change the boundaries and no pressure from Papua to do so.

The point made by van der Veur is that if, or when, Papua becomes a sovereign state in her own right, she will have every reason to press for a redrawing of the present boundary. One glance at the map is sufficient to convince even non-professional types that Papua would have a pretty good claim for about one-third of the present Torres Strait islands.

It might be said here and now that Australia is not the only country to draw convenient oblongs on the map of the Pacific and claim millions of square miles of ocean. The Gilbert and Ellice Islands Colony consists of 376 sq. miles of land—and the territorial boundaries enclose more than a million sq. miles of ocean.

It is obvious that if the Australian National University is going to redesign the maps of the Pacific it has a job that is going to last into the next century. Truth will out, of course, but some people must cringe to see it all woken up. It needs only an out of context question like Senator Kennelly's—which had little relation to what van der Veur said originally—to get all the Indonesians out with their tape measures, figuring just what further territory they can liberate for Dr. Soekarno.

Paul van der Veur is currently working on a detailed paper about the P-NG-West New Guinea border, and that is one we *are* waiting for.

From the Islands Press

IF there is no more to be had from the current session of the Legislature but the circus acts which have led to two near fist fights in five days, then it's time to close up the Fono and allow the 32 lawmakers to return to more worthwhile occupations.

It was nothing short of shame to watch our lawmakers challenge one another to a fist fight on the floor—in both Houses.

The ugly mess in the Senate grew out of an argument that should never have taken place. And to all the spectators, the performers were under the influence of liquor. . . The public never heard about it as the WVUV conveniently left it off the tape [recording].

If the public is forced to listen to the Fono's hymns and prayers, let them all witness the opposite side. It gives them a better idea of their selections for the law-making jobs, and allows them to make notes for the future.—*Editorial in "Samoa News", Pago Pago.*

ON behalf of myself, other Europeans, and all the decent natives of the Gazelle Peninsula, I would like to know why our Administration apparently has a "hands off" instruction towards native drunks who infest our roads, particularly on a weekend.

I approve heartily of equal rights for natives, but I also believe they should be subject to equal punishments.—*Letter from Mrs. E. R. Reece, Kokopo, in the "New Guinea Times-Courier", Lae.*

MANY of the outside world hold the view that Pitcairn is only a lonely island where people just sit around in the sun carving flying fish and weaving baskets. Nothing is really further from the truth . . .

Time, the factor which waits for no man, is a very scarce commodity even on Pitcairn. Most find the day far too short to get through all that needs doing.—*Editorial in "Pitcairn Miscellany".*

BECAUSE the Fiji Legislative Council last year refused to agree to legislation which would have enabled the Transport Control Board to limit the number of private taxis, their number has climbed since last August from 750 to nearly 1,200, and there is no provision for curbing this growth.

These private taxis, not operating a regular service for the benefit of customers, have turned pirate. They operate near bus stations and along bus routes, and pick up passengers whose fares would otherwise help to maintain the services that run to timetables, and are a permanent element in the public transport system.

The pirates also eat into the business of the organised taxi companies, who normally operate to a fixed, and known, fare schedule, and whose individual cars can be traced if there should be overcharging or other malpractice.

This is not the case with the piratical private taxi, and reports, especially from visitors to Fiji, of excesive charges for taxi hire are growing in number.

The situation . . . is getting quite out of hand, and so long as the proliferation of private taxis continues, it must get worse, to the detriment of the operator who provides a properly organised public amenity and observes the law. —*Editorial in "The Fiji Times".*

I AM a trifle weary of the discrimination against the poor, dear European. — *Letter from Mrs. Joan Meatcham, in the "South Pacific Post", Port Moresby.*

PERHAPS our legislators figure that it will be at least eight and probably 11 years before Apia becomes the venue for the Games, and that it is too soon yet to make preparations. Papua-New Guinea has already made a bid for the Games to be held there at Rabaul in 1969 and is planning accordingly. With all these territories scrambling to get the Games, perhaps one day Samoa, too, might acknowledge the value of sport. — *Columnist in "Samoana", Apia.*

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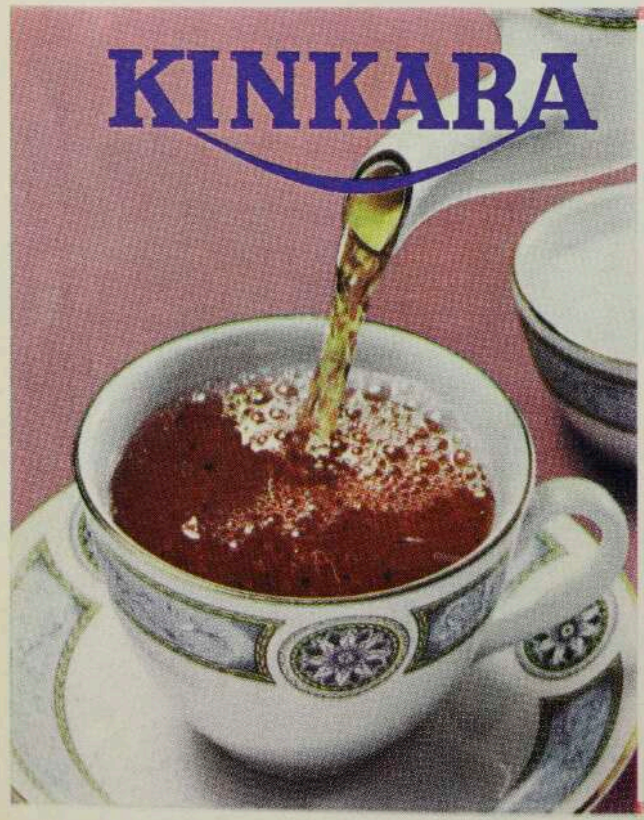

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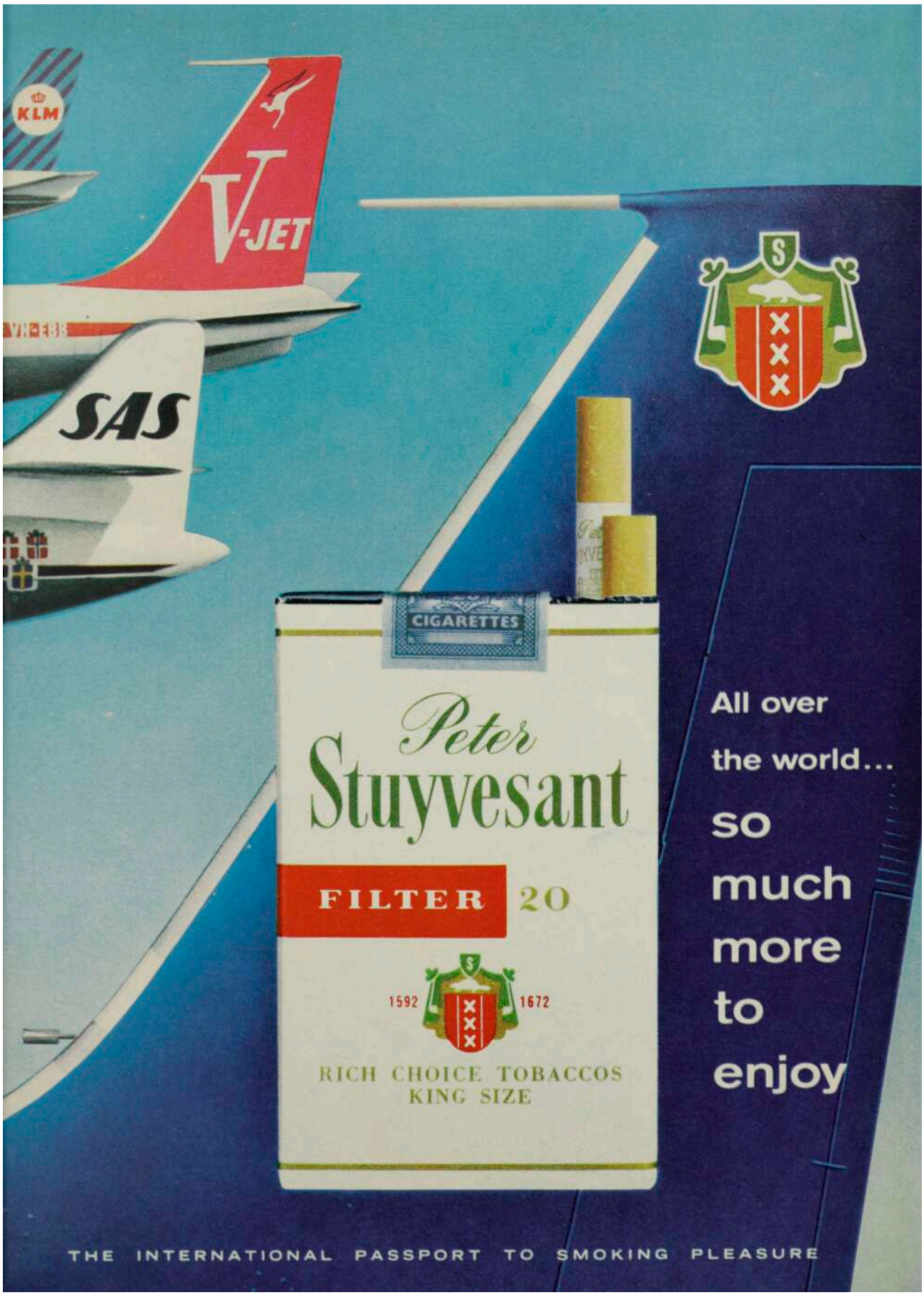

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Fit For a Queen: **The feast is still an important part of Tongan hospitality, and probably nowhere in the South Pacific is more attention paid to the apperance of the groaning board. The feast at left is fit for a Queen, and for her Vice Regal guest, who is the Governor-General of New Zealand, Sir Bernard Fergusson, on his recent 24-hour visit to Tonga. Queen Salote seems to be recommending a special delicacy. Below is the feast of welcome tendered the Rev. Cecil Gribble, Secretary General of the Methodist Overseas Mission, Sydney, who is a former Headmaster of Tonga's Tupou College and a Director of Education there. With his wife he recently made a return visit. From left are Mrs. Gribble, Prince Tungi, Mr. Gribble and the British Consul, Mr. E. J. Coode.**—Photo: Tulua Bros.

In Tonga, The Liquor Laws Work Happily

From Dorothy Lavin, in Nukualofa

The casual tourist to Tonga, who might like to rest his feet and cool off with a long cold beer, would find it virtually impossible to quench his thirst on anything more potent than coconut milk. But this sad state of affairs is shortly to be remedied with a tourist hotel planned for the waterfront.

OR the resident of Tonga, or in particular of its main town, kualofa, the picture is very dif- ent. Being an independent king- n, Tonga has not felt constrained follow any laid down pattern of s governing liquor, but has de- ed for itself what is best suited people and circumstances. The s apply to both Tongans and ropeans.

Anyone who wants to drink must t have a liquor licence. The grant- of the licence, and the amount of uor allowed by the licence, is a tter for the Minister of Police, o takes into account the reputa- n of the person concerned. The ntity of liquor allowed on that nce depends on the applicant's ncial position, but in any case it a very liberal allowance.

The licence allows a monthly ration—so many dozen beer, so many bottles of spirits and wines—and what is not consumed in one month may not be carried over to the next.

The licence comes up for renewal every year, when the drinker may have his ration reduced or increased, depending on what he requires and what he has proved he can handle . . . (or hold?).

Controlled, Not Restricted

Special permits are always available for anyone giving perhaps a big cocktail party, to cover that particular night's entertainment, without affecting their monthly allocation. In short, although liquor is controlled in Tonga, it is not restricted for those who want to enjoy it in moderation.

Two licences for a married couple are issued, and they can be left at either of the two main European stores where liquor is sold, or perhaps one at a store and the other at any of the clubs licensed to sell liquor.

The three main clubs in Nukualofa are the Tonga Club, the Nukualofa Club and the Yacht Club.

Each has its own bar, where members can drink, and if their licence is deposited there they can take home their choice of a bottle. Hours are virtually unrestricted, seven days a week, yet such a thing as a police raid is unheard of—or unnecessary.

No Drunkenness

The Nukualofa Club is primarily a European club, but the Tonga and Yacht Clubs are open to all. There is no colour bar—only a behaviour bar!

Drunkenness in Tonga is almost non-existent.

Possibly the lack of ready money has a lot to do with it. Although food is there for the growing and fish are there for the catching, the

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average Tongan has little in the way of actual cash.

The old idea of Europeans becoming sodden with gin in the tropics, is a complete fallacy in Tonga. You could walk into any of Nukualofa's clubs on a Saturday around 5 p.m., and frequently find them deserted, for most everyone is boating, playing golf or out on a tennis court. There is no lack of social life. Cocktail parties are popular, generally from 6.30 p.m. to 8.30 p.m.—not from 6.30 to drunk, as in more "civilised" centres—after which groups will migrate to the clubs for a game of billiards, table tennis, or just a quiet drink and a talk.

The home-brewer is rarely found in Tonga, at least in the town.

Out in the bush, where transport is sparse, there may be found a few keen souls brewing up a jungle juice of fermented pineapple juice and pumpkins, plus coconut milk. But they are exceptional.

Sly-grogging is practically non-existent, too. It is confined perhaps to the odd bottle passed over to a mate, who for some reason has been denied a liquor licence, but little more than that.

What is the reason for this successful handling of the liquor problem in Tonga? Perhaps it can be mainly attributed to the fact that the Tongan is more interested in his kava.

These non-alcoholic parties are much beloved by Tongan men and frequently turn into all-night parties. There is, as elsewhere in the Pacific, a great deal of ceremony involved not just in the drinking of kava, but in the making of it. As the guests sit cross-legged on mats and are served in strict order of precedence it is a time for talk, and any subject may be discussed at length, and with great oratory.

Although the Tongans are a highly religious race it is doubtful if their religious fervour has any bearing on their abstemious behaviour, except for members of certain religious sects.

It seems that lack of ready cash and lack of inclination are the main factors in Tonga's success, for there is no doubt that the liquor system works.

Women's Shot Put Record Goes

Eighteen-year-old Miss Losaline Vakauta, in Nukualofa, Tonga, on May 16 broke the women's South Pacific shot put record, established at the First South Pacific Games last September by Fijian Merewai Turukawa.

Miss Turukawa's record was 37 ft. 7 in., which established a long lead from the silver medal winner, M. Tetuaira, (French Polynesia) of 33 ft. 2 in., and V. Pua (Western Samoa) who took the bronze medal at the Games with 32 ft. 8¾ in.

Miss Vakauta, who is studying at the Queen Salote College, was taking part in the Tonga Amateur Athletics Sports Meeting in Nukualofa. She put the shot at 37 ft. 11 in., establishing a mighty lead over the next best competitor at the meeting, who managed only 24 ft. 10 in.

The previous month in Nukualofa a Tupou College boy, Sami Latu, broke the Games pole vault record of 11 ft. 6 in., with a vault of 12 ft. The Games pole vault was taken by Sami's brother, Alipeti Latu.

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iji's Tourist oom Is Away

From a Suva Correspondent

There are indications that i's tourist traffic, as the result skilful propaganda and de- opment in very recent years, l soon become Fiji's second lustry—next to sugar. That l be quite an achievement, be- ıse Fiji's second industry ɔpra production) and third in- stry (gold production) are ɔstantial money-makers.

ONEY brought into the country by tourists in recent times is be- en £F1,000,000 and £F2,000,000 ear; and Suva's Mayor, Mr. Charles ıson, who is one of the driving ces behind the organisation of rism, is confident that the gross ome from tourism this year will £F2,000,000. That puts it close to d production (which may exceed £F2,000,000 in the current year) and chasing copra production.

A necessary corollary of tourist development is the provision of modern hotels; and in that respect Fiji has made remarkable progress.

There are now several modern hotels in Fiji. In their order of seniority of age, they are the Grand Pacific Hotel, in Suva; the Korolevu Beach Hotel, at Korolevu; the Club Hotel, in Suva; the modernised Lautoka Hotel, in Lautoka; the Cathay Hotel, at Lautoka; the Mocambo Hotel, at Nadi; the Sky Lodge, at Nadi; the Suva Hotel, at Suva—all carrying modern equipment in the shape of air-conditioning, bedrooms with private baths, first-class restaurants, etc.

And there are the Beachcomber Hotel, Deuba, sold by Northern Hotels Ltd. to a new company and brought to first-class tourist standard; the well-equipped and managed country hotels owned by Northern Hotels Ltd. at Nadi, Ba, Tavua, and Raki Raki; and some good commercial hotels, like the Garrick and Metropole, in Suva, and the Labasa and Savu Savu Hotels, in Vanua Levu. All now cater for tourists.

A modern hotel (Reef Lodge) was opened recently by a New Zealand group on the Korotogo coast—the time for the opening ceremony unfortunately fell directly into the middle of Fiji's recent phenomenal rain and floods. This originally was a beautiful lagoon-side bungalow built for his own use by Mr. Barry Philp (builder of the Mocambo Hotel at Nadi) and the hotel was cleverly planned and built by Philp interests to include the bungalow and swimming-pool. The buyers are part of the group which runs the well-known Hamner Springs resort in North Canterbury, NZ; and, as their lavishly-equipped Fiji hotel becomes known, they should get a fair share of the first-class tourist traffic.

The hotels now catering effectively for Fiji's tourist traffic fall roughly into three groups.

These are the old-established Northern Hotels Ltd. (a Ragg family concern, managed since the death of Sir Hugh Ragg by his son, Mr. D. P. Ragg) which runs the Korolevu Beach and Club Hotels; the Cathay interests, from Singapore, who bought and enlarged and modernised the Grand Pacific Hotel (built in 1908), and built

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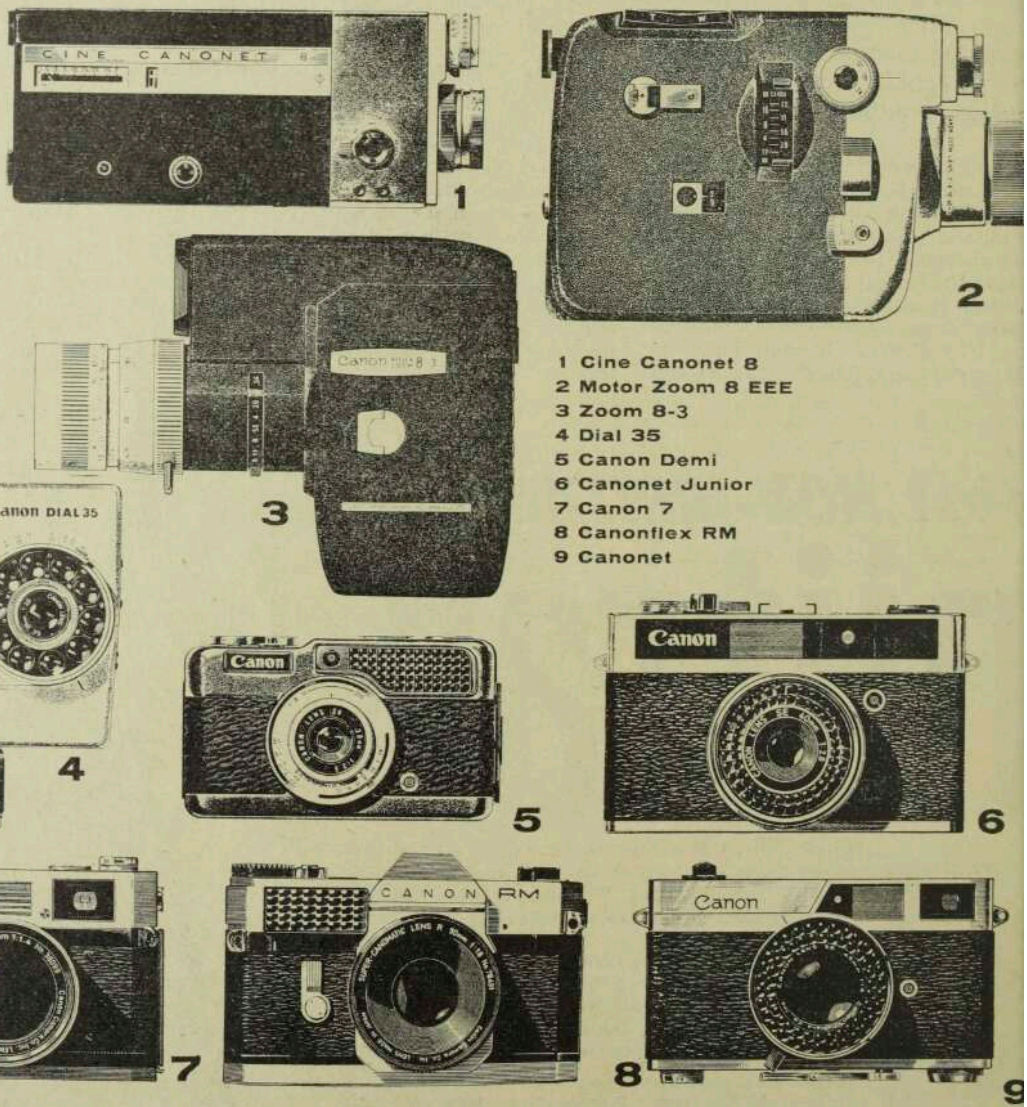

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he new Cathay Hotel at Lautoka; nd an American group, headed by Ir. George Wilson, who have made resounding success of the Mocambo Iotel, at Nadi, which they bought rom Mr. Barry Philp, and who are ow engaged in an interesting new roject on the Korotogo coast.

Another Resort Planned

This latest George Wilson project ould be an interesting addition to iji's tourist facilities. At Cuvu, a ttle distance from the Queen's Road, bout five miles on the Nadi side of igatoka, there is a charming little nlet with a good beach and a large reen island immediately off-shore. Iere, for a long time, the sugar com- any's staff have gone for rest and ecuperation, and there is a group of ottages there. The Wilson interests ave bought or leased the island and ow are proceeding with the building f a causeway from a point near the SR resort to the island to provide ccess for the heavy equipment and uilding materials needed for convert- ng the island into a first-class tourist esort. The work may take the better art of two years, but when it is ompleted, and if it is run with the nergy and ingenuity displayed at the Mocambo Hotel, it could join the ld-established Korolevu Beach Hotel, nd the new Reef Lodge in providing nemorable entertainment for over- eas visitors.

There has been much talk of other ourist resort projects; but nothing is aking shape at the moment except an nterprise now being carried out by he Reddy Construction organisation, n behalf of a group of Indian busi- nessmen, on a hill-top near the Mocambo Hotel, and overlooking the Nadi airport.

It is reported that the Indian group will establish, in this very fine location with a 360 degrees view over the Nadi plains, a hotel-motel type of re- ort.

New Nadi Plan

Among the new projects still to take shape is a modern hotel con- templated by a group of Canadian businessmen headed by New Zealand born Mr. D. W. Samuel, who is a Canadian citizen. It was Mr. Samuel and some associates who bought the Beachcomber at Deuba.

Using a new company, Pacific Hotels Limited, they plan to build a hotel costing ££240,000 at Nadi Bay, according to an official Gov- ernment announcement in late May.

It was also reported that they plan to acquire the property at Iudu, known as Trade Winds Bay, which Mr. Barry Philp started to develop.

After he sold his Korotogo estab- lishment to the New Zealand group, Mr. Philp moved his equipment to this charming bay on the coast between Korotogo and the Korolevu Beach Hotel, and announced that he would build a tourist resort on a con- siderable area of land he had acquired there.

At that stage the main road ran close to the beach; so the Govern- ment co-operated with Mr. Philp in his plan by closing the old road, and building a new sealed road a little distance inland.. As a result, there is a fine area of land now between the road and the beach, which could be developed for holiday cottages, a hotel, or motel.

Mr. Philp was recently in- terested in building a hotel at Dunk Island, Queensland, for an Australian promoter.

The Fiji picture is one of growing enterprise and apparently sound plan- ning, and all concerned seem con- fident that the long-awaited tourist boom is on, and will expand.

It is a good example of what can be done by private enterprise under Government encouragement and pro- tection.

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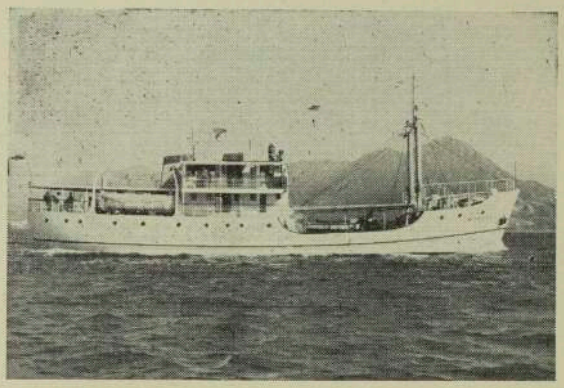

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Dorothy with a village elder.

he Problems Of
uying Your Bride

THE BELLE OF KALO VILLAGE

From Don Hogg, in Port Moresby

She was the belle of Kalo illage and her father knew it.

AND the man with his eye on her was the Hula trade store owner, x-Londoner John Meikle, 50, an unuccessful candidate in Papua-New Guinea's recent House of Assembly lections.

It all began about 18 months ago, when Dorothy was little more than 6.

Mr. Meikle would give her presents rom his well-stocked shelves each ime she passed on her way to the MS school, and the slender Dorothy Kila would smile her thanks.

The presents from the trade store helves continued to go to the girl lone for some months, then the rader extended his generosity to her amily.

Dorothy's father, Pastor Kila Pat —for seven years an LMS pastor— would often call on the generous Mr. Meikle and go away well rewarded.

Then one day about a year ago Mr. Meikle asked for Dorothy's hand.

The pastor was delighted. "But, of course, it will all depend on Dorothy," he said. It is legal for a Papuan to marry at 16 if she has her parents' consent.

That night the family held a conference at which the ins and outs of such a marriage were explained to Dorothy, who was then asked what she thought.

According to Dorothy, she remained mute, but according to her father and other members of the family who would share in the bride price, she agreed to Mr. Meikle's proposal.

Pastor Kila Pat told Mr. Meikle of Dorothy's willingness to marry him and the gifts continued.

Mr. Meikle, an ex-Royal Navy officer who lost his English wife and two children in a wartime air raid on London, wanted the ceremony held as soon as possible.

But there was unexpected opposition.

The Rev. Maurice Nixon, Australian missionary at Hula, refused to marry them. He doubted that the girl wanted to marry Meikle.

But her father still insisted she did.

There were two alternatives for the match-making pastor. Either the couple could be married by the District Officer or by native custom.

"But," Kila Pat told John Meikle, "you must wait a little longer."

The trader was fast becoming tired of waiting and in a letter written to

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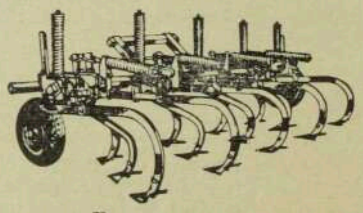

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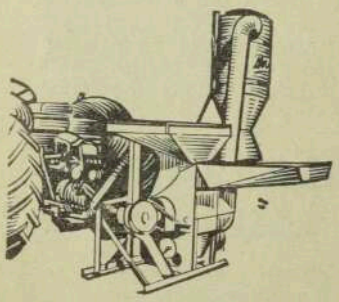

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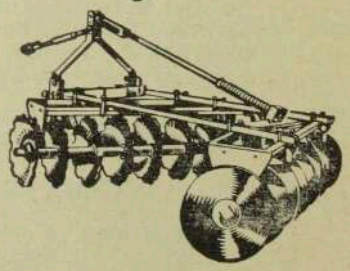

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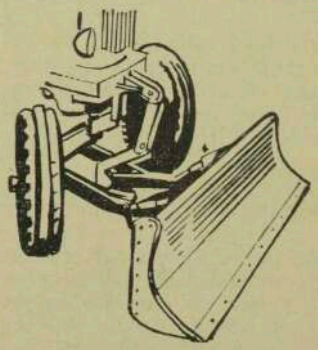

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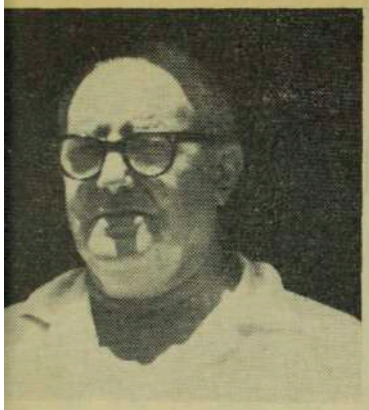

John Meikle.

rothy's father three months ago ed him to "quit stalling"..
And he pointed out that by now pastor's family had accepted ds and cash to the value of 04/8/5 from him.
I have kept my side of the bargain now you must keep yours," he te. "And so I shall," replied the uan pastor.
Mr. Nixon left the village for e months' leave in Australia and a Pat assured his daughter's or that "it won't be long now".
ut events took another unexpected n.
Rumours that a girl was being ed by her father to marry a man inst her will reached District ce in Port Moresby.
'She doesn't love John, she loves her oldays' sweetheart, an apprentice r now in Port Moresby," went rumours.
cting District Commissioner Mr. id Marsh sent Assistant District cer Neil Lucas from his office at rby Rigo to interview the Kila family and Mr. Meikle.

"She Must Marry Him"

He was there when I arrived in the age. The officer had turned out whole family for a meeting. He the pastor that to force the girl marriage was against the law.
The pastor argued back that Mr. as did not understand the ways of people.
The family decided she would ry John and we have accepted bride price. She must marry him, is the way of the people," he . Mr. Lucas turned to Dorothy had stood silently staring at the d black earth.
Do you want to marry John?" asked. But the girl would not wer.
She is very shy," explained her er.

Mr. Lucas asked the same question of Dorothy's mother. But she, too—after casting a fearful glance at her husband—remained mute.
Mr. Lucas left the village after warning the pastor to do nothing to influence the girl in her choice of a husband.
But as I, too, left the village Maki, Kila Pat's father, and Dorothy clambered aboard the Land Rover.
Maki spoke to me as we jolted toward Hula, "Don't let them make her marry John. He is a good man but she is too young and he is too old."

"Do you want to marry John?" I asked Dorothy.
"No," she whispered.
At his trade store I found John Meikle weighing out brown rice.
"Dorothy doesn't want to marry you," I told him.
"I was beginning to suspect that," he answered, "but her father has always insisted she wanted to."
"Will you press your claim?"
"I'd be a fool to marry a girl who didn't want me," he said.
"And what about the bride price?"
"I won't press for its return. I've been here for 12 years and thought I

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ıew the people, but now I agree—
ɔu can never really know what's go-
g on."
[An expert in the bride price
stem, Oala Oala-Rarua, says that if
orothy now marries someone other
an Mr. Meikle, her husband will
ve to pay a bride price for her.
ila Pat would then, by native custom, be obliged to pay £604/8/5 of that bride price to Mr. Meikle.]

Latest development in the story came in the form of a letter from Mr. Meikle to the editor of the *South Pacific Post,* Port Moresby.

"You can put in your paper that Dorothy still has one suitor—me," wrote Mr. Meikle!

IATIVE EX-SERVICEMEN ON THE MARCH OVER 'COLOUR BAR' FUSS

From a Port Moresby Correspondent

A long-standing feud between the Papua-New Guinea Ex-Servicemen's Association and the Returned Services League flared up again late in April and, fanned by charge and counter-charge, had by mid-May reached new heights of bitterness.

HE first shot in the latest outburst of fighting was fired on Anzac ay by Daera Ganiga, president of e P-NG Native Servicemen's Asso-ıtion, who bitterly complained his embers had been barred from enter-g the Port Moresby Ex-Service-en's Club for a drink following the ıditional march.

He accused the RSL (which be-use of its influence on the club's ecutive, does in fact control its fairs) of allowing a colour bar to ist at the club.

Surely it wouldn't have hurt the ub to invite native ex-servicemen for a convivial drink on the one y of the year when comradeship ould be at its highest, he protested.

Many of Ganiga's 80 members who ok part in the march that day hoed their leader's hurt complaints.

The club replied to the charges ying, "Only members are allowed the club on Anzac Day, and none the native ex-servicemen are mem-rs."

They're Eligible

In fact, native ex-servicemen are igible for membership, but so far ne has applied. Although they be-ve some of them would be suc-ssful applicants for membership, ey say they wouldn't feel welcome a club which they claim for years ıs been little more than polite to em.

The inference is, quite clearly, that the club now accepted some native -servicemen it would be doing so r political reasons only.

A second complaint Ganiga and s men voiced on Anzac Day was at they were barred from member-ip of the League itself.

It was this complaint which drew the fire of RSL officials.

They angrily snorted that native ex-servicemen couldn't become RSL members because they weren't holders of the "Returned from Active Service" badge. And this, pointed out the secretary of the P-NG State Branch of the RSL, Mr. Jim Knight, was not issued by the League, but by the three branches of the Armed Services.

But this argument hasn't meant much to Ganiga's men.

"We fought here in exactly the same way the Australians did. No one asked us to go away and fight, if they had we would have" they say, and, of course, they have a very sound argument.

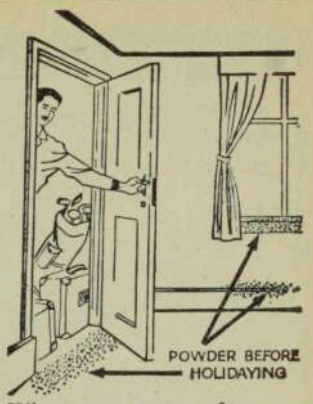
Frightened

But they also point out that the real qualification for RSL membership is the "39-45 Star", a medal showing that its bearer served in a theatre of war. And they argue that the Returned from Active Service Badge has been "no more than just an excuse" to keep them out of the League.

"They were frightened to let us into the RSL directly after the war because they were frightened we would ask for repatriation benefits," says Ganiga.

Ganiga adds, and he is backed up by many an old Territorian, that the badge has been promised them on several occasions over the years.

Until last year the matter of native ex-servicemen entering the club for a drink on Anzac Day had not arisen, for last year was the first



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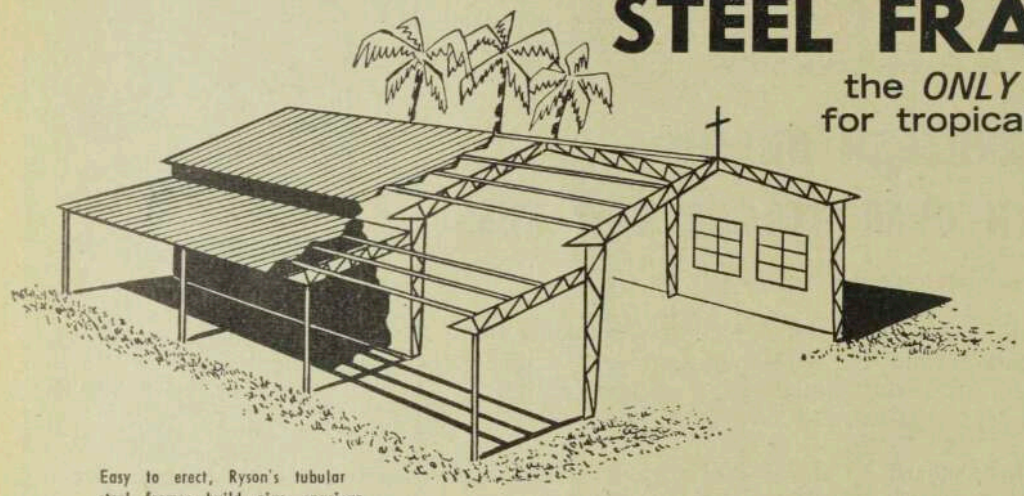

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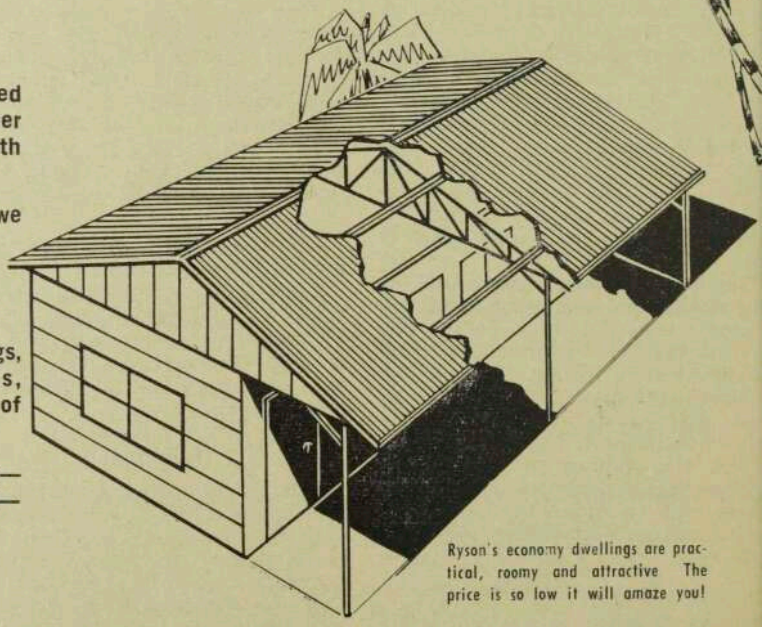

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zac Day to follow the lifting of uor prohibition.
Until then the executive of the -Servicemen's Club on Ela Beach l always invited the men from the ive contingent to enjoy "lolly ter" and buns in some back room the premises, while they and their mbers enjoyed beers at the bar.
Naturally enough the natives ex-ted that with the lifting of the uor ban they would be invited to nk with club members. But not n the lolly water and buns were ered last year, and officers of the cific Islands Regiment came to the cue when a scene looked like de-oping. They invited the men to the R Mess.
This year the native ex-servicemen ren't going to take it lying down. ey saw the club's failure to invite m in for a drink as an insult, and n't hesitate in saying so.
Following reports in the Australian ss of the Anzac Day incidents in rt Moresby, members of the Native -Servicemen's Association received flood of letters from sympathetic servicemen in Australia.
Encouraged by this support and by growing body of opinion among rritory RSL members that native servicemen should be admitted to RSL, Ganiga has now decided on irm stand.
He has said his association will proach native members of the ouse of Assembly asking them to k the withdrawal of liquor licences m RSL clubs throughout the Terri-y until the RSL alters its stand. If matter is raised in the House— d there's nothing to prevent this— RSL is going to be placed in an tremely embarrassing position.
There's no doubt that Ganiga and suporters know this, and perhaps threat of action will be enough.

Knighthood For New W.P.H.C.

As everyone expected, Mr. Robert Sidney Foster, Sir David Trench's successor as British High Commissioner for the Western Pacific was knighted just before he left London to take up his appointment in Honiara.

The Queen received him on May 7 and invested him with the insignia of a Knight Commander of the Most Distinguished Order of St. Michael and St. George.

Sir Robert (at least, we presume it's Sir Robert) and Lady Foster are expected to arrive in Honiara in mid-June.

Dead NG Man Was Allergic To Malarial Pills

From a Port Moresby Correspondent

The recent death in Port Moresby of 20-year-old Queenslander Graham Kruse from a condition caused by a rare reaction to anti-malarial pills has been described by Papua-New Guinea's Director of Health, Dr. R. F. Scragg, as "the only recorded case of its kind I have heard of".

KRUSE, brought to the Territory only 10 days before his death to play Rugby League with Paga Club, complained on April 7 that he was feeling ill.

He went home from work but he felt better and attended a training session with his team that night.

The following morning he became violently ill and was admitted to Port Moresby General Hospital, where he died a week later.

The doctor who attended him said the young man's allergy to the pills had resulted in a breakdown of the mechanism that produced white corpuscles.

A laceration on his knee became infected and Kruse had been completely defenceless against it.

The doctor said Kruse had been told in Australia before coming to the Territory to take two Camoquin tablets daily.

"This amounted to an excess of the recommended suppressive dose, but it is impossible to say whether this contributed to his death," he said.

The correct Camoquin dosage as a suppressive is two tablets on the same day each week. A treatment course is 10 tablets—four the first day and three each on the second and third days but this is not a toxic dose.

Doctor Scragg said people intending to come to the Territory should seek proper medical advice on the correct dosage on anti-malarials.

Medical authorities stressed that any brand of anti-malarial tablets would have produced the same effect on Kruse's system.

They point out also the extreme rarity of the allergy which contributed to Kruse's death.

A Sydney spokesman for the Camoquin makers, Parke Davis and Co., said there was less than one chance in a million of a similar occurrence.

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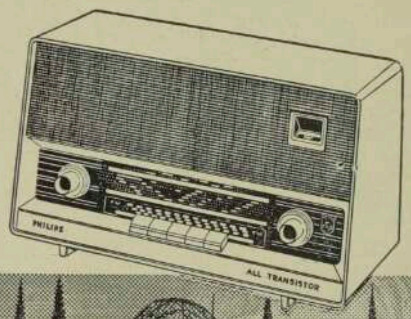

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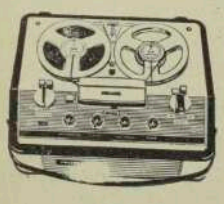

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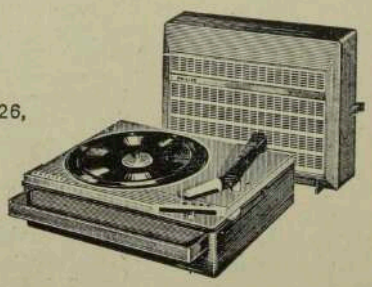

PHILIPS

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37 P.C. OF FIJI'S BUDGET GOES ON SALARIES

From a Suva Correspondent

Fiji for 1964 has a recurrent dget of £9,413,918, but of it ,480,083, or 36.96 per cent., es in personal salaries and yments. This startling infor- ation was revealed in a report ade by Sir Alfred Savage and r. C. A. Grossmith, who spent months in Fiji as a Salaries ommission for the Civil Service.

ET those figures do not represent the full cost of the employment civil servants. Together with leave, ssages, pensions, subsidised quarters d other overheads the Civil Service sts the taxpayer £F4 million a ar.

And the cost of the civil service increasing at a greater than normal owth. In 1955 the recurrent budget s £5,832,426, and personal emolu- nts cost £1,749,419, or 29.9 per nt.

Despite this trend the commis- ners recommended increases for a mber of grades of officers, mainly the lower or junior categories, and imated that these, if adopted by legislature, would cost £350,000 £375,000.

About £300,000 of that would go the "junior" scales.

Recommendations

The commissioners' recommenda- ns included:

- A 5-day, 40-hour week for overnment servants (to be modified 82-hour fortnights of 10 or 11 ys if necessary).
- The establishment of an or- nisation and methods unit.
- The restriction of overseas leave ssages to Australasia for future cal entrants (at present, depending conditions of employment, officers e entitled to United Kingdom leave intervals).
- Equal pay for men and women achers and prison officers.

In their examination of the cost passage grants, the commissioners me up with some surprising infor- ation, and said there could be big vings.

For example, a local officer in the ale £560 to £735 a year, taking pension, leave, passage and living-in in Government quarters, was actually in receipt of £926 a year, and there were similar increases for higher scales.

For expatriate officers it was even better: An officer on £1,060 with inducement allowance, paid by the UK, pension, leave, passage, educational visits, quarters, actually received £2,355; at £1,475 the officer received £3,378; and on £1,875 he received £4,178.

The commissioners found unequal work for the same pay, and unequal pay for the same work. Senior staff spent an appreciable amount of time on purely routine duties.

They were informed that there had been inadequate training, and a lowering of standards because of the rapid expansion of the Civil Service in the last 10 years.

They also referred to the advantage the expatriate has through inducement allowances paid by the United Kingdom Government and mentioned the case where a deputy head of a department, an expatriate, received more than the head, a local.

But they left the overall impression that Fiji is not getting the best return from a service which is costing £4 million a year—a point which many people not in the Fiji Civil Service had been claiming for years.

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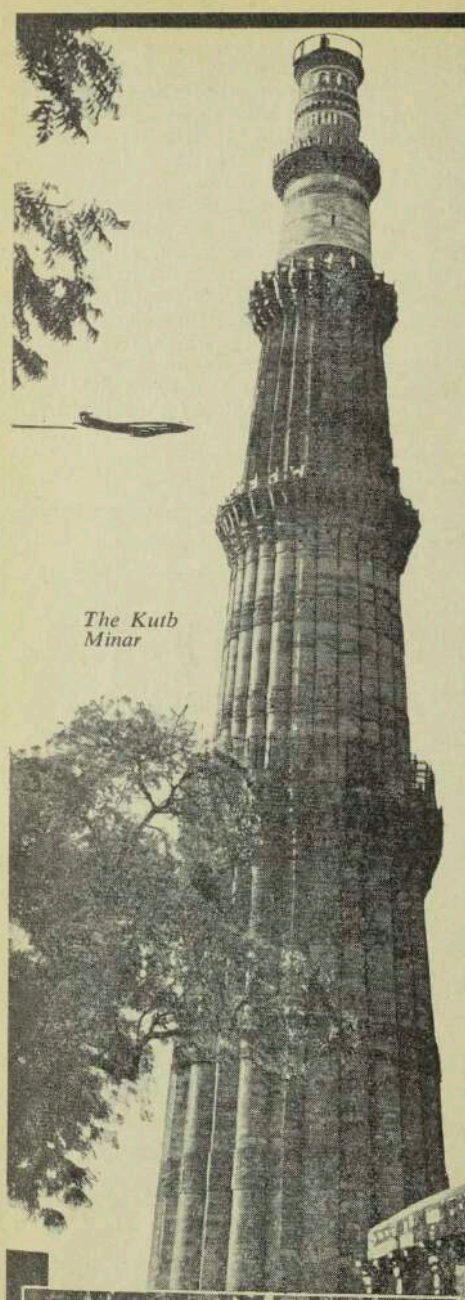
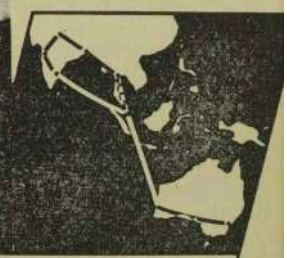


The Kutb Minar



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Fiji's Financial Secretary, Mr. H. P. Ritchie (left) accepts a cheque for £A15,000 for flood relief from Mr. R. N. Hamilton, Australian Commissioner in Fiji. The donation was made on behalf of the Australian Government.—Photo: Rob Wright.

Uncertainties For New Governor:

Australia Will Take More Interest In Fiji

From R. W. Robson, in Suva

The new Governor of Fiji, Sir Derek Jakeway, is going to find life in the Antipodes anything but dull.

N his arrival here in January, he was handed a plate-full of litical and economic uncertainties; t before he could get his teeth o the mess, he had to deal with ee disasters—a major flood, a gic loss of life in the foundering an overloaded ship, and the lden death in London of one of most valuable Fijian advisers, vuama **Vunivalu.**

The wrecked bridges are being tored. The Bailey bridge at vua—sent quickly from New aland and put into place with narkable speed—is functioning.

A motor-punt on a steel rope is rying traffic, with little delay, ross the turbulent Sigatoka, while series of hardworking teams are ing to replace the two shocking aks in the long bridge there.

Public Works men have begun construction of a hard crossing, t above the wrecked bridge at adi, to allow vehicles to ford the stream while another bridge is built nearby.

The Government is doing a very good job in restoring road communications; but the overall cost is distressing, at this time.

Meanwhile, the Governor is tackling his plate-full of uncertainties, in workmanlike fashion.

Better Use Of Land

Fiji urgently needs development of its natural resources, so that it may feed its rapidly-growing population of Fijians, Indians, Chinese and Euronesians.

That means, first, better of the land.

There is enough land in Fiji to feed four times the population of 420,000; but it is not readily accessible. Under the Deed of Cession, made in 1874 before the Indians came to man the sugar industry, Britain promised that the land

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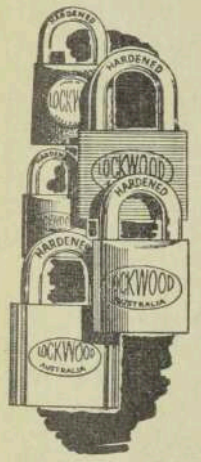

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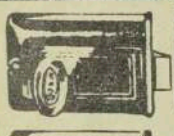

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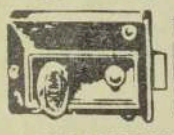

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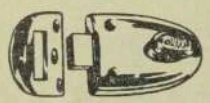

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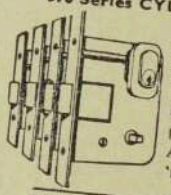

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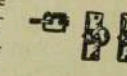

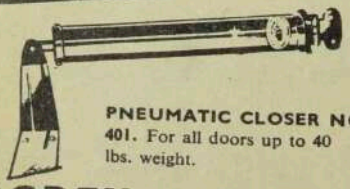

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should remain inalienably th property of the indigenous race.

Most Fijians still live in village and family groups. Although muc native land has been leased to th sugar-growers and to Europea copra-producers, use and develop ment of land have been jealous guarded, and are not keeping pac with population needs.

The present bitter controvers over the future of the Ba lease (Fijian-owned land, worked for long time by Indian cane-growers highlights the problem. The lease approach expiry. The Fijians no need some of this land for the own sustenance. The Indian tenant naturally are complaining about th loss of their assets and security an livelihood.

The Governor, of course, had ha a briefing at the Colonial Offic before he arrived here. He arrive with the knowledge that more sel government and faster economi development are vital. He also mus have known—if he did not the com plaints of the Indians over Ba woul have told him—that adjustment o the growing difficulties between th land-owning Fijians and the landles Indians is a necessary preliminar to any progress in the fields o political administration and economi development.

There he has met his first head ache.

Irresponsible Indian agitators an mischievous little Indian newspaper always have been a feature of lif in Fiji; and Fiji has learned to liv with the nuisance, and ignore it.

Unfortunately, that has created bad habit among men of affairs i Fiji. They are inclined to turn deaf ear to all Indian grievances— and the Fiji Indians have some rea ones—and that was how they treate the wailing at Ba.

This had a bad sequel.

"Mischief-Making"

The Governor and his adviser were trying to bring the suspicious reluctant Fiji leaders into a sort o inner council of mutual trust with the Indian leaders, with the idea o dealing with land and self-govern ment on an inter-racial basis. The Fijians were being "difficult", but were not unreasonable.

The Indians in Legco are domina ted by Mr. A. D. Patel and followers; and Mr. Patel, although now apparently prepared to co-operate with high authority and play the game, has a long, lively history of anti-this and anti-that, which the Fijians have interpreted as a sort of "Fiji for the Gujeratis".

Therefore, it was unfortunate that

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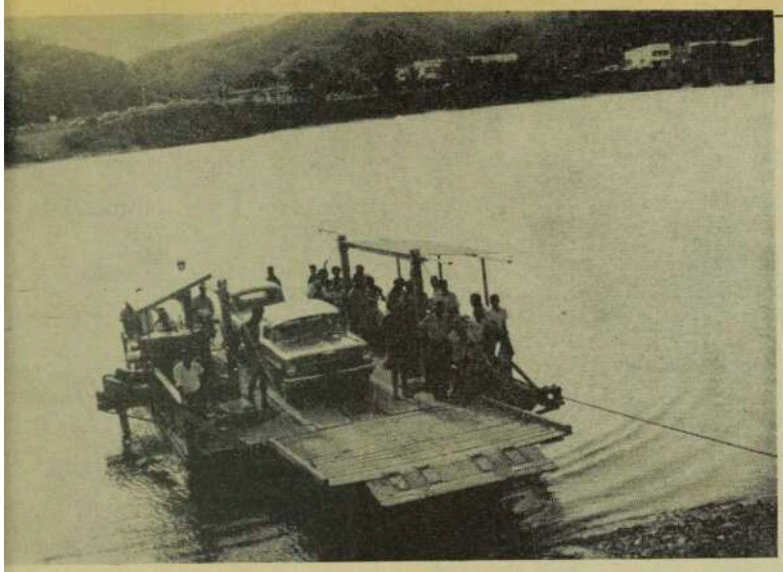
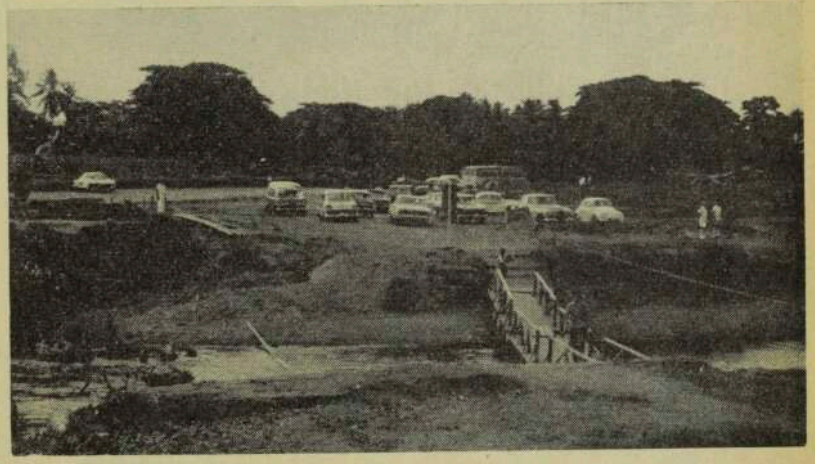


FIJI FLOODS BRING A BACKWARDS MOVE

The lower picture shows the site of the bridge over the Nadi River, Fiji, following the recent floods. Only abutments remain. The footbridge, floating on oildrums, allows pedestrians to cross. A hard crossing, to allow cars to ford the stream when it is low (which it is normally), has been built upstream.

At left is the punt which at present ferries two cars at time across the Sigatoka River. Note the line of cars waiting on the Sigatoka town side.



this moment, when the semi-literate ne-farmers thought they were being ckeyed out of their rights at Ba, one those agitator-group nuisances ould have come into action.

It insisted that the Patels were ow currying favour with the Govnment, that the Ba farmers were ing sacrificed, and it appealed to e United Nations to intervene, and nounced that 80,000 oppressed dians would leave Fiji for a better d freer island (name, place and ne unspecified).

It was sheer, silly mischief-making; t it started sensation-seeking newspers howling—and, worst of all, it t the Fijian leaders right back their heels.

In Legco, on May 6, Semesa kivou declared that the Fijians ould stand uncompromisingly on eir land rights and privileges—othing would be given away.

So there is the irresistible force of dian population-growth meeting the movable rock of Fijian land wnership. A way around that passe must be found, if "another yprus" is to be avoided and real evelopmental progress made. But ow?

That is No. 1 in Sir Derek's dish f uncertainties.

Legco Men As "Ministers"

The next lies in administration. year or two ago, Fiji was comitted to the Member-Minister ystem. Selected Legco men—preumably, two Europeans, two Fijians, vo Indians—will take charge of overnmental departments next onth. This is to be a first, careful ep towards self-government.

Already, the names of the selected men are being canvassed. There has been no official announcement yet; but the commentators are sure the "Ministers" will be Fijians Ratu Mara and Ratu Ganilau, Indians Messrs. Patel and Deoki and Europeans Messrs. Falvey and Kermode.

But the Fijians who came into this plan warily and most reluctantly may leave it at any moment. They do not wish to lessen the influence of the old, separate, Fijian administration, and they fear the Indians.

If the development of this new administrative system leads on into political control, and the threat of a common roll (which, of course, would give unlimited new powers to the Indians), the Fijians immediately would leave the governmental structure, and prepare to defend their rights. There is little doubt of that.

That is the Governor's next uncertainty.

The Colony is in a muddle over its developmental organisation.

Commissioner Sir Alan Burns, in 1961, recommended the establishment of a Council of Natural Resources, working through a Development Commissioner with large powers and, presumably, authority over departmental heads.

Development Muddle

But the late Maddocks regime whittled the plan down, so that a Council was avoided, authority remains with the departmental heads, and the Commissioner is little more than an inter-departmental message-boy.

The first Commissioner, Mr. Bevington, retired in 1963 after a short time in the job, and the new Commissioner, Colonel Basil Rogers, who has had wide experience of this type of work in Africa, obviously is

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embarrassed by the shackles he must accept in Suva.

There is another complication. One of the new Member-Ministers almost certainly will be in charge of Economic Development. Is there room for "Minister" and Commissioner?

That looks like another uncertainty for the Governor.

If Fiji, in the future, is to remain orderly and well-governed, there must be large-scale development. That needs a lot of money. Where will it come from?

Britain, since World War II, has been generous with grants—millions have been poured into all sorts of necessary constructions and services. But that system is ending. Both the spirit and the machinery for it have gone with the Empire, wiped out by a combination of American politicians and bearded sociologists who have made a fetish of anti-colonialism.

Closer Fiji-Australia Links

Britain is turning a cold and calculating eye upon Australia. There is no doubt about it.

Already, as the result of talks in London, an Australian Commissioner (Mr. R. N. Hamilton) has been sent to Fiji. The appointment of a Fiji official representati in Australia is expected at a moment.

Even as this is written Mr. H. Ritchie (Fiji's Colonial Treasure and Colonel Rogers (Fiji's Develo ment Commissioner) are in Canberr on an official visit, meeting Au tralia's new External Affairs Minist (Mr. Hasluck); and they are goi also to Sydney, to meet the heads the big Australian corporations whi operate in Fiji.

What does all this mean? Qui clearly, it points in one direction

Australian corporations own a operate at least 70 per cent. Fiji's trade and industry. Australi annually, sells millions of poun worth of goods and service to Fi and buys virtually nothing from t British Colony.

Australia, therefore, has certa obligations towards Fiji—statisti cannot be denied.

It is probable that the Australia corporations will make no effort dodge those obligations—in fa most of them, and the CSR Co. particular, have done a great de in that respect. Probably, Australia investors will put many more millio into Fiji development—always pr vided that the investment is attende by political security.

And there's the rub.

How can there be political securi while there is mutual suspicion a distrust between the two largest co munities in Fiji?

That is perhaps the second bigge uncertainty on the Governor's dis How can he get those two rac working together in harmony, in suc a way as to permit big-scale overse investment in the country?

What Of Next October?

Finally, here is His Excellency major uncertainty. What will be t attitude towards Fiji of the Gover ment which will take charge of t British Colonial Office after t general election in October?

Will it follow the Colonial Office present praiseworthy plans? Or wi it have different ideas, involving common roll, or withdrawal fro the Colony, as in Africa and Asia

In the latter event, will respo sibility for Fiji be dumped in the la of the country which already ow so much of the Fijian economy— namely, Australia?

Fiji's new Governor faces a rath terrifying task.

But Fiji appears to have bee given the right man for the job— young, capable, unflappable, and ver widely experienced in the difficu inter-racial problems which he ha found in Fiji.

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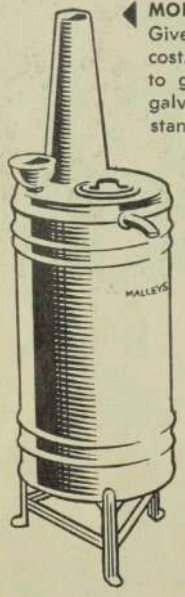

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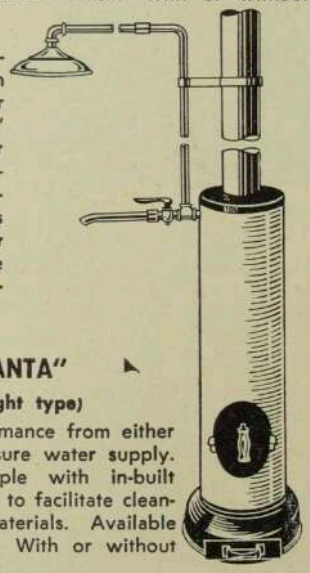

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These Fiji-Indian children call in to see how work is progressing on the canefields while on their way to school—a typical sight any day in Fiji.

Behind The Ba Leases

FIJI LAND PROBLEM

From a Suva Correspondent

The vital problem of Fiji land has been thrown into sharper focus in recent weeks. It has become clear even to people who have never thought much about it before that land can become an explosive subject between races.

ALTHOUGH the Fijians own most of the Fiji land it is the Indians, who outnumber the Fijians and who make up more than half the population of the colony, who are the major agriculturists. The Fijians, through the Native Land Trust Board, lease much land for cane-growing by Indians.

The recent public interest has arisen following notification by the board that 5,425 acres leased by the CSR company in the Ba area will not be renewed to the CSR after December 31, 1965, when the 50-year leases are due to expire.

This in itself is nothing unusual. But the fact that the opportunity has been taken to make a public issue out of the Ba release is indicative of the feeling that can be aroused on land matters in Fiji. Whether the issue has been contrived to any extent is not the point.

The CSR at present has more than 300 cane-growing tenants on the Ba land, and the company has asked the board to consider leasing direct to the tenants any land not required by the Fijian owners.

On the expiry of native leases like these, the Fijian owners are entitled to exercise their rights as landlords and decide whether they want some or all the area retained for their own use, or released.

In the Ba area some of the owners have asked for possession, and the board in May was investigating individual cases.

The board chairman urged the Fijians to think carefully before deciding, because Fijian individuals would have to farm the land properly so that the cane contracts were not lost.

The possibility of the land going to new owners has not unnaturally caused some agitation among the present Indian tenants, but more fuel seems to have been added to the smouldering embers.

"UN Intervention"

This showed itself in rather spectacular fashion in April when the Fiji Kisan Sangh, a major group of Indian cane-growers, met at Lautoka and came up with a curious resolution which was sent to the United Nations Secretary-General, with a copy to Mr. Duncan Sandys, Secretary of State for the Colonies.

(Over)

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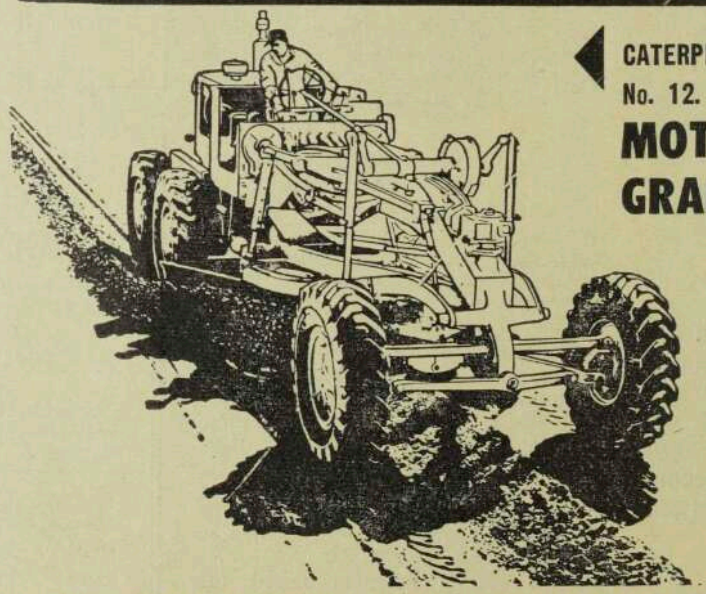

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The resolution said that Indian rmers were being deprived of their nds by the Fiji Government, and at UN intervention was required.

Furthermore, the Fiji Kisan Sangh ould make arrangements to resettle e unhappy Indians in some other untry. About 80,000 Indians ould be involved in the resettle- ent.

The action of the Fiji Kisan Sangh ought a sharp response from the iji Government, which said it was rprising that direct representations ad been made to UN by a small ction of cane-farmers without first proaching the Fiji Government.

The Government statement men- oned that other organised cane- rmers had put their grievances to e Indian MLC's, who would put em to the Government.

No Indian farmer would be eprived of land, crops or money to hich he was lawfully entitled.

If the leases of any of the present ssees (at Ba) were not renewed, e lessees would be given priority the allocation of land under Gov- rnment settlement schemes. It was ntrue to say that the Government as not assisting farmers.

The Government described the nplications in the UN telegram as nischievous and misleading".

Indian View

Later, the Government released etails of an interview with the overnor which had been sought and anted by the six Indian members f the Legislative Council.

The members had expressed con- ern at the possible plight of the ndian families who might have to acate the Ba land.

They said great hardships would e incurred by the farmers and their amilies. They would lose not only heir tenancies but their cane con- racts as well; no compensation ould be paid for improvements; heir contributions to the Sugar Price tabilisation Fund would be lost; nd the access roads they had built nd the school building contributions hey had made would be enjoyed by ther people.

"Landless"

The problem was not one affecting he Ba district tenants alone. If and leased to Indians were taken ver by native owners when the eases expired, the end result would e to leave the Indian community andless, the Indian MLC's added.

The Governor, Sir Derek Jakeway, said he was acutely conscious of the issues involved both in the Ba district and in their wider application.

It should not be taken for granted

Prominent Indian MLC Mr. A. D. Patel, one of those who put the position on the Ba land question to the Governor, Sir Derek Jakeway.

that none of the present leases would be renewed to existing tenants.

Not all the land under lease was in fact being claimed. Even when claims were made and substantiated it did not follow automatically that the leases would not be renewed.

Larger Issue

The larger issue of greater security of tenure for farmers in general was one which the Government was exhaustively considering.

The evolution of a fair and equitable relationship between land occupier and land owner was a matter of such vital importance that he felt he should make a personal study of the problem.

This he was doing, in preparation for the day when Members with portfolios would be associated with his official advisers in the formation of Government policy on such matters.

The Governor said he understood and sympathised with the anxieties of tenant farmers who felt their livelihood threatened.

No good, however, would come from playing on these fears for temporary political advantage or of reckless talk of a mass exodus to some unnamed Promised Land.

This would merely lead to a hardening of attitudes and make eventual solution infinitely more difficult.

The right and only way ahead was for the political leaders of the three main communities to get together with him to work out agreed and mutually acceptable policies.

The Indian members could help the community they represented and the country as a whole by co-operating in this.

It seemed that this interview had hardly been concluded when another

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. . . . Margaret Merril.

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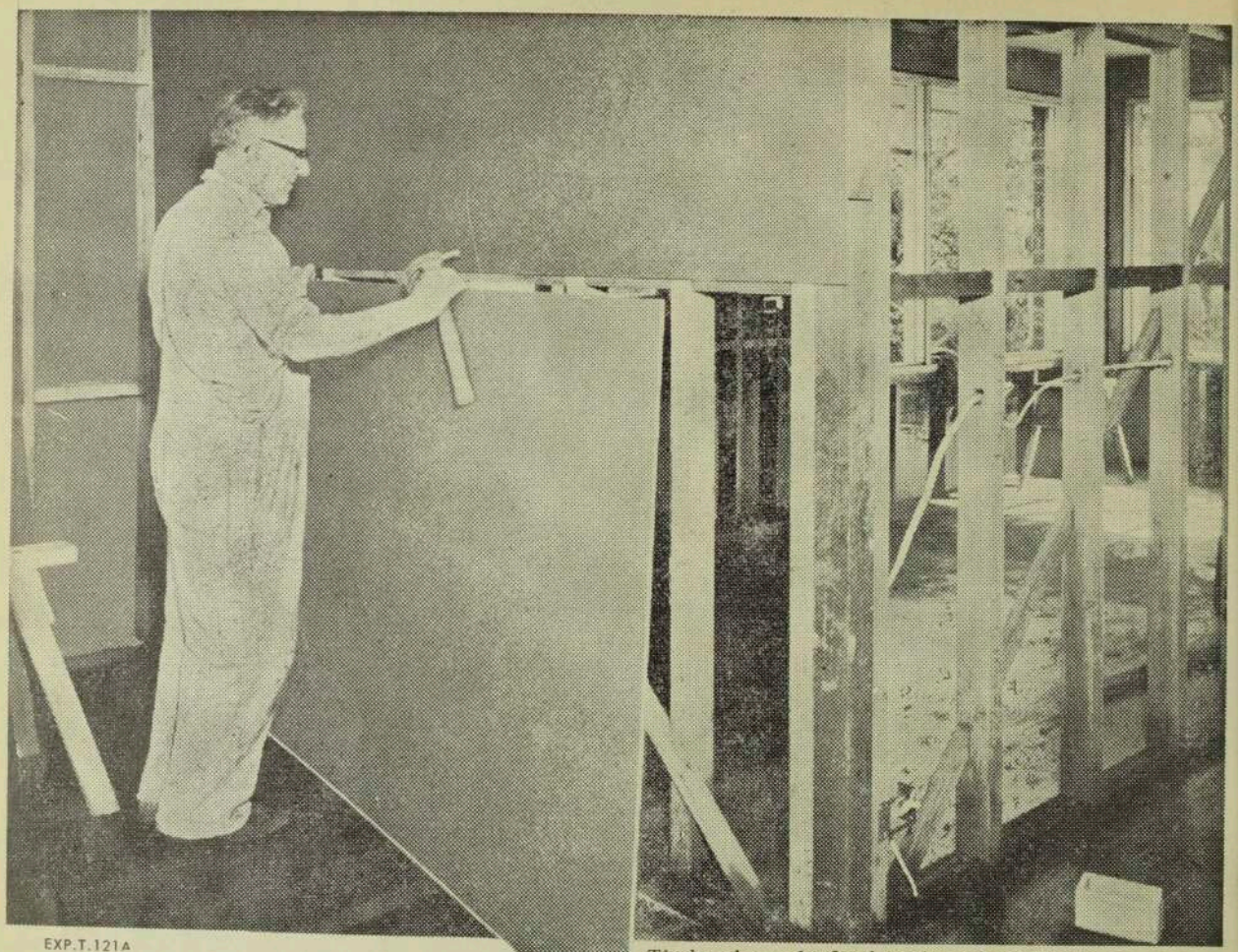

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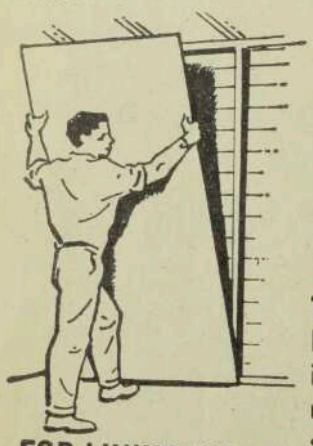

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last was fired off—this time from e Fijian camp.

Speaking to the adjournment in e Legislative Council, Fijian emesa Sikivou issued a blunt "hands f Fijian land" warning.

"The subject of Fijian land is an plosive one," he said, in a tense mosphere in the House. "We lost uch land in the past and we don't tend to lose any more land."

Sikivou said some political leaders d been making capital of the Ba nd question, but the Fijians would mand fullest consultations before y change was made in Fiji land ws.

He said the political leaders had ly succeeded in "worsening spicion and mistrust".

He said one could appreciate the rdships some Indian farmers might faced with, and he hoped every nsideration would be given them. t the Ba land matter was a simple atter of an expiry of leases—a rfectly normal thing. The Fijian nd Board should be left alone thout agitation to complete its liberations.

Sikivou's comments were not going be the last on a vital subject, everybody in Fiji knew. The oblem of Fiji lands is in fact wider an a mere 5,000 acres at Ba.

Ban On Tobacco Advertising

From "PIM" Correspondents

The Fiji Broadcasting Commission has decided that when rrent cigarette advertising contracts expire at the end of this ar they will not be renewed.

THIS decision was reached after consideration of all the reports the link between lung cancer and arette smoking and after receiving vice from the Fiji Director of edical Services, Dr. C. H. Gurd. r years the FBC has banned vertising of liquor products.

However, the timing of the FBC's arette announcement came in for lot of criticism.

It was made when the current vertising contracts all had more n eight months to run, and the tics pointed out that if smoking dangerous to health, then it is as dangerous now as it will be in eight months' time, when the ban takes effect.

Meanwhile, until the end of this year Fiji's radio listeners will continue to be told that Brand X is "Kind to Your Throat", whatever, allegedly, it might be doing to their lungs!

Samoan Position

In Western Samoa, too, cigarettes have been suffering some adverse publicity since the American cancer report was given full publicity in March.

One leading Apia store reported that in the month following release of the report sales of pipes went up 400 per cent!

Sales of pipe tobacco are still heavy.

If all goes well, a Samoan Agriculture Department official may soon be sent to the Philippines for training in home cigar-making.

According to UN adviser, marketing expert J. J. van der Goes, Samoan tobacco lends itself well to cigar-making and with very little expense a thriving small scale cigar industry can be established there. And cigars are not supposed to be as dangerous.

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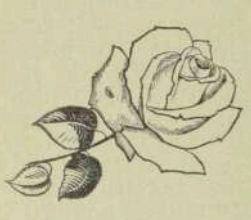

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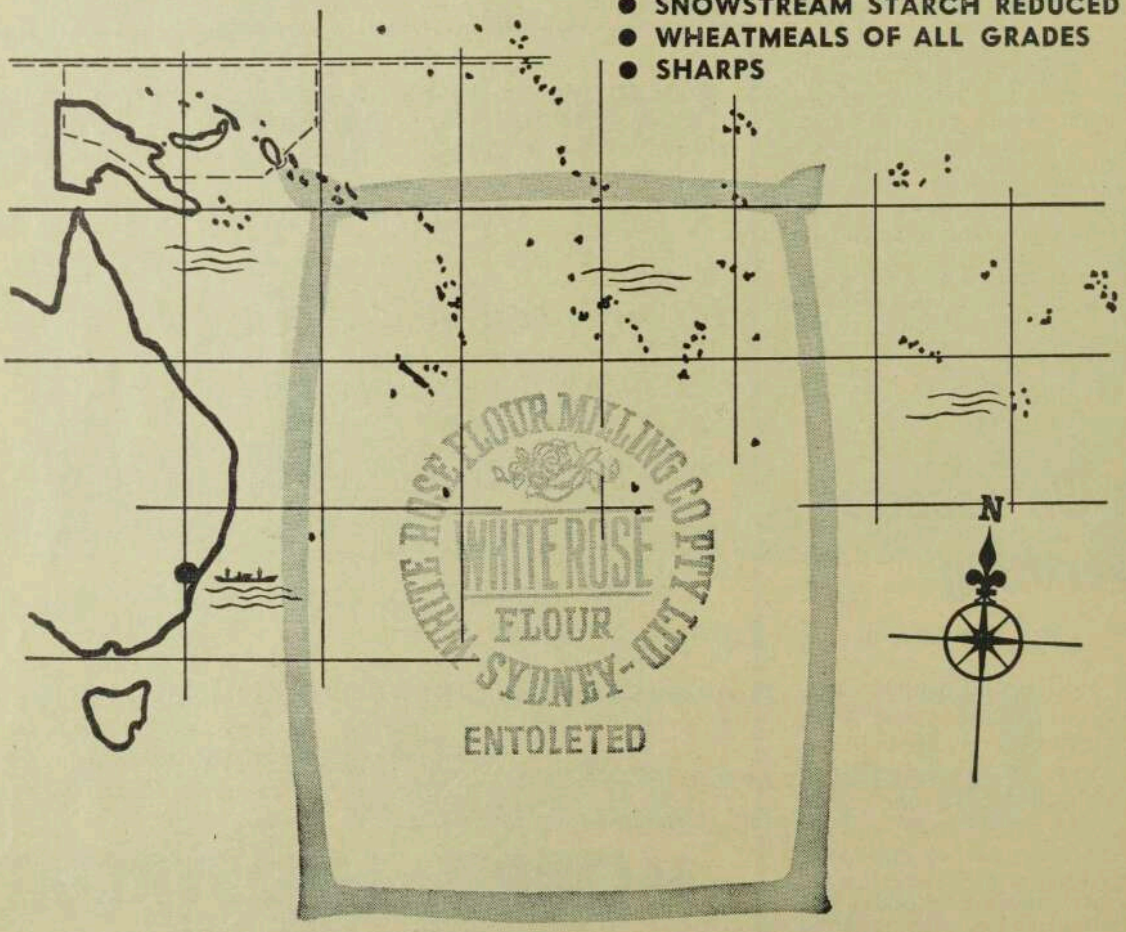

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Territories TALK-TALK

With Tolala

Turning the pages of the *Sydney Morning Herald* the other day I sighted a heading on the financial page: "Choiseul Profit Rises 27.6 p.c." and the sub-heading showed the net profit of Choiseul Plantations (Holdings) Ltd., copra and cocoa planter, for the year ended November 30.

I PAUSED a moment and I did some back-thinking. The mention of he month of November (the close of he company's financial year) rang a ttle bell, and I went back just on 0 years to when CPL was only a ery small pup in the Burns Philp tter. No "(Holdings)" in its title ien; life was much more simple; no igh-pressure tactics . . .

It was in November, 1912, that I iet W. H. Lucas (BP's Islands in-pector at the time) in Kieta (Bougaville).

He was land-seeking for this newly-ormed company and was accom-anied by his able lieutenant, Jim ampbell. They were travelling in the ood ship *Sideia*, with Capt. Buckley s master and engineer Talty.

Choiseul Island had offered no uitable areas in the British Solomons, nd the untouched, extensive isle of ougainville in the neighbouring erman colony, with its affable Com-issioner Doellinger, eager to develop he area, appealed to WHL as holding ossibilities: good soil, unlimited abour and official encouragement nd co-operation.

After a slight delay, caused by my arriage ceremony, WHL and Doel-nger went land-hunting, which re-ulted in the acquisition of the areas ater to be known as Soraken, Kunua, aniu, Teopasino and Arigua plan-tions.

CPL's First Estate: Soraken, was arted in 1913 with Jim Campbell n charge of operations. Being located ot distant from Buka Passage it ttracted the Buka Island natives to make paper". They had the reputa-on in the colony of being the cream f labourers.

At long last the "English" had eturned, a Buka *kukurai* (luluai) old me when he heard the news. As oon as I had taken over the old Queen Emma trading station on ororan Island from Paul Schmidt later "Karkar") in 1912, the Buka ads had quizzed me as to "What me English he come now?" To hich I, naturally, being a foreigner and not having the foggiest idea of the coming 1914-18 conflict, had replied a terse: "No got!"

But with the advent of CPL at Soraken a year later the chiefs smiled knowingly, for had they not asked when the English were coming?

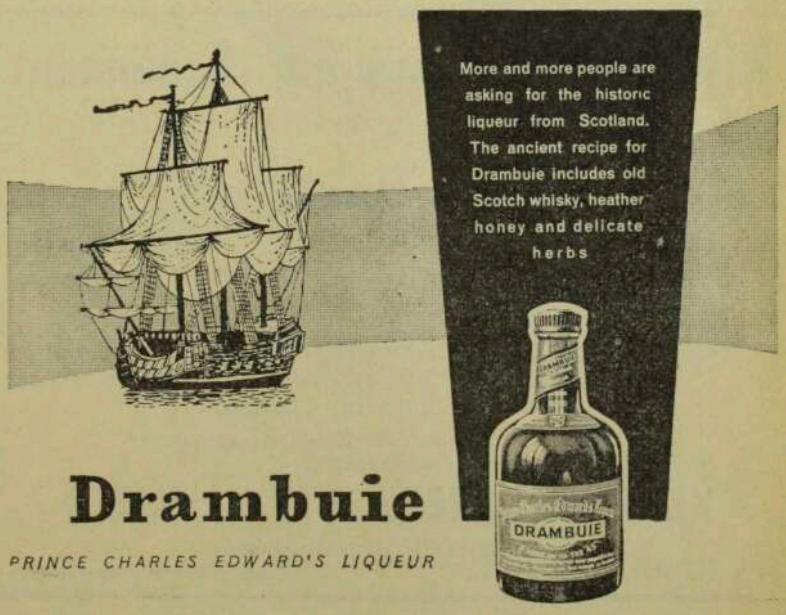
They had already started, laka? And they had big schooners and plenty of tobacco; they gave out tea and sugar and biscuits in the morning. Jim Campbell had been allowed to "let his head go" and, knowing the native mind, had done just that, with amazing results.

Natives swooped on Soraken from near and far to "make paper".

This was the "slave labour" of German times, so often referred to in later years when describing the "bad old days" of colonialism.

So ready was the response that the other estates, Baniu, Teopasino and Arigua were soon in operation and I found myself caught up in the vortex to "join the English" and started planting the Arigua property in late 1913 and was in rather the unique position of being the only married man (with the exception of Jimmy Gibson, the diver, at Man-

A TRIER: New Guinea girl Shirley Mackellar made history by being the only European woman to stand in an open electorate in the recent New Guinea elections, and one of only two European women who stood at all (the other was Kay Ascroft-Smith, who stood in the Central Special electorate). Mrs. Mackellar, who is the wife of a patrol officer, wasn't successful in her Madang electorate. But she was game, and more power to her.



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Kieta, Bougainville, as it was in 1914—the time that "Tolala" discusses in "Talk-Talk" this month.

ning Straits) on the plantation staff of the island estates under Lucas' control

"I don't want married men," Lucas used to say. "They are only ruddy verandah planters. I'd rather lose a few bolts of calico out of the trade store, given to a 'mary', than lose the whole plantation."

The First Annual Stock-Taking: Early in November, 1914, I received word by runner (all CPL ships had been out of action since September, owing to the war) from Jim Campbell to proceed from Arigua to Soraken for the purpose of assisting in the annual stock-taking.

So I hied me forth in a whale boat and a week later was busy counting the few bags of rice (no supplies had been received since the latter end of July, and the main diet had been *kaukau*), tins of bulamakau, salmon, tobacco and the general what-have-you's on a plantation in those days.

The Aussies Arrive. We had reached the stage of costing and the general faking of plantation returns, which takes place on every well-run establishment: reconciling stocks consumed with stocks on hand and received, when we heard that ever-welcome cry of "Sailoo!"

Was it a German or an Aussie steamer? It was slowly nosing its way through the reefs of the Buka Passage.

Excitement reigned as we recognised the Australian flag and we charged our glasses with a modicum of Painkiller (one of the few remaining stimulants).

It was the old German steamer *Meklong* with 500 Australian troops aboard en route to Kieta, where opposition was expected from the German settlement there. I was able to tell the CO (a chap named Colonel Watson) that Doellinger and his staff were sitting down, with their bags packed and ready to hand over the keys.

Doellinger had even scuttled his dearly-loved steamer *Buka* in Rorowana Bay.

It was a happy conclusion to Choiseul's first stock-taking in 1914. The "English" had come, even as the old Buka chiefs had foreseen. Our months of isolation from the outside world were finished.

Once again we could receive supplies from Faisi (BSI) and we toasted *Meklong* with her Aussie troops (members of the AN & MEF) in something more tasty than Painkiller.

And from those early days to 50 years later I would say that CPL has never looked back. It was the first big Australian planting enterprise to start in New Guinea.

NG ARTIFACTS

Spears, bows and arrows, masks, wooden statues from New Guinea at one time were known simply as native curios and were looked upon by the more privileged people as crude and, at times, obscene.

Today they come under the category of Art—with a capital A. Whether this is due to the modern trend towards abstract or contemporary paintings and sculptures I wouldnt know.

Anyway, they are referred to by critics as *avant garde* and thus accepted, despite the fact that most of the noses and eyes are in the right places.

Whether this trend to acclaim these native works as Art is connected in any way with a subtle integration campaign is anybody's guess. Suffice it to say native curios of almost any type are very much U

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Australia at the moment, judging recent reports of art critics at the ngry Horse and other Sydney lleries. Artifact-seekers from other ds have long ago recognised their tinctive features, as I mentioned t month.

It reminds me of an experience I d 52 years ago in Sydney when I ived there in mid-1912 and, as s usual in those days, loaded down th hessian-bound bundles of spears, ws and arrows and the usual para-ernalia that comprise the parting ts from native friends who had ed "Yoko" to me as I left the and.

Curios of any description are bulky anyone's luggage and I had them wed away in the baggage-room of e Metropole Hotel, where most w Guinea folk stayed in those days. To get rid of them was a problem I visited a curio shop. Today it uld be in Martin Place; then it was oore Street and known as Tost & hu. I entered the dim-lit premises, erviewed the manager, told him at I had for sale. He was not erested.

New Guinea? It didn't appeal to m.

I was about to leave the shop when spied a chap whom I recognised mediately as a Yank tourist. With e precociousness of youth I ap-oached him and asked him for at was he looking. He wanted me "genu-wine" South Seas curios decorate the den of his home in ew York.

I told him I had what he wanted d after a noggin or two at the etropole he inspected my collection farewell gifts and, after having awn on my imagination to some tent, giving him a case history of ch item, its authenticity and rarity, realised how fortunate he was.

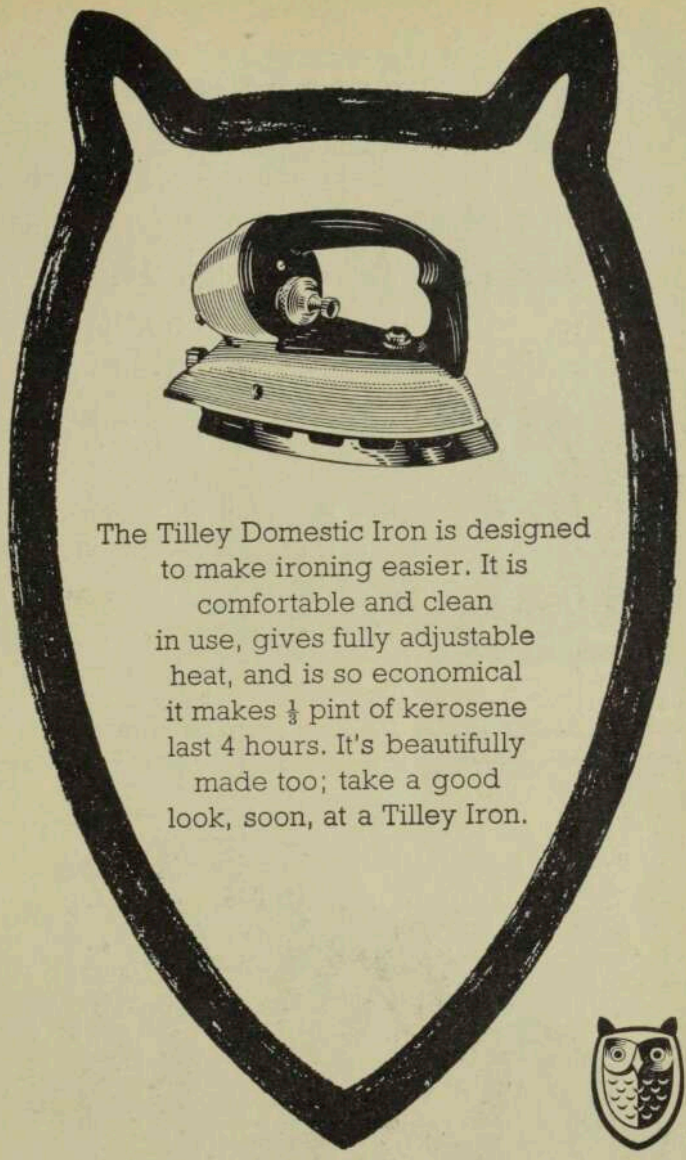
He wanted them, I sold them and e were both satisfied.

From this early experience I alised the value of native artifacts, e proceeds of which enabled me to e the sights of Sydney Town with o ship-board companions, Frank d Jim Pryke, who had joined the *rinz Sigismund* at Samarai after a rospecting venture up the Yodda.

CATTY QUESTION

With all the modern scientific aids hich we are said to have at our dis-osal it would seem that when it omes to a show-down we must rely n Mother Nature. I refer to the ase of Rats on Bougainville. An rgent SOS was sent out last month r two thousand cats, to keep the ats down. It received appropriate ublicity.

Rats have been pests in certain



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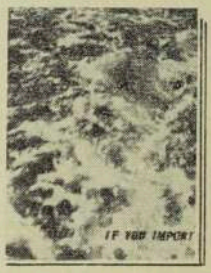

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arts of TNG for many years. One f the worst infested spots (to my nowledge) was the Carteret Islands, so in the Bougainville district.

I stayed there one night and never ept a wink. The rodents in number nd size reminded me of the trenches f the Western Front in World War I.

The Chinese trader on the Carrets was well supplied with cats, ut they were so fat and well-fed ney had lost their usefulness as adicators.

Fresh supplies of "pussies" were nported to him from Rabaul about very three months and the skipper f the schooner about to leave Rabaul or the island would send his boatsrew ashore "pussy-hunting," paying small bonus for the felines.

No Rabaul cat was safe at such me, and cat-lovers, knowing then ich a clean-up was due, would romptly lock up their pets.

The Carteret trader always had resh meat on the island. He told me: Pussy he good fella kai-kai too nuch".

Perhaps the newly-formed New uinea Biological Foundation will find solution to the problem.

HOT IN THE ARM

The announcement last month of ne formation of the New Guinea orporation must certainly be an ncouragement to the private Australian investors in primary and industrial development of the Territory. t received a good Press coverage nd the names connected with the enture are impressive.

I liked chairman Steven Rich's emarks when he said: "The cororation would be as dedicated to its New Guinea's) development as the ioneering Australians already there," hus giving due credit, indirectly, to hose private individuals and comanies who had really pioneered the erritory

This was in contrast to a statenent by an official of the Departnent of Territories who is reported o have referred to the new company s "Pioneers in New Guinea Finance" nd followed on with the usual official view that nothing had been lone in either Papua or New Guinea efore the end of War II.

He said: "Australian pioneers and explorers helped New Guinea with ealth and education. It is now the urn of the businessmen to help the erritory towards economic maturity".

Ye gods and little fishes!

What of the old German pioneers who brought trading to the country n the '70's and '80's, such as the Neu Guinea Compagnie, Hernsheim & Co. and the D.H. & P.G., then later Queen Emma and H. R. Wahlen in New Guinea and BNG's Capt. Fitch (which became Steamships), the Whitten Bros. and the Buntings in Papua—all before War I?

Did they do nothing?

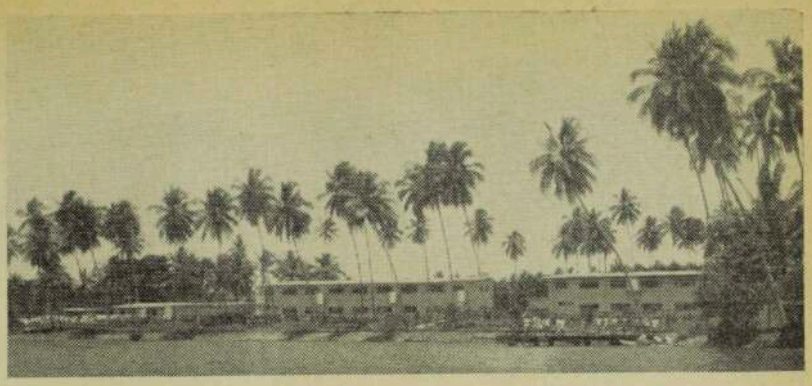
And what of BP, WRC, Guinea Airways, Bulolo Goldfields, and NG Goldfields in the post-War I period?

To say nothing of private individuals like Cecil Levien, the Big Six, and the Leahy brothers.

Other recent commercial fillips, of course, have been the W. R. Carpenter tea project in the Wahgi Valley and the NG Biological Foundation, which has acquired Aropa plantation and which was, incidentally, started as a big experimental estate back in the German days when old Louis Somer was the manager.

There are other big ventures pending (so I hear) that also have Bougainville Island as the locale for their operations.

The whole attitude of officialdom towards private enterprise at long last appears to have softened, which will be to the Territory's advantage, even if it does bring down the wrath of the Afro-Asian clique at Lake Success as encouraging capitalism!



MADANG SEMINARY FOR P-NG, BSIP PRIESTS

Described as the "biggest thing to have happened in the Catholic Church in the South Pacific Islands", the Holy Spirit Regional Seminary was officially opened at Madang, New Guinea, on May 1, before a representative gathering of more than 300 people. The gathering included the Anglican Bishop of P-NG, Rt. Rev. David Hand. The seminary is the major training school for the Catholic priesthood in P-NG and the Solomons. Rector is an Australian from Sydney, Father Patrick Murphy, SVD. The seminary is staffed by Divine Word missionaries. The opening was performed by the Apostolic Delegate to Australia, Most Rev. Domenico Enrici. The photos show the seminary buildings from the sea, and at the official opening, from left, Father English, of Chanel College, Kokopo; Rt. Rev. David Hand; Archbishop Enrici; and Bishop Noser, of Alexishafen.

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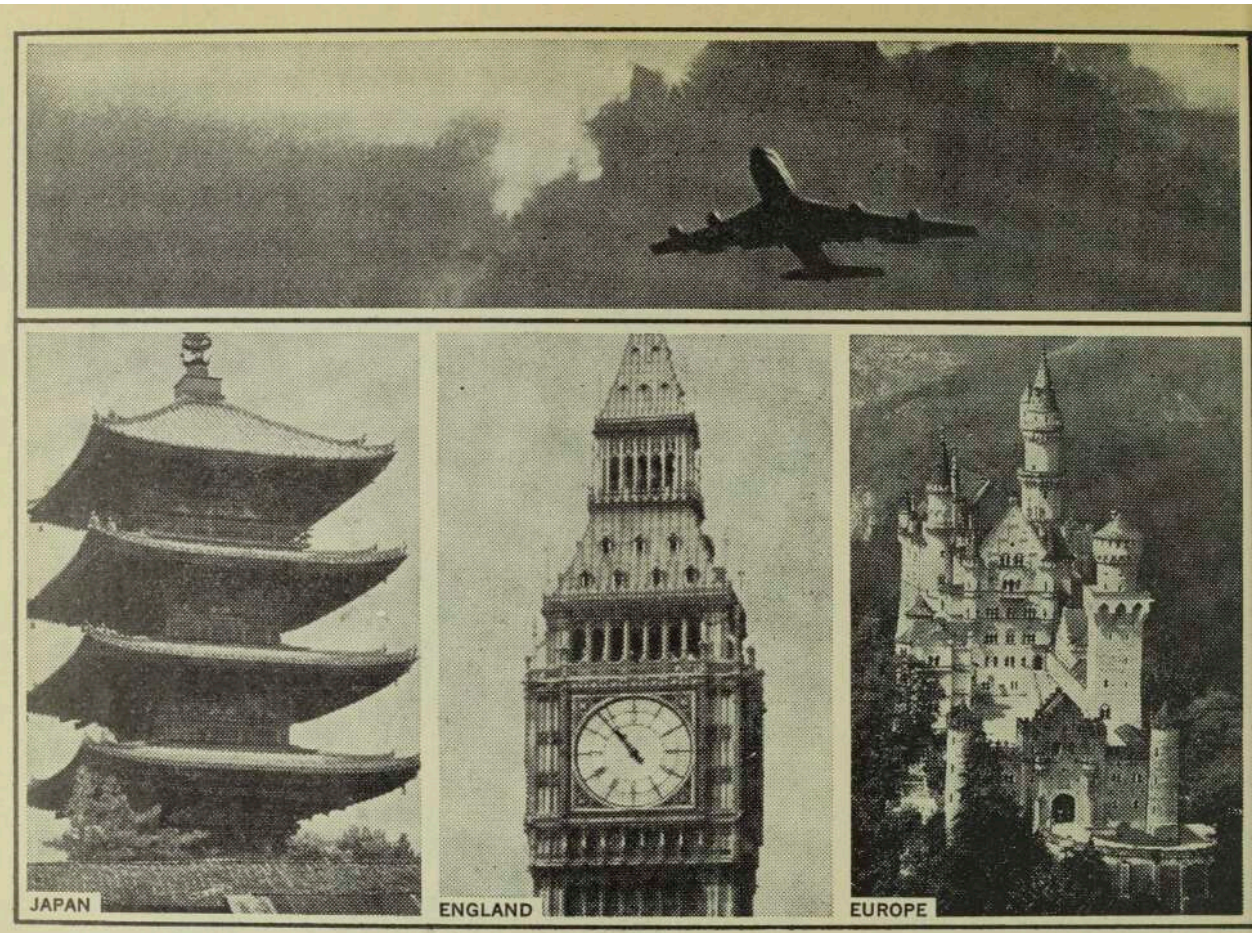

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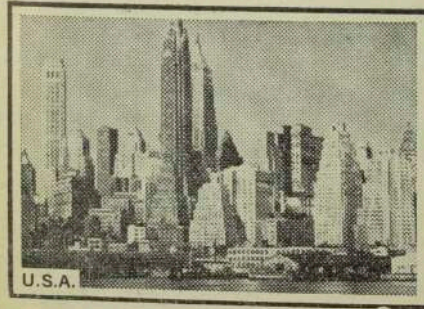

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HE MONTH IN WESTERN SAMOA

Criticism Of Selections For New Cabinet

From R. F. Rankin, in Apia

The only surprise following the first West Samoan elections since independence was the Prime Minister's choice of three new Cabinet Ministers. The elections themselves were very quiet, with a common-sense result, and with votes being cast by 90 per cent. of those eligible.

I HAVE been guided in my choice of Ministers by the inspiration f God," said Fiame Mataafa aumuania Mulinuu II, a few days fter the Assembly had re-elected im Prime Minister, unopposed, for further three years (or until his overnment is removed by a no-onfidence motion, which is a distinct ossibility unless Government con-inues to run smoothly).

But before Mataafa announced he names in the Assembly, very few eople thought any of the new Min-sters would have had any chance of election.

The three new faces are:

● 61-year-old veteran politician alamaivao Ulualofaiga Vaela'a, who s Minister of Health. Strongly con-ervative and reportedly embittered t missing out on ministerial selec-ion in 1961, Talamaivao has spent nore time attacking the Government n the past three years than in offer-ng constructive suggestions.

● 49-year-old one time school-eacher, and for the last 22 years a lerical employee of O. F. Nelson nd Co., Laufili Time, who is new Minister of Agriculture. Laufili first ntered the Assembly in 1961. He has proved to be an enthusiastic debater, speaking on most tropics under discussion, but in the main his contributions have been neither par-ticularly original nor of much sub-stance.

● 62-year-old newcomer to politics and former Court interpreter and Registrar of Lands and Titles Court, Papalii Poumau, CBE, who has been given the portfolio of Education. He is the greatest surprise of the selec-tions.

Former Minister of Agriculture Asiata Lagolago was dropped from the Cabinet, and former Minister of Education Tuatagaloa Leutele was switched to Justice.

Other Ministers, G. F. D. Betham (Finance), F. C. F. Nelson (Public Works), Toomata Lilomaiava (Lands), and Faalavaau Galu (Post Office and Radio) retained their portfolios.

In answer to Press criticism of the new selections, and claims that obviously better men were overlooked, the Public Relations Office, in its weekly programme, "Oe ma lou Malo" (You and Your Government) which is broadcast over 2AP, stated that it was better to have Ministers with little knowledge and who worked hard, than to have smart Ministers who got nowhere.

"It's no good having Ministers who talk too much and cause trouble in Cabinet," the Office said.

Public Relations is a part of the Prime Minister's Department.

MEANWHILE in the midst of changing times and at the start of an era of revolutionary economic development, Prime Minister Mataafa, in his speech after his re-election to the office, illustrated how much so many top Samoans still cling to the past.

"I do not say this because I have been re-elected through our customs and traditional relationships, but I assure the House that once we de-viate or stray away from our customs and traditions God knows what will happen to our country," he said.

At the other end of the scale, and representing a still unknown quantity, is the young Samoan public servant with a NZ university education who was a polling clerk at a more distant booth during the recent elections.

He was reported to have told the successful candidate, "I'm just help-ing you people out. This is not my country, I don't get a vote."

"It's time you took a *matai* title," he was told.

"I think I have a clear enough mind to enable me to choose the best

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KR373

candidate without my needing a title to do so," replied the young man.

AFTER a struggle against top level apathy in the Agriculture Department, FAO marketing and sugar expert P. J. van de Goes at the end of April finally was successful in producing the first sugar ever milled in Samoa.

The mill, situated on a 600-acre block of Government land at Vaivase, two miles out of Apia, can produce one ton of sugar a day. It was given to Western Samoa by the FAO Freedom from Hunger Campaign.

The sugar is fairly fine textured and light brown in colour. It is hoped that by the expansion of this industry at a small-scale village level Samoa will become self-sufficient in sugar requirements, which last year cost £108,919.

"All that is needed now is the wider cultivation of better varieties of cane," said Mr. van der Goes, who was expecting cane for propagation from Fiji and USA in May.

WHILE prospects look bright for sugar, the reverse is true for the banana industry. According to Fruit Distributors' managing director, Ross Walker, in Apia in early May, "future prospects look extremely grim."

Even the Agriculture Department, which has so often in the past, and at a meeting with Ross Walker earlier this year, claimed that supplies were plentiful, has expressed concern at the situation.

Acting Director T. Cunliffe has ordered a full-scale investigation into shortages which have plagued shipments to New Zealand for the past three months. Both the Prime Minister and Minister of Agriculture Laufili have assured Fruit Distributors, the company which handles supplies in NZ, that every effort will be made to maintain supplies.

Main cause of the present shortage is said to have arisen from the fact that many planters gave up banana growing in disgust when they could not get increased quotas for their surplus fruit.

"With growing difficulties of disease control, I foresee the trend away from a very large number of growers with small plantations towards a smaller number of growers running larger and more efficient plantations," said Ross Walker.

Most people agree with him. Seven thousand growers shipping an aver-

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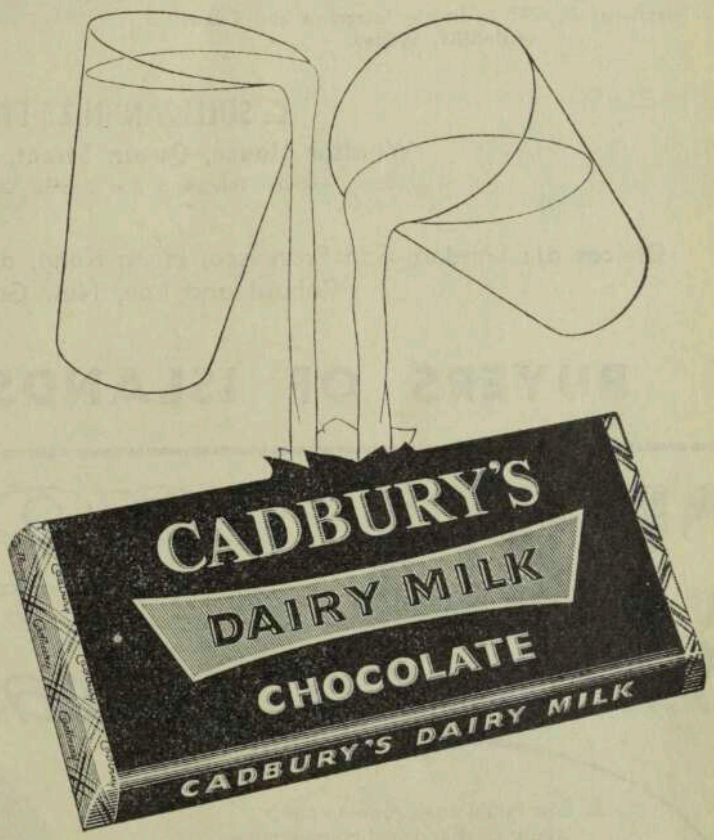

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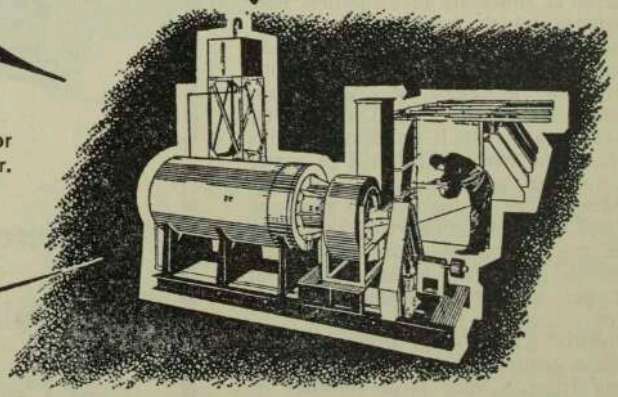

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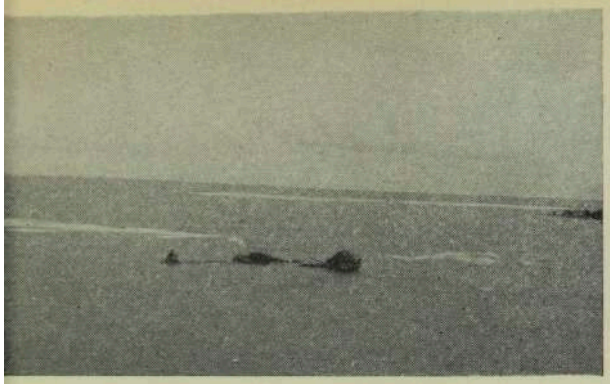

WRECK TO BE ENCLOSED

Work on Apia's big £1 million wharf project, which has now begun, will enclose the historic wreck of the German warship *Adler,* a landmark in the town since 1889, when she was one of six ships driven ashore in the great hurricane. The bones of the *Adler* (left) are in an area to be reclaimed. A move is afoot to have the prow of the ship, which will jut above the reclamation, incorporated in a monument. The British warship *Calliope* was the only vessel to escape in the hurricane.

ge of 2½ cases per ship is an im-ossible number of growers to con-rol adequately.

SAMOA was inhabited at least 2,000 years ago and some of the nhabitants used pottery they made hemselves.

These new facts came out at a ecture given by Auckland University Professor Roger Green at the Nelson Memorial Public Library and at-ended by over 100 Apia residents arly in May.

Professor Green dug up the pottery rom mounds at Vailele. The frag-ments of large, flat-rimmed bowls were made of local materials and heir age was determined by carbon lating charcoal found in the same ayer.

Furthermore, a newly investigated fort behind the village of Luatuanuu shows so many similarities to the fortifications of NZ Maoris that the evidence points to a "direct connec-ion" between the two, said the Pro-fessor.

He has been supervising archae-ological studies in Samoa for the past five months.

FOLLOWING in the vice-regal steps of his grandfather and father, the Governor-General of New Zealand, Brigadier Sir Bernard Fergusson, GCMG, DSO, OBE, en route to the Tokelau Islands and re-turn, visited Samoa as a guest of the Samoan Government over the week-end, May 9-10.

The vice-regal party stayed with Head of State Malietoa at Vailima, Robert Louis Stevenson's old home, where a reception for 400 was held.

Under prodding from the police, householders spent a lot of time cut-ting grass and cleaning up their road frontages to make the environs of Apia more spick and span than they had been for a long time.

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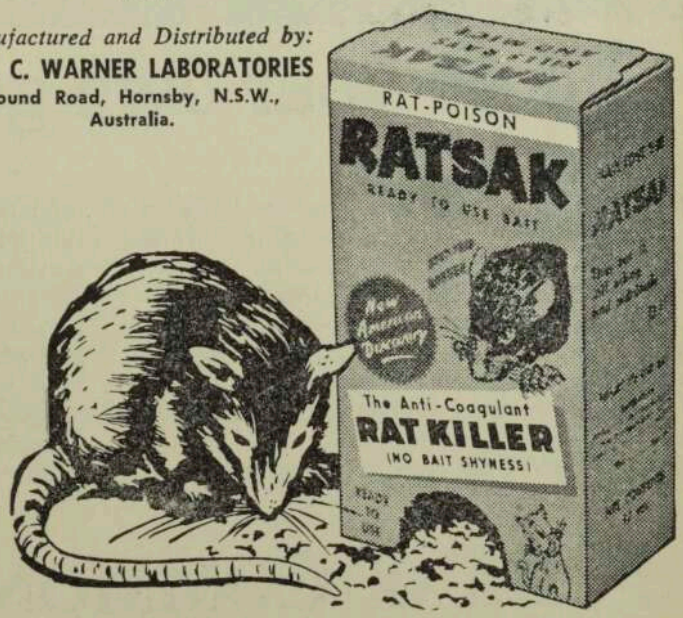

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Murmurings Over Status In American Samoa

ECOND-CLASS CITIZENSHIP "INTOLERABLE"

On the 64th anniversary in pril of the raising of the United tates flag in Pago Pago, the ear-old American Samoa news-aper *Samoa News* took a long, ard look at the question of olitical status in the territory, nd was little pleased at what it aw.

N its most important editorial in its first year of publication, the *amoa News* said: "It is no longer fficient to have the American flag n Samoan soil), and the fact that e are even less than second-class itizens is becoming intolerable. To orrow a Kennedian phrase, we ould 'think out now' our moves for morrow.

"Discontent with the present olitical set-up is bound to continue grow. It is poor policy to brush thing off with the excuse that our me is being put to better use else-here.

"If the Samoan population is not t present equipped to decide on such question, there is but one alter-ative and that is to get them ducated—not indoctrinated—so they ould reach their own decisions on future political set-up soon."

Samoa News said that a test esolution "thrown at" the local egislature in the last session asked or the creation of a commission to tudy the possibility of making merican Samoa part of the State f Hawaii.

Negative Attitude

The Lower House agreed to the esolution, but the Senate "refused o give it the full measure of con-ideration such an important uggestion should deserve".

The newspaper said that a egative attitude had been shown all long on various proposals on the olitical status of American Samoa.

Independence, it had been argued, was almost out of the question, be-ause American Samoa was too poor nd too small. However, that was before Van Camp, Star Kist, Coconut Processing, and Samoan Development

(Continued on p. 65)

Times Are Changing On Niue

BUT THE POPULATION DOESN'T GROW

Anyone who has not visited Niue in recent years would now scarcely recognise Alofi, the principal village and "capital" of the island.

NEW buildings have changed Alofi's appearance, more motor vehicles have made it busier, and the shrill ringing of telephones has added a note of urgency.

Besides all this, efforts are being made to stop the people burying their grandmothers and other relatives less than 50 yards from their houses, whereas, previously, people used to bury their relatives as close to their houses as they could get.

It is illegal to dig human graves within 50 yards of a dwelling. These regulations have been in force for a long time, but more often than not they are ignored.

The fact is that Niue has no cemeteries and the custom has always been for the people to bury their dead in the vicinity of their homes.

Verandah View

This custom, besides being a menace to health, has meant that many of the most desirable housing sites have been otherwise occupied—so much so that a man can often sit on his verandah and see the last resting places of all his ancestors dotted about his lawn.

In an effort to get the people to observe the regulations, the Police Department recently drew attention to them in the local newsletter.

However, the morning after the newsletter was published, some people were digging a grave within a few feet of a house and only a couple of hundred yards from the police station!

Among the new buildings that have been built at Alofi recently are three new Administration blocks to house the Treasury, Resident Commissioner's Office, Native Land Court, Agriculture Department and Police Department.

New stores include one of two storeys for Swan Jessop—one of the few two-storey buildings on the island — and single-storey buildings for the traders, R. R. Rex, A. Strickland and L. L. Kingi.

Meanwhile, almost every month, the *Tofua* seems to bring a new deep-freeze storage unit for one store or another, and the demands on the power supply provided by Niue's electrician, Ernie Welch, are so great that plans are in hand to enlarge the power house.

The demands on Niue's telephone system are not growing quite as fast, but the number of telephones is always increasing—the total now being 119, mostly in Alofi.

Motor vehicles on Niue now number more than 300, and all this traffic has necessitated the widening of the island-encircling road north and south of Alofi.

This is being done, not by modern earth-moving machinery, but by hard work with picks, shovels and sledgehammers, and by laboriously building up the road level with rocks placed by hand.

But while it is not easy to get the people to change their ways in such things as burial places, little inducement is needed to get them to change their habitat.

Indeed, every time the *Tofua* leaves for New Zealand, she carries a group of Niueans quitting their homeland for what they look on as El Dorado.

As a result, the island's population at the last count on September 30 last year was only five more than it was in 1863 when a London Missionary Society census placed it at 5,021.—*J. EDWARD BROWN.*

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AMERICAN SAMOA TO TIGHTEN UP ON ALIEN IMMIGRANTS

Because of the great number of aliens now living in and entering American Samoa, and particularly because of the local legislature's concern over this, the American Samoa Government will strictly enforce regulations on the entry of aliens into the territory from June 1. These regulations have sometimes been waived in the past.

The regulations provide that no alien will be permitted to enter the territory unless he possesses a passport or other travel document which is valid at the time of entry for at least 60 days beyond the expiration date of his permission to enter, and which authorises him to go somewhere else at the end of that period.

Aliens now resident in American Samoa have to present a valid passport or travel document to the Attorney-General for inspection by September 1 so that they can be "properly identified".

An alien is anyone other than an American Samoa or a United States citizen.

Corporation had become factors in he territory's economy.

Suggestions that American Samoa hould be merged with Western Samoa into a single independent tate had been decried by the territory's leading chiefs because they eared a merger might down-grade heir titles.

Then, when the question of citizenhip of the United States was brought o the people 18 month ago, the idea vas rejected because the chiefs argued that it did not respect the *natai* system, and that it would be "incompatible with the existing and situation in Samoa".

"So 64 years after the first raising of the US flag in the territory, American Samoa is still an insular possession of the United States," *Samoa News* said.

"It has a constitution that is currently undergoing its first five years of trial. But the authority behind the document is the Secretary of the Interior, not the US Congress.

"But what about tomorrow? Are we content with the present status? Are we going to keep on procrastinating until we find ourselves face to face with realities for which we have not had any previous plans and thoughts?"

The newspaper's opinions, together with a letter from a New Guinea man published in *PIM*, April (p. 27) brought comment in the Samoan newspapers.

[The *PIM* letter, signed for publication "Winds of Change", said that the fact that the American Samoans owed America a great deal, just as the New Guineans owed a great deal to Australia, had nothing to do with nationalism.

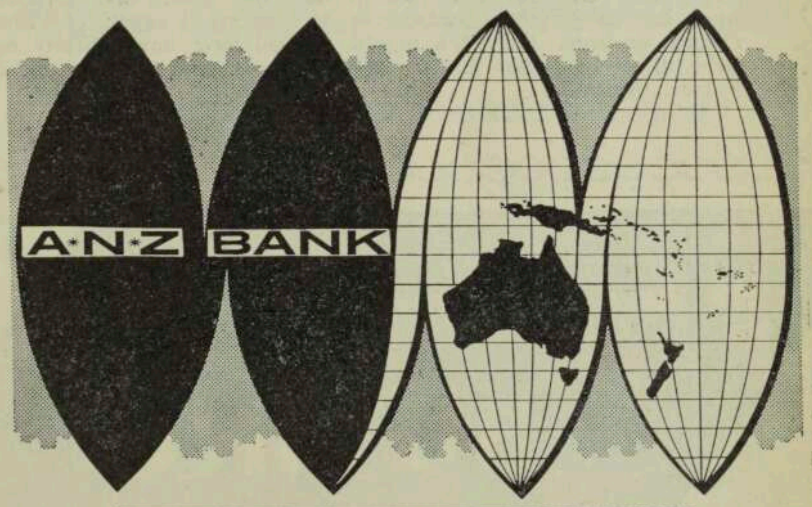
Although they couldn't afford it the American Samoans would "probably insist on going their own political way also", and there was not likely to be a longish transitional period for America. America should fix target dates for Samoa's future.]

A letter, signed "Liberty", published in *Samoana*, Apia, on April 29, commented that "our American friends may yet have to face up to reality".

The writer said the Americans had "always disguised their colonial possessions under other names, e.g., 'unincorporated territory of American Samoa', and similar high sounding but meaningless phrases".

The writer added, "In this day and age of independence America is deliberately driving a wedge between the Samoan people. This is done in a number of ways. The grafting of a Stateside type of life, education and economy on the people of Eastern Samoa; the forced registration of aliens, i.e., Western Samoans resident in Eastern Samoa, and other discriminatory practices serve to drive the Samoan people apart. In this day of a divided Germany, Vietnam and Korea, we can add Samoa.

"It may be that many Samoans in Eastern Samoa prefer to stay under American domination, but the United States is not allowing the people there the right of self determination nor the opportunity to discuss union with their *aiga* in Western Samoa."



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ilberts Will lave Air Link ate July

From a Suva Correspondent

The fortnightly air service beveen Fiji and the Gilbert and llice Islands Colony will be iugumented late in July. It will e carried on by Fiji Airways ith the small, 4-engined Heron raft which that company has perated successfully in the Cenal Pacific in recent years.

PREPARATIONS for the new service, begun last year, have not een hurried. The G & E Administation (which has provided the airelds and much of the ground organation) and Fiji Airways have been ery fussy in guarding the safety actor in what, from the air transort viewpoint, is completely new erritory.

For example, the planning and lacing of a beacon at Nanumea, bout half-way between Funafuti and arawa and the site of a wartime mergency landing-ground, has taken me time.

There is little prospect of airways rofit in the circumscribed economy f the G & E Colony. But the new ervice will be gratefully received by oth Administration and civilians. t present, they are dependent on regular, copra-gathering ships.

On present plans, a plane will leave ausori (near Suva) every fortnight nd fly, via Nadi, to Funafuti, in the llice Islands. Next morning, it will y 700 miles along the Ellice and ilbert line of islands to Tarawa, here there will be an overnight top. The following day it will fly ll the way south to Fiji, a distance f about 1,500 miles, along the same oute.

This round trip could become a ourist attraction. The plane, from unafuti to Tarawa, will seldom be ut of sight of land.

The Gilbert and Ellice Islands are he world's most remarkable chain of tolls. They are all similar—each is more or less circular string of slets enclosing a sheltered, but sually shallow lagoon. Few of these slets are more than 10 or 24 ft above ea-level; but they appear higher beause of the extraordinary growth f tall coconut palms carried by nost of them.

The G & E Government has built modern hotel-guesthouses at both Funafuti and Tarawa, to take care of passengers and crew on the overnight stops. Each is a single-storey L-shaped building with five double-bedrooms and all amenities, and a limited liquor licence. Hitherto, the G & E Colony has had no accommodation for travellers.

The Tarawa airfield (called Bikenibeu) is on Bonriki islet, near the hospital, and the hotel has been built there. Tarawa is a very big atoll, and the Administration officials are mostly on Betio or Bairiki islets.

For a long time, Betio carried much of the Colony's administrative establishment—headquarters were on Ocean Island, where the phosphate comes from—but Betio was almost blown to pieces in the bitter fighting of World War II. Launches, within the lagoon maintain communication between the main islets.

It is interesting to note that, with the establishment of the G & E Colony service, Fiji Airways will complete its central Pacific network of communications. Henceforward FA planes, in addition to very fully servicing all centres within Fiji, will provide regular communication eastward to Samoa, southward to Tonga, westward to the New Hebrides and Solomons, and northward to the Gilbert and Ellice.

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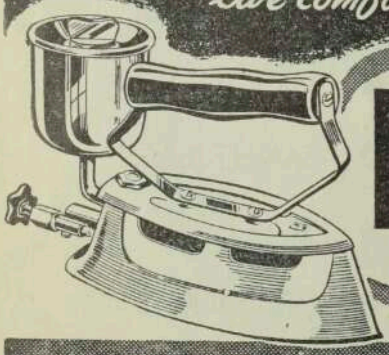

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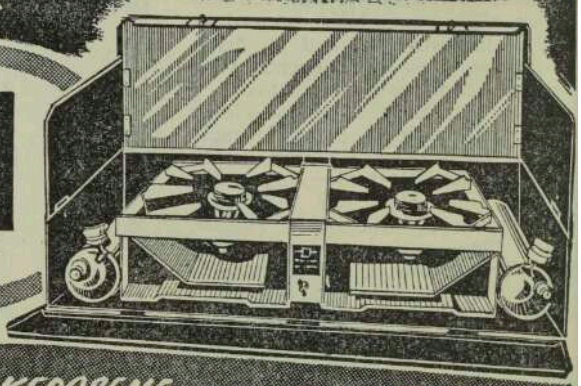

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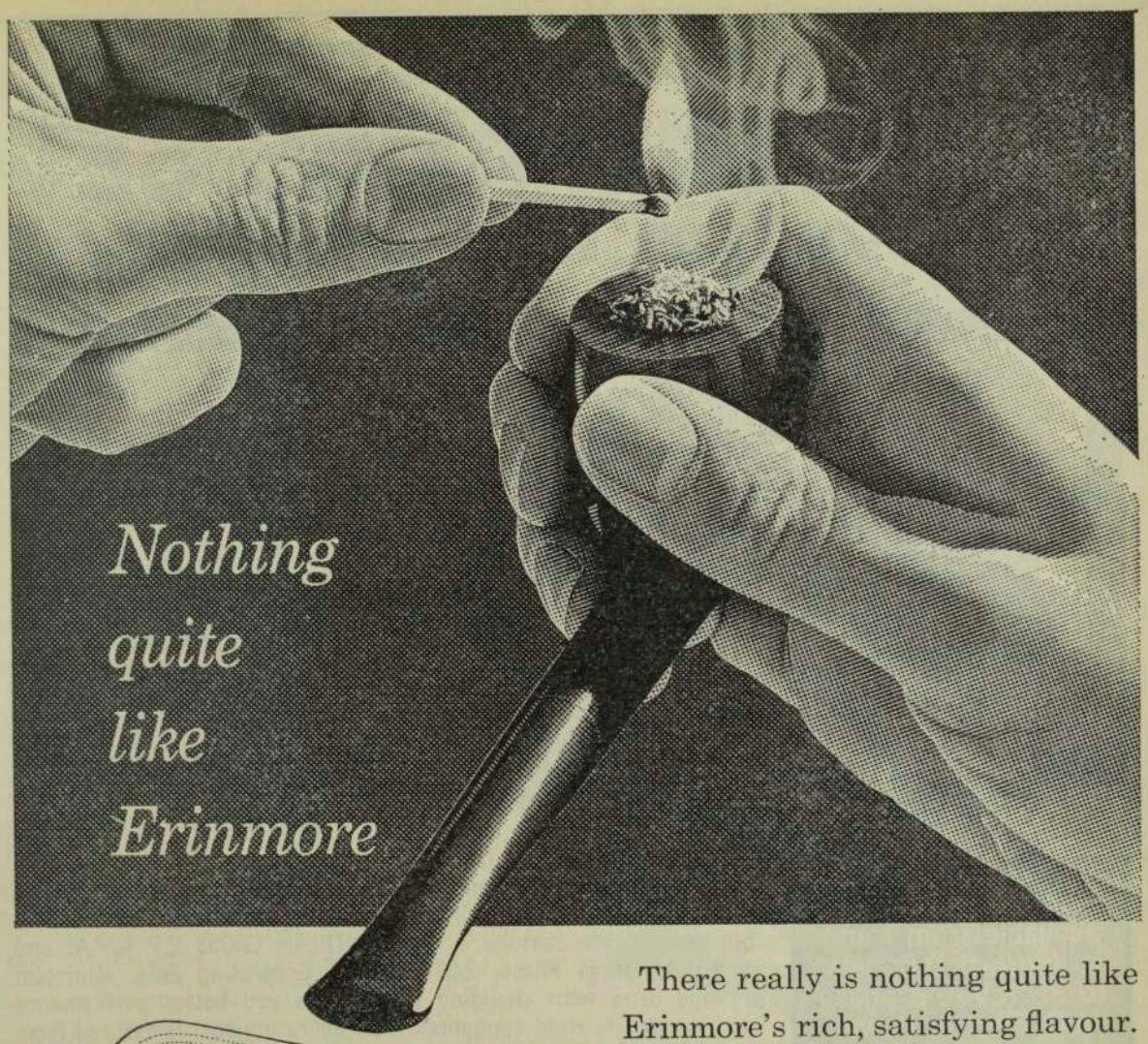

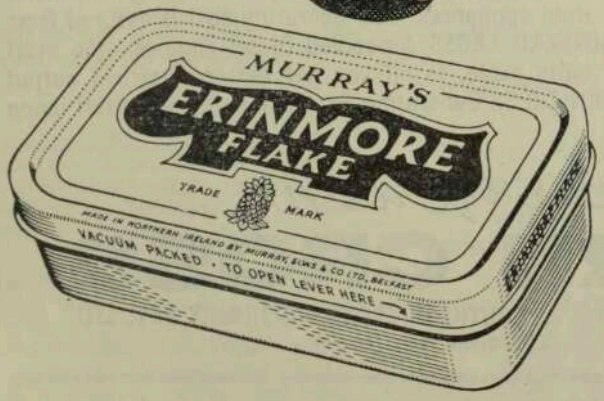

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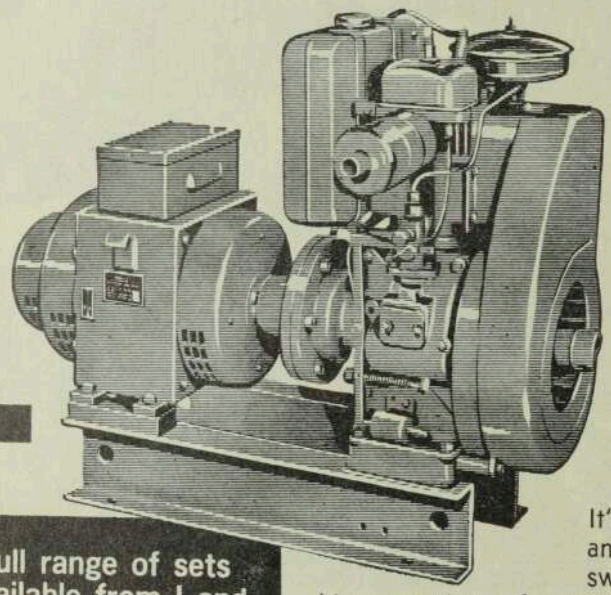

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Another Body Blow for Rarotonga's Blue Laws

Ever since missionaries of the London Missionary Society moved into the Cook Islands in the early part of the 19th century, the happy-go-lucky Polynesians of those islands have had to put up with a whole bookful of Calvinistic regulations and customs that are known as the Blue Laws.

BUT one by one those regulations and customs are being whittled away—though not without opposition from some of the Cook Islanders, themselves.

In March, for example, members of several Rarotongan youth clubs cocked a snook at custom by going aboard a tourist liner to entertain some 1,400 passengers—to the consternation of their elders (*PIM*, May, p. 65).

Now it looks as if the Rarotonga Island Council is about to repeal Section 35 of the Rarotonga Regulations and Offences Ordinance of 1917 which provides that "No man and woman shall cohabit together without being married to each other".

Councillor R. J. A. Ingram, of the Island Council, moved at a recent meeting of the council that section 35 of the regulations should be repealed, and this motion was carried after some opposition. A repealing by-law will therefore be prepared for the next council meeting, when councillors will have another opportunity to speak on the matter.

Archaic

Speaking to his motion, Councillor Ingram said that, in his opinion, Section 35 was archaic and that to the best of his knowledge no similar regulations existed anywhere in the world.

The Police Department, he said, did not pursue offenders unless it was officially notified, and even then, the department found that many complaints were lodged spitefully by people bearing a grudge, and consequently were largely hearsay.

Councillor Ingram added that his motion to repeal the regulation was his own idea, not his electorate's, and that he was not questioning the laws on adultery, which he fully agreed with.

Speaking against the motion, Councillor Teariki Tuavera said the police should take more positive steps to stamp out cohabitation entirely. He said he was concerned for the children begotten in such a relationship, because, in many cases, the father would not accept responsibility and invariably the mother and child were deserted without any means of support.

Councillor Pa Ariki, a woman, spoke in favour of the motion. She said that in many instances the young people concerned were not entirely at fault, and that much of the blame for cohabitation by unmarried couples should be laid at the feet of parents who opposed their marriage and thus forced them into that way of living.

Interference Decried

She upheld the right of an individual freely to choose his or her mate, and decried the interference of

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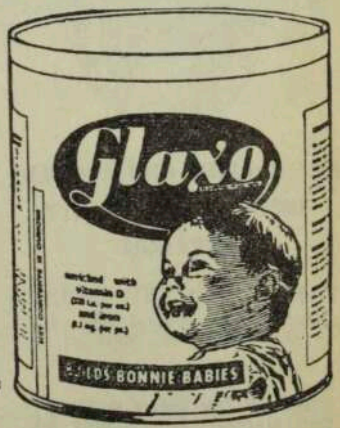

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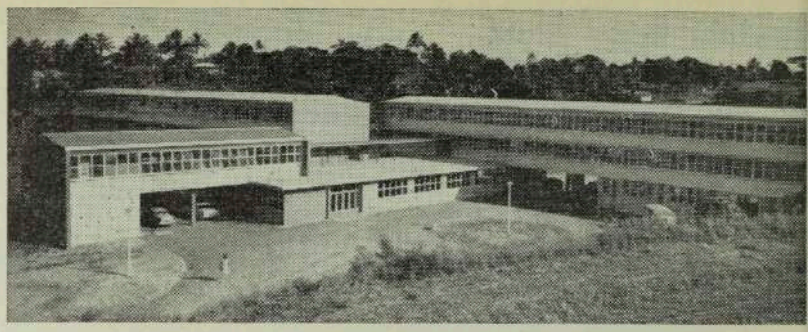

Fiji Technical Institute May Train Other Islanders

The help given by Australia in the establishment of the Derrick Technical Institute in Suva was acknowledged by Fiji's Governor, Sir Derek Jakeway, when he officially opened the institute on April 22. The institute (pictured) is the first school of its kind in Fiji. It conducts a wide range of courses in technical, commercial and academic subjects, and its present enrolment of 1,000 includes 600 part-time students attending evening classes.

Sir Derek said the flow of educational assistance from Australia under the Commonwealth Co-operation in Education Scheme really started from 1960, when Mr. J. M. Carswell visited Fiji from Australia. Australia had trained several of the instructors for the institute and had made available the principal of the institute, Mr. J. W. Wilson, for two years at a nominal cost.

Australia had trained or made available technical instructors for other schools in Fiji, and her contribution to the development of technical education in Fiji was "considerable and generous", said Sir Derek.

He added that Fiji planned to develop a comprehensive system of technical and vocational education as soon as possible.

The Derrick Institute would have a hostel so that it could serve students in other Pacific territories. A promised grant from the Colonial Development and Welfare Fund would meet 90 per cent. of the cost of £50,000 for the hostel.

The Derrick Institute (named after the late Mr. R. A. Derrick), cost £240,000, 90 per cent. of which was provided by the British Government. Various firms and organisations provided some of the equipment for the institute. There are well-equipped specialist rooms and workshops.

Teaching staff comprises 12 full-time and 32 part-time instructors.

Sir Derek made the point that there needed to be a much more universal acceptance of Fiji's recently introduced indentured apprenticeship scheme by Fiji business undertakings if all who should be trained were to be trained.

Photo: Rob Wright

parents to ensure that a marriage complied with their ideas.

Councillor Vakatini Ariki said that the London Missionary Society was trying to counteract an increase in unmarried cohabitation by getting the deacons in each village to enter the homes of such couples and urge them to get married.

These couples were told that if they did not get married within three months, their offence would be brought to the attention of the police.

Councillor Ingram said he agreed with the church's method of approaching the problem; and several other councillors pointed out that the council did not wish to relax the laws relating to cohabitation, but rather to transfer the responsibility from the police to parents.

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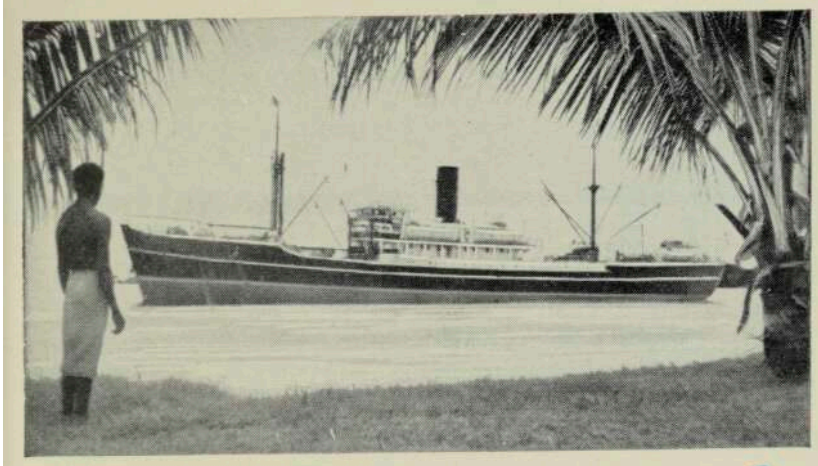

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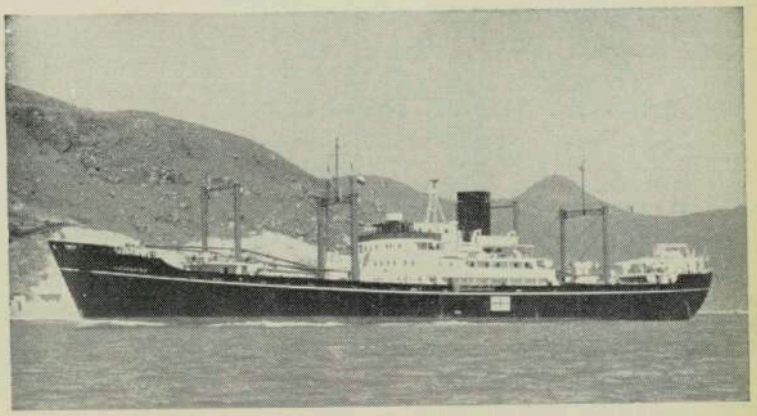

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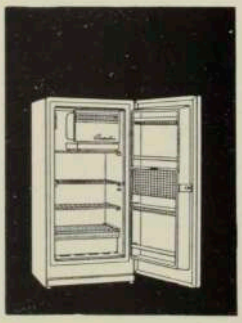

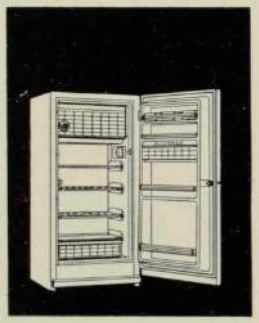

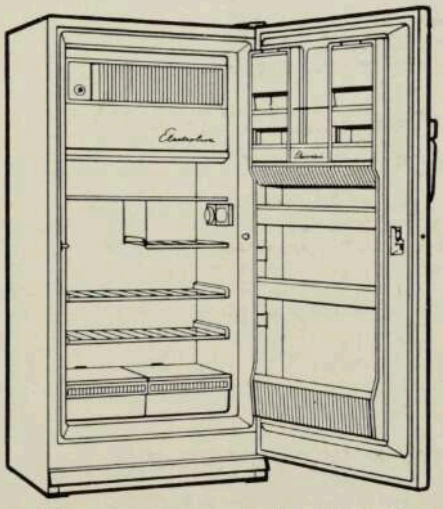

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Pacific Islands Monthly MAGAZINE SECTION

SIR BERNARD'S VISIT TO THE COOKS MADE IT THREE OF A KIND

From GORDON RUSSELL, in Wellington

When Sir Bernard Fergusson, New Zealand's Governor-General, landed at Rarotonga from HMNZS *Royalist* on May 2 in the course of his Pacific islands tour, he became the third member of his family to visit the Cook Islands in a vice-regal capacity.

● **Before going to the Cook Islands in May, Sir Bernard Fergusson paid a visit to Tonga. In this picture, he is seen being greeted in Nukualofa by Tonga's Premier, Prince Tungi.** Photo: Tulua Bros.

IR Bernard's father, Sir Charles Fergusson, visited the island as overnor-General in 1926, and Sir ernard's grandfather on his mother's de, the Earl of Glasgow, did the me thing in 1894. (The Earl was e first NZ Governor-General to do).

The visits of Sir Bernard's family the Cook Islands thus span a eriod of exactly 70 years, which is nly six years short of the total eriod that those islands have been nder the British Crown.

And now that the Cook Islands re on the verge of internal self-overnment, it is pertinent to ask ow the British Crown got involved that handful of small islands in e first place, and what part Sir ernard's family has played in the nning of them.

It all dates back to the year 1823 hen missionaries of the London issionary Society, who had been orking in the neighbouring Society roup since 1797, spread to the outhern Cook Group (Rarotonga, auke, Mitiaro, Mangaia, Manuae, tiu and Aitutaki). These islands ere then known as the Hervey lands.

In the Hervey Islands, the LMS issionaries achieved a theocratic utonomy unmatched in any other roup. In 1837, however, Roman atholic priests reached Tahiti and, acked by the French Navy, soon ad a following. By 1842 the ociety Islands became a French rotectorate and the LMS issionaries were on the way out.

Meanwhile, in the Hervey Islands, he LMS missionaries lost no opportunity of emphasising the "horrors of Papism" to their converts, and the outcome was a petition from the arikis of Rarotonga to LMS headquarters in London praying for British protection in the event of French aggression.

Nothing came of this petition, nor of one made in 1865 by the arikis of Rarotonga, the resident missionary and 11 European residents through the NZ Governor-General, Sir George Grey.

French Warship Scare

Another appeal for British intervention was made by the Rev. W. W. Gill, of Rarotonga, in 1881 after a French warship visited Rarotonga ostensibly to promote trade with Tahiti. This time, Gill asked LMS headquarters to persuade the British Government to guarantee the island's independence.

Britain was too engrossed in colonial expansion elsewhere to pay much attention, but the Foreign office was persuded that New Zealand interests in the area needed protection and appointed a local trader, Goodman, as British Consul for the Hervey Islands.

Meanwhile, as early as 1870, New Zealand had acquired the bulk of the Hervey Islands' trade from the Tahitian merchants, with Auckland schooners carrying cotton, coffee, vanilla, arrowroot, oranges and pineapples to New Zealand.

By 1888 two steamers were operating a six-weekly service to Tonga, Samoa, Rarotonga and Tahiti and, despite the activities of France, Germany and America in these groups, New Zealand statesmen were talking quite aggressively of a British Pacific Ocean and of their right to be agents and advisers to the Crown in matters of Imperial interest in the Pacific.

The two most powerful figures in the group at this time were the Makea, ariki of the Rarotongan tribe Te Au Tonga, and her husband Ngamaru, virtual ruler of the islands of Atiu, Mauke and Mitiaro.

In 1885, the Makea had paid a visit to Auckland and was acclaimed the Queen of Rarotonga.

Three years later, a petition from the Makea convinced the British authorities that a French invasion of the Hervey Islands was imminent, and Exham, who had succeeded Goodman as British Consul, was instructed by the Colonial Office to

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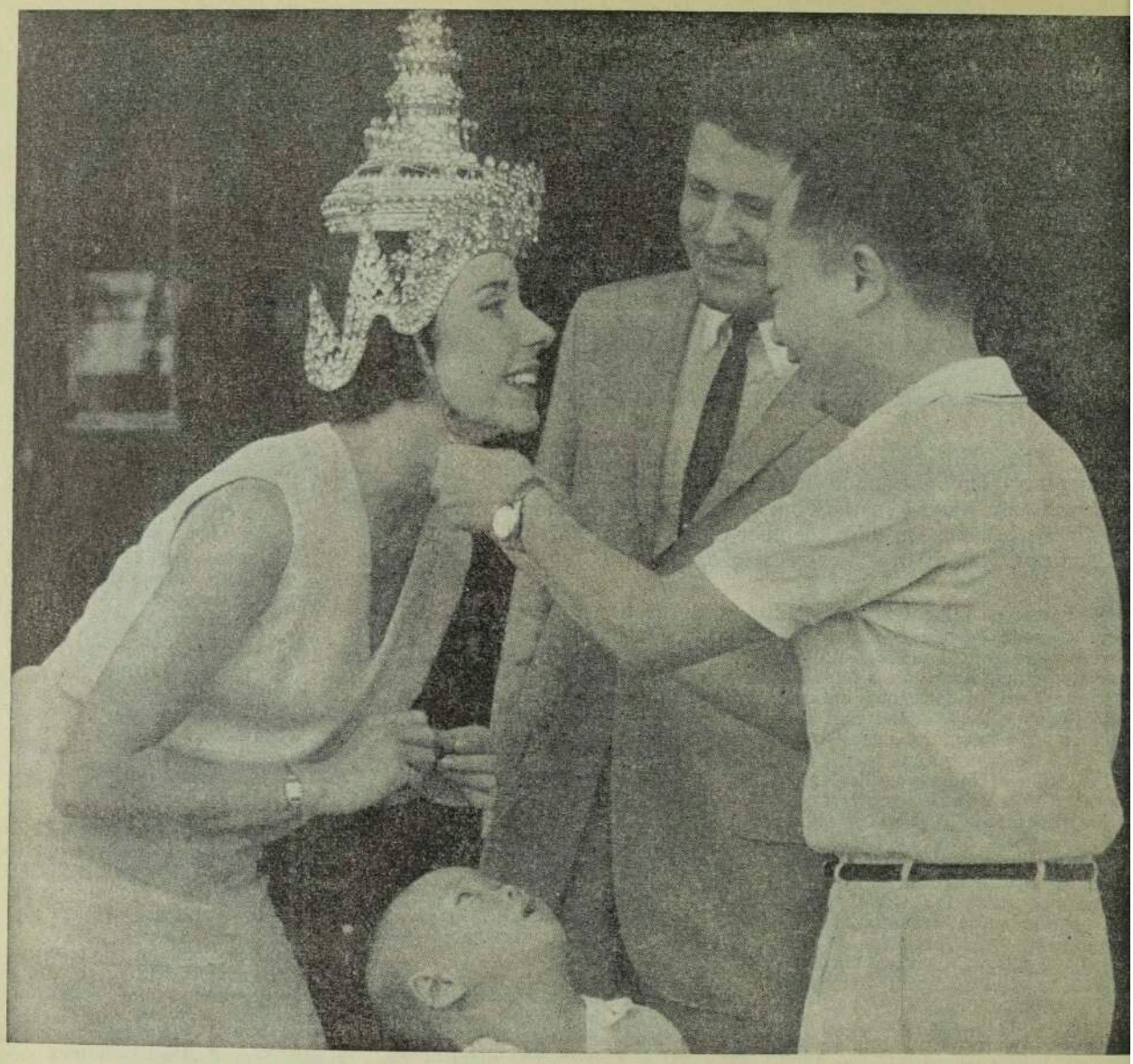

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MAGAZINE SECTION

A little sandy strip separating a sago swamp from the south-east surf became dotted with bamboo-walled huts roofed with sago palm. This was the residential section of Salamaua, the beginning of the trail to Edie Creek, a famous New Guinea goldfield of 30-odd years ago.

A Tale Of The Morobe Goldfields

By J. M. Bourke

Keep In A Cool Place And Stow Away From Boilers

WHITES and natives were herded together in the hot moisture-saturated climate. For the Europeans, sanitary arrangements were primitive indeed, but for the native carriers conveniences were practically non-existent.

Filth deposited haphazardly in the jungle attracted rats, and the rats played host to a tiny mite which seemed to single out the Europeans for destruction.

The Medical Services of New Guinea had not, at that time, isolated the minute organism that burrowed under the skin of their victims and caused the deadly disease later known as scrub typhus.

The symptoms of scrub typhus were somewhat similar to malaria, but those whose resistance was low before the onset of the disease rarely recovered.

Salamaua had very little to boast of in those days, least of all an undertaker. So the miners constructed the coffins, carried them to the gravesides, read the services and buried their dead. No native was allowed to construct a cross, or carry a corpse.

The coffins were made of green timber, split on the job, and the finished article often weighed several times that of the occupant.

When a funeral was over, the mourners adjourned to Burley Gorman's shanty and drowned their sorrow in OP rum. Each funeral was the signal for a wake, but funerals occurred in rapid succession, and the wakes became so frequent that the regular mourners sometimes bordered on the DT's. Often the pall bearer of today became the corpse of tomorrow.

When Peter Reedy—whose sister was once a famous actress—passed on, Joe Fanning, of Townsville, was the only Catholic sober enough to read the burial service. Next day, Joe, too, was dead.

By this time, funeral arrangements had become more relaxed, and a native was given the privilege of constructing a cross to mark Joe's final resting place.

Instead of laboriously hacking a cross out of green wood, he constructed the symbol of sacrifice from the slats of a Carnation milk box; and so, standing at the head of Joe's grave, in bold black letters, was this advice to visitors: "Keep in a Cool Place and Stow Away from Boilers".

Joe would have appreciated that epitaph had he been able to see it.

ritain In The Cook Islands

ntinued from p. 77)

mally proclaim a British protorate over the Group.

A month later, in October, 1888, ptain Bourke reached Rarotonga m Hawaii in HMS *Hyacinth* to nfirm the proclamation at each and.

Instead of this, he went through motions of annexation—being w to such duties, in a hurry, and t properly briefed.

The Colonial Office was not greatly rturbed, however, as it was conent that the arikis did not underand the legal technicalities of what d been done.

Frederick W. Moss, a member of e NZ House of Representatives, as appointed the first British Resint of the Protectorate and took fice in April, 1891.

Building upon the established uncils of chiefs, Moss created district governments, island governments and a federal government for the Group.

In 1894, Sir Bernard Fergusson's grandfather, the seventh Earl of Glasgow, visited the Group (which had become known officially as the Cook Islands) as NZ Governor-General.

With him in the Government steamer *Hinemoa* went his wife and two daughters, one of whom was destined to become Lady Alice Fergusson.

The Earl saw the local situation as a most interesting experiment and believed that Moss had the confidence of the people.

However, although Moss had truly made a brave start, by 1896 differences had developed between him and the arikis which the local Europeans ensured did not heal.

Moss was succeeded in 1898 by Lt.-Col. Gudgeon, a forceful leader with long experience of the Maoris of New Zealand. He was ushered into office with much pomp and ceremony and acclaimed as a great White chief.

Secure in this *mana*, he soon put the Europeans in their place, cleaned up the liquor trade, came to terms with the LMS, introduced land reforms and carefully whittled away at the feudal powers and privileges of the arikis.

Annexation

He was confident that annexation was just round the corner and planned to that end. Within his considerable term as British Resident and then Resident Commissioner, he set in motion the administrative structure that was to serve, with modifications, to the present day.

The Earl of Glasgow was not happy about annexation by New Zealand, believing that her lack of skilled colonial administrators would mean that the Colony would merely

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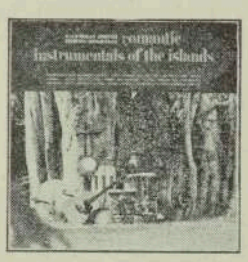

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exploit the islands at the expen of the Maoris.

However, his successor, Lo Ranfurly, who visited the group 1899 and assessed the calibre of t local Europeans, recommend annexation by New Zealand as t only way of obtaining law and orde

The Premier of New Zealand this time was Richard ("King Dick" Seddon, the most dynamic a vociferous imperialist that Ne Zealand had produced and it w he who engineered the annexati of the Cook Islands in 1901.

Seddon's Arguments

Two of his arguments warrant airing. These islands, he said, cou easily be made self-supporting; a unless immediate steps were tak to expand New Zealand's interes the newly-formed Australia Commonwealth would overshad New Zealand in the Pacific.

Sir Charles Fergusson, who w appointed NZ Governor-General 1924, visited the Cook Islands in t Government steamer *Tutanekai* 1926. With him was his wife, La Alice, who had already tasted Ra tongan hospitality with her fath in 1894.

The State machine, by this tim was an accepted institution, chuggi along by trial and error and witho much reference to the people. A whereas the Church was a pote factor in their lives, the State a the people were just neighbours, a nodding acquaintance. Both t arikis and the merchants were favour of this peaceful co-existen without fraternisation.

More Say

Today it is rather different. With the last decade, a genuine effort h been made to reach the people, a there is no doubt that the persiste background noise from anti-coloni agitators in the United Nations w a factor in promoting this lon delayed approach.

The Cook Islanders have bee given more say and more respo sibility in the running of their affai and are responding as people do such circumstances. Some like local leaders are emerging and her in contrast to other spots where t lid has been lifted, they are conte to walk before they run.

International self-government promised for 1965 and a "shadow government is busy facing up to th reality.

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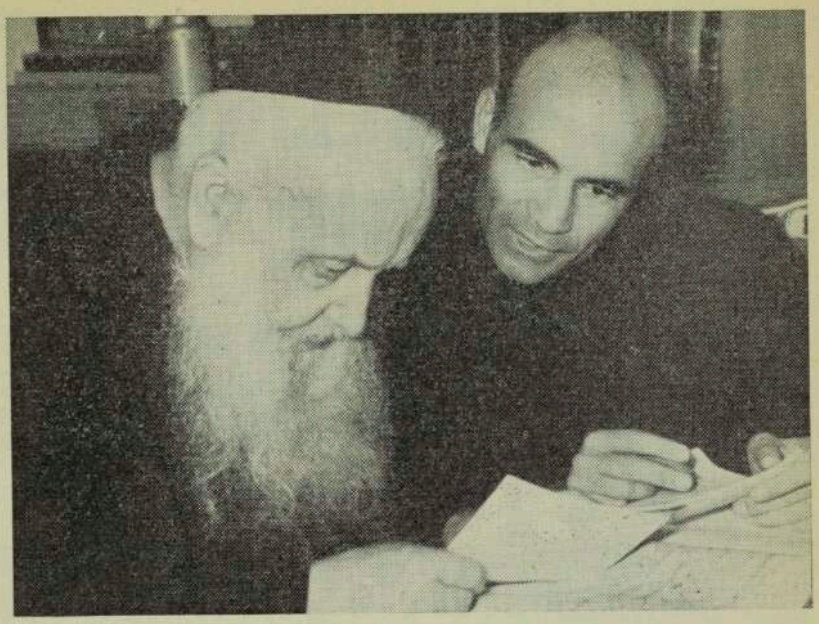
MAGAZINE SECTION

Capuchin Priest Planted Coconuts In New Guinea 50 Years Ago

rom Rev. Dr. Ralph M. Wiltgen, SVD, in Rome



N 88-year-old Capuchin priest, who founded a coconut plantation in New Guinea 50 years ago, elebrated the occasion in Rome on May 3. He is ather Callistus Lopinot, OFM, Cap., who has already elebrated his 70th anniversary as a Capuchin and his 0th as a priest.

The plantation that Father Callistus founded is at ayaba, near Madang, and is now part of the Alexis-afen Catholic Mission.

Father Callistus, now bowed and grey, arrived in ew Guinea on May 3, 1914, as a member of the atholic Mission then known as the Vicariate Apostolic f the Mariana and Caroline Islands. This mission was ut off from overseas economic aid and had to under-ake plantation work to be self-supporting.

Father Callistus started cutting down the Gayaba ngle with 22 workers from the adjoining Danip rice lantation on May 25, 1914; and by June, 1919, with e help of 100 workers, had already planted 325 of is 500 hectares.

In the week before the signing of the Treaty of ersailles on June 28, 1919, the Japanese removed the apuchin missionaries from the Mariana and Caroline slands to Yokohama, and the mission and Gayaba lantation passed into the hands of the Jesuits.

Two Spanish Jesuits took over the Gayaba plantation n February, 1921, and after Father Callistus introduced hem to plantation work, he left in June, just as the rees were beginning to bear their first nuts.

An Australian Jesuit from Sydney, Father Brennan, vas next placed in charge, and then the Spanish Jesuit ather Guimera, a professor. The plantation then be-ame the property of the Alexishafen Catholic Mission.

From 1921 to 1932 Father Callistus served as Mission ecretary at the international headquarters of the Capu-hins in Rome, and from 1932 to 1937 held the office f Prefect Apostolic with the title of Monsignor at Nossi Be in Madagascar.

In 1937 he was named Consultor to the Vatican's ropagation of the Faith Congregation, an office he olds to the present day.

Father Callistus still has a journal that he kept from May 3, 1914, the day he arrived in New Guinea, until June 19, 1921, the day he left. This journal is today a valuable historical document and Father Callistus has placed it at the disposal of the author of this article who is writing a history of Catholic missions in mainland New Guinea.

Father Callistus still has a host of memories from the seven years that he spent in New Guinea, and on April 18 he was able to share them with Brother Serenus Lindemann, SVD, a Divine Word missionary who ran the coconut plantation at Mugil Catholic Mission near Alelxishafen for seven years before World War II.

Recently Father Callistus sent greetings to Brother Nyssenus Boek, SVD, 79, bookkeeper at Alexishafen Mission whom he remembers well. He also remembers Father Peter Ladener, SVD, 79, at Alexishafen, who was the first Divine Word Priest to reach the golden jubilee of his ordination in New Guinea, and Father Iwo Schaefer, SVD, 77, at Marienberg on the Sepik River, who has also since celebrated his golden jubilee.

And he remembers Father Theodore Averberg, SVD, 76, now stationed in Bottrop, Westphalia, Germany, who trained him in plantation work and managed the flourishing Danip rice fields.

Father Callistus says he had a very close friendship with Monsignor Eberhard Limbrock, SVD, the Divine Word missionary from China who headed a band of three priests and three brothers who landed at Madang (then Friedrich Wilhelmshafen) on August 13, 1896, and pioneered Catholic mission work on the north-eastern coast of New Guinea.

Father Callistus is still extremely interested in the progress of Christian missions in New Guinea, and speaks with wonder of the progress made in the Highlands, which, he says, "had not been penetrated in my day".

● **Father Callistus, who came originally from Alsace-Lorraine, is pictured above with Dr. Wiltgen, the author of this article.**—Divine Word Photo.

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"The last four weeks have been filled with great events," *PIM* said in its issue for June, 1944, "and we should know definitely by the end of July whether this global war is likely to end soon, or whether it will continue for a further period of years."

The great events that "PIM" referred to were the Anglo-American invasion of France, the breaking of the German line in Italy, the invasion of Rome, and the defeat of Japanese armies in the South-West Pacific and Burma.

Yesterday

OTHER news items in that issue of *PIM* of 20 years ago were:—

When United States forces drove the Japanese out of Hollandia in May, 1944, they found and succoured about 90 men and women missionaries who had been suffering severely from imprisonment, cruelty, sickness and starvation. They also gained tidings of some 65 north coast missionaries who had died or been killed, and were told that about 50 had disappeared.

* * *

Suva's Central Medical School had received what *PIM* called "some well-merited publicity abroad" since the British Colonial Office launched a £600,000 scheme for Central Pacific medical services. America's *Time* magazine and the British Medical Journal were among the publications that had "written up" the school.

* * *

Rumours that the United States Government was paying $25 to Levers Pacific Plantations Ltd. for every coconut tree destroyed by American war operations in the Solomons were officially denied, and it was stated that there seemed to be no basis for the rumours.

* * *

A ship laden with petrol and onions had arrived from the United States in petrol-less and onion-less Tahiti, and, according to *PIM's* Papeete correspondent, the people were about to "return to a life of peril and suffocation, after a season of tranquility and the enjoyment of Nature's fragrance".

* * *

The work of two European artists living in Samoa was attracting attention overseas. The artists were Charles McPhee and Charles Reed.

● When this picture was published in PIM for March, 1938, it was a general custom among mothers of the Mekeo district of Central Papua to balance their babies on the palms of their hands in the belief that it strengthened their legs. It probably still is. The baby pictured was three months old.

● The "Laurabada", the yacht of the Governor of Papua, had just made a mercy dash from Port Moresby to Thursday Island with a dangerously ill boy when this picture was published in PIM in July, 1931. Now, 33 years later, the yacht, rebuilt, is again in service—as a trader. Old New Guinea hand Ivan Champion is to take over soon as master. (See p. 85.)

The Rev. J. F. Goldie was about to return to his post in the Solomons as head of the Methodist Missionary Society of New Zealand. He had just completed 43 years' service as superintendent of the mission, and claimed to have lived in the Group longer than any other European ordinarily resident there.

* * *

Stately ceremonies were held at Arue, Tahiti, in May, 1944, to mark the centenary of the death of the Rev. Henry Nott, pioneer London Missionary Society missionary, who worked in Tahiti for 47 years from 1797 and translated the Bible into Tahitian.

* * *

After 35 years, the branch of the Bank of New South Wales at Levuka, Fiji, had closed—like many other branches of the bank in Fiji. The reason? Lack of manpower.

* * *

Mr. F. P. (Fred) Archer, formerly a planter on Buka, was serving as a lieutenant in the British Solomon Islands Labour Corps. He sent word to *PIM* that there were still some Japanese on Buka — "very depressed and hungry Japs, but still willing to shoot at European visitors".

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A Brett Hilder Profile

NG's RETIRING CHAMPION

Ivan Champion, who recently ired as Chief Commissioner r Native Lands in Papua and ew Guinea, was born in Port oresby in 1904. His father, H. . Champion, had arrived there 1898 to work with Burns ilp, and was later Government cretary for 30 years.

VAN was educated at the South- port School in Queensland, and ned up as a patrol officer in 1923. In 1926-27, he and Karius achieved great epic of exploration in ossing New Guinea from the Fly the Sepik. Ivan made later olorations with his brother Claude d with Jack Hides. but received y little official recognition for his rk at the time. This may have en partly due to his natural odesty and retiring nature.

Ivan's book, *Across New Guinea om the Fly to the Sepik* was pub- hed by Constable in 1932.

Ivan became an Assistant Resident agistrate in 1928, discovered Lake itubu in 1936, and served in ferent parts of Papua until 1942. aving had his share of experience small Government vessels, he was en made a Lieutenant RANVR on e approach of the Japanese, and rved in the hydrographic service, ainly as a pilot, around the coasts of New Guinea for the duration of the war.

He then returned to District Services and Native Affairs until the formation of the Native Lands Commission in 1952. He was awarded the OBE in the Coronation Honours of 1953.

In 1929, Ivan married Elsie May Ross, and they have one daughter, Ivane, who is married to Harry Plant in Port Moresby.

Ivan's brother Claude retired not long ago as P-NG's Director of Civil Affairs, and brother Alan finished his service in the Territory as District Commissioner, Port Moresby. These three brothers, with their father, certainly formed a strong segment of the Administration and set a wonderful record of family service.

Although Ivan is the last of the Champions to retire from service, the Territory has not seen the last of him, for he intends to return as master of the ex-Government yacht *Laurabada*, now owned by Ted Yabsley, to trade around the Territory.

This lovely vessel will keep Ivan busy in his retirement, and that should keep him happy.—*Brett Hilder.*

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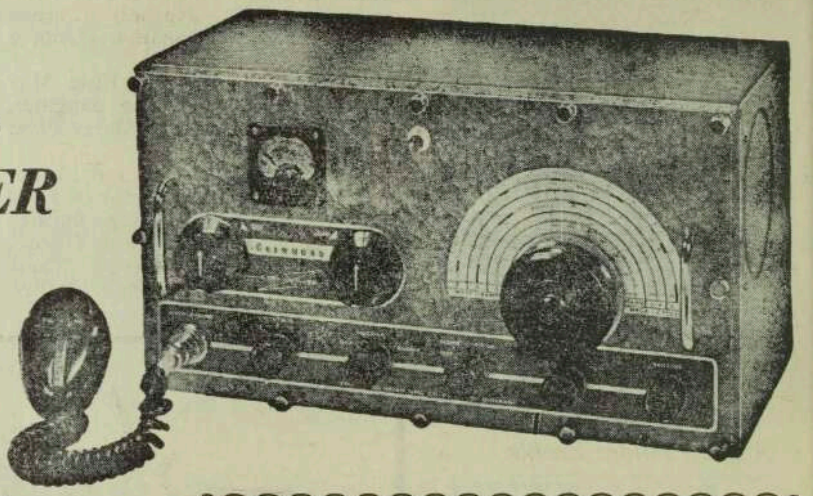

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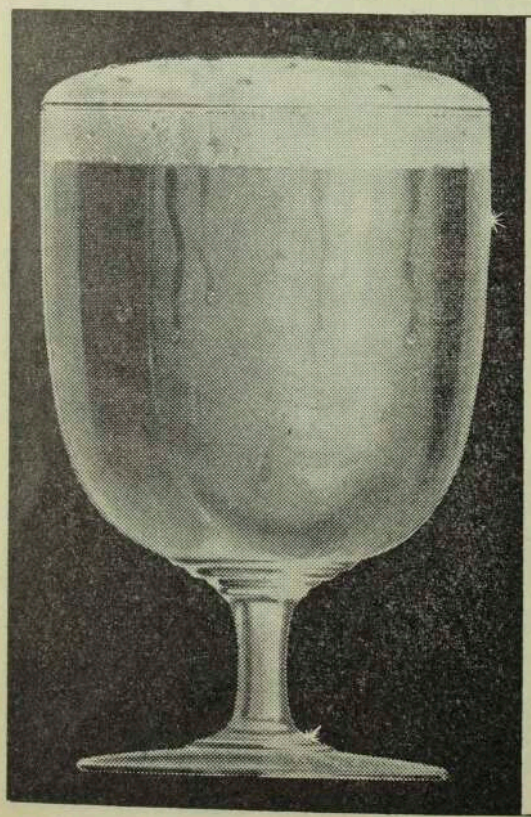

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THE MONTH'S NEW READING

With Judy Tudor

What The Americans Did In Polynesia In The Early Days

In 1783, a couple of years after the conclusion of Captain Cook's third and last voyage to the Pacific, John Ledyard, an American marine who had accompanied Cook, got an American publisher to publish a journal he had kept on the voyage in which he spoke of the possibility of developing a profitable trade in sea-otter furs between the north-west coast of America and China.

EDYARD followed up his book by interesting some influential n in his China trade scheme, and, hough this scheme fell through, ıer merchants in Boston and Salem ık it up and subscribed $50,000 to out an expedition for the proposed de.

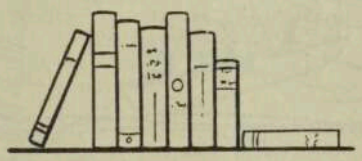
The expedition comprised two ps, the *Columbia* under Captain bert Gray, and the *Lady Washing-* under Captain John Kendrick, ich sailed into the Pacific in 1789 d got the sea-otter trade under y.

The opening up of the sea-otter de has provided W. Patrick auss, an American university pro- sor, with the starting point for his ok *Americans in Polynesia: 83-1842* because it was this trade it brought the first Americans to lynesia.

In Ship's Track

Polynesia, in this context, com- sed only the Marquesas and waiian Islands—the two groups t were directly in the track of the -otter ships after they picked up south-east trades on rounding the rn.

But during the next few years, as whaling, sealing and sandalwood des developed, American ships nd their way to other parts of lynesia, and by 1835, there were tually no islands in the area that d not had an American visitor. Meanwhile, in 1819, American otestant missionaries had reached waii, where, favoured by the ent overthrow of the ancient igious system, they quickly



imposed Western standards of morals and worship on the natives.

Except for an abortive attempt to Christianise the Marquesas in the 1830's, American missionaries made no efforts to extend their influence in Polynesia beyond Hawaii during the first half of the 19th century. But in Hawaii, despite opposition by French Catholics, they went from strength to strength—until by 1842, they had transformed the govern- ment of those islands from a loose federation of chiefs to a well-oiled constitutional monarchy.

Meanwhile, the American Govern- ment had showed little interest in Polynesia apart from the dispatch of an occasional warship to the area to enforce law and order, and the appointment of a commercial agent or consul here and there.

However, the visits of the warships were too infrequent to have any permanent influence except in Hawaii; and the American Govern- ment representatives were of such mediocre calibre that they did more harm than good.

It was not until 1838, when the six ships of the United States Exploring Expedition were dispatched to explore and survey the South Pacific Ocean in the interests of American commerce and whaling, and to "extend the bounds of science and promote the acquisition of knowledge" that the American Gov- ernment tried to do anything really notable in Polynesia.

But although the expedition amassed a vast collection of useful information in the fields of meteorology, hydrography, zoology, etc., during the next four years, it was—in Professor Strauss' view— virtually a failure.

The reasons for this, he says, were the poor relations between Charles Wilkes, the expedition's commander, and the other officers; a change in the national government during the expedition's absence which seriously delayed the printing of its material on its return; the dismissal of the expedition's scientists before they had tendered their reports; and, finally, the indifference of the American people to what the expedition did.

All in all, therefore, American achievement in Polynesia during the 60 years from 1783 to 1842 was not particularly impressive, except in Hawaii.

But anyone seeking information on any aspect of it, such as it was, will find it set out, with bibliographical notes, in Professor Strauss' book.

Tacked on the end of the book is a chapter called "The Literature of Paradise" in which Professor Strauss details American publications on Polynesia during the period covered by his study.—*ROBERT LANGDON.*

(AMERICANS IN POLYNESIA, 1783-1842. Published by The Michigan State University Press. $5.)

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(TEACHING STRUCTURAL ENGLISH. Jacaranda Press, Brisbane. 30/-.)

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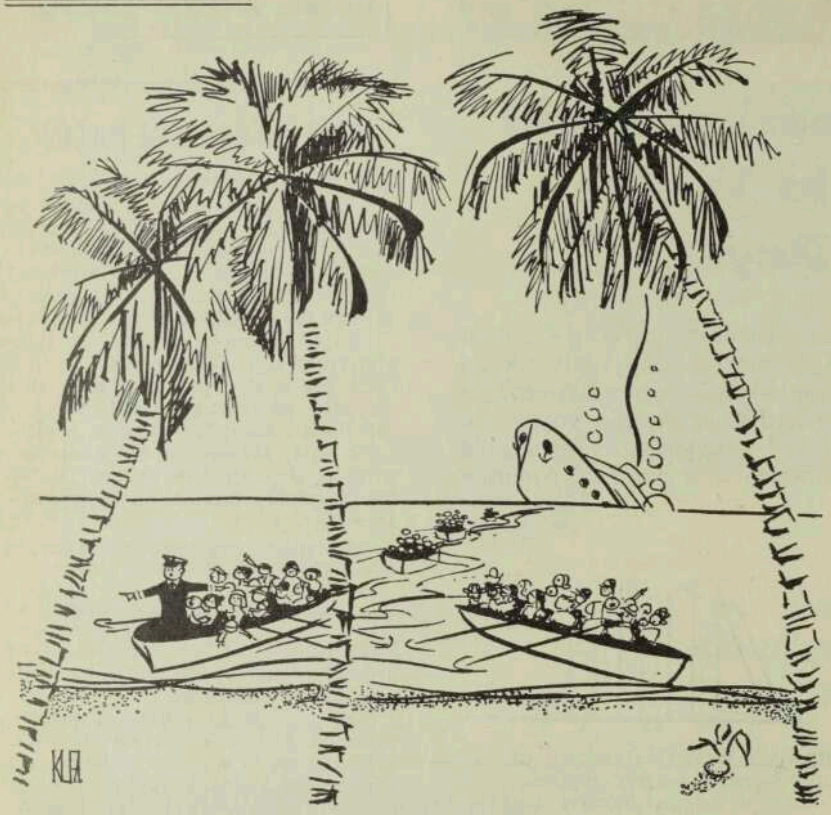
Kupa's View —



"Tourist passengers this end of the island, first class to the more scenic area."

Plantagenet England

The second volume of Sir Arthur Bryant's Story of England is as meticulous and detailed as all his writing. But it is not designed for light moments of relaxation for all that it comes within the category of "popular history".

IT is 10 years since the first volume, *Makers of the Realm*, was published and it was originally the intention of the author to finish the rest of the history in two further volumes. However, as *The Age of Chivalry*, which makes up volume two, covers only a comparatively brief period in English history—the 125 years between the time of Edward I's accession to the throne and when Richard II was forced to abdicate—three further volumes will now be necessary.

As Sir Arthur is 65 it is obvious that it will be necessary to shorten the intervals between volumes if he hopes to accomplish the task in his lifetime.

The period covered in the present volume was one of transition for the English. At its beginning, England still ruled large tracts of Europe, her governing class spoke French and she was linked strongly to the rest of Latin Christendom and its preoccupation with freeing the Holy Land. When Edward returned to England in 1274, he had been away four years on a Crusade and for two of those years he had been King.

At the end of the period, England had lost her possessions in Europe, had subdued the Welsh (but not the Scots), had weathered the Black Death and the Peasants' Revolt and had become what she has been, for most of the time, ever since—a parliamentary monarchy. This reconciliation of what appeared to be two irreconcilable political forces has been an important contribution to the evolution and civilisation of mankind.—JT.

(THE AGE OF CHIVALRY-The Story of England. Published by Collins. 47/6.)

MAGAZINE SECTION

OFFERINGS FOR LIGHT FICTION ENTHUSIASTS

Best of the light fiction th has arrived this month is Hele MacInnes' *The Venetian Affa* Like her other novels, it American in flavour but Eur pean in background.

MOST of this writer's novels ha got into the best-seller lis and although they are technical thrillers, they are exceptions to t rule that this type of writing c succeed only if it is violent and h a bed-to-bed description of the her sex life.

The Venetian Affair, like *Decisi at Delphi* and *North from Rom* depends on good writing, the suspen of normal people drawn into t whirlpool of international intrig and an authentic travelogue bac ground.

Hero of the present novel is B Fenner, a well-set up young Ame can, drama critic on a New Yo newspaper. When he leaves on month's holiday in France to stu the local theatre, he does n anticipate that he'll find hims involved in one of those Them a Us dramas that could shatter t Western world.

But when he picked up the wro raincoat at Orly airport it was t beginning of a trail that led to so strange quarters of Paris and end amongst the canals of the roman city of Venice.

(THE VENETIAN AFFAIR. Publish by Collins. 26/-.)

* * *

Peter Cowan is a latter-day Au tralian story teller and any semblance between his style and th of Frank Dalby Davison is purely the scenery.

Summer is the story of peop rather than places, and of Har Simpson in particular—although it the kind of novel in which y don't find out his name un Chapter 5.

Simpson's marriage has broken and although he doesn't appear have done very much to prevent he goes off into the country to "fi himself". There, in the hot sun

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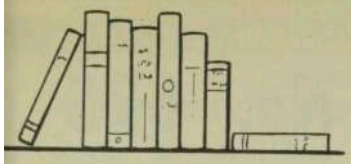

Vest Australian wheat-siding, he's
by for a time with wheat lumping
solitude. The only other people
miles around are a storekeeper
his wife and there sex raises
ugly head again and provides the
iel of the story.

SUMMER. Published by Angus and
ertson Ltd. 21/-.)

* * *

he friends of writer Jane Duncan
ear to be endless and turn up
ween the covers of a novel at ever
reasing intervals. *My Friend Rose*
he latest of them.
Not only the beautifully vulgar
e inhabits this book, however.
nerous other of My Friends
wd in to make the whole thing
n more complicated than is
mal to Miss Duncan's chatty
inine style.

MY FRIEND ROSE. Published by
Millan. 26/-.)

* * *

iona Sinclair was an actress until
started writing Whodunnits some
rs ago. She died tragically at
end of 1961 and the manuscript
Three Slips of a Noose was sub-
iently found amongst her papers.
l thriller addicts will find gaps a
e wide in her technique as a
stery writer but there is some
rest in the strange, "stagey" and
iewhat unreal characters who
ry the plot.

THREE SLIPS TO A NOOSE. Pub-
ed by Bles (our copy from Collins).
6.)

* * *

n contrast to the above, Jan
ffman writes like a writer—she
s a police-roundsman on a London
vspaper for 20 years until she gave
up to write her own murder
steries. *Likely to Die* is a piece
good writing apart from its
ister question: Who killed Edward
mmond? His brother's widow?
s illegitimate son? His step-
ighter? Poor hen-pecked Albert?
could have been anyone.—*Judy*
dor.

LIKELY TO DIE. Published by Geoffrey
s (our copy from Collins. 17/-.)

All prices quoted are in Australian currency unless otherwise stated.

MAGAZINE SECTION

WHO OWNS WHAT ON RAROTONGA

A clear head and a specialised type of brain is necessary to grapple with any system of land tenure. And this usually goes double in the Pacific Islands where the basis of native land ownership is hidden deep in the mists of forgotten centuries.

THE uncompromising title of *Land Tenure in the Cook Islands* is almost a guarantee that this book will be directed into the academic and semi-academic hands for which it was intended.

Nonetheless, if you can stand an occasional mental struggle, Dr. R. G. Crocombe's study of land ownership in Rarotonga does provide, as well, a skeleton on which a lot of the history of the island can be hung.

Although most of Rarotonga's history began about the end of the 12th century, with the arrival of Tangiia's canoe from Raiatea, in the Society Group, and of Karika's canoe from Samoa, it is believed that Rarotonga was first inhabited by other Polynesians at least two centuries before.

It is thought that the original road right round Rarotonga was built by these earlier settlers—something that may be proved in time by the modern technique of radio-carbon dating.

Land Divided Up

The earliest settlers were absorbed by the newer arrivals and the whole of the land was parcelled out to one chief or another. Out of this partitioned land and the titles that went with it developed the tribes whose titular head was an *ariki*.

Land was the basis of the social system, a means of sustenance and the reason for tribal wars. At the time of first European contract in the early 19th century, there were about 7,000 people living on Rarotonga—a similar population to that of today—and every inch of land was claimed by one party or another, and sometimes by several, as land disputes were endless. The present Avarua district had been laid waste by war and land that was in dispute lay idle and neglected.

The apparently idle land and the disputes about it early inspired interference by Europeans — the Missions being the first to impose "law codes" in an attempt to prevent wars over ownership.

In the period of colonial expansion in the Pacific, New Zealand became interested in the Cooks before Britain declared a protectorate over the Southern Cook Group in 1888 and handed actual administration over to the young Dominion. Annexation by NZ did not, however, take place until 1901 and part and parcel of the necessary legislation was the setting up of a Land Court. The prime reason for the Court was to determine, once and for all, land ownership and to provide that such lands as the Maoris were not using were made available to European settlers.

Although the Cook Is. Maori was willing enough to get title to his land he never was disposed to believing that any was surplus to his requirements, and seldom showed the inclination to move over and make room for the European settlers that the early administrators envisaged.

The number of foreign planters in the whole of the Cook Islands has remained insignificant and none today derives a livelihood entirely from the land.

In effect, the new land laws and their subsequent modifications often just exchanged new problems for old. Rarotongans no longer went to war about their land disputes, but there was plenty to wrangle about in the Court.

Dr. Crocombe is a graduate of Victoria University, Wellington, NZ, but at present is a member of the Australian National University team engaged on research into land tenure systems in New Guinea.—*Judy Tudor.*

(LAND TENURE IN THE COOK ISLANDS. Oxford University Press. 42/-.)

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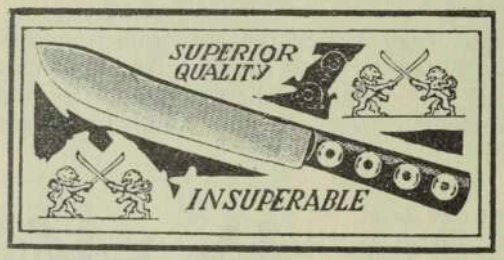

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MAGAZINE SECTION

r. Cumpston Makes t Even Easier For Pacific Historians

Round about a year ago, berra historian Dr. John npston published a valuable rence book on Sydney's early itime history entitled *Ship- Arrivals and Departures, ney, 1788-1825*. This book, an edition limited to 200 ies, is in two parts.

ART I lists in chronological order the dates of arrival and de- ure of every ship visiting Sydney ng the period covered, their ports all before reaching Sydney, their inations on leaving it, their ports egistry, tonnages, cargoes, owners' masters' names, and sometimes names of supercargoes and pas- ers.

art II is an alphabetical index to the ships listed in Part I.

ow, as Part III of his reference k, Dr. Cumpston has published an abetical index to the names of ons mentioned in Part I.

his index greatly enhances the e of Dr. Cumpston's earlier work t enables a research worker to n in a flash when and in what s a seaferer such as, say, Captain r Dillon, visited Sydney, and re those ships had come from.

his information, in turn, when re- d to Part I, facilitates reference the contemporary sources from ch Dr. Cumpston's details were ined.

r. Cumpston is sending copies of III gratis to all holders of his ier two-part work; and as the two- work is now out of print, he has inted it and bound Part III in it.

he price of the complete reprint f which 200 copies are available £A2/10/-. These are obtainable ugh booksellers or direct from Cumpston, 24 Holmes Crescent, mpbell, Canberra, Australian Capi- Territory.

few copies of Part III only are lable from Dr. Cumpston at /- each. The full title of this is *ping Arrivals and Departures, ney*, 1788-1825; *Part III: Index to nes of Persons*.—RL.

Australia As A Top Story Writer Sees It

Australian writers are probably still at their best when writing atmospheric pieces about their own country and Frank Dalby Davison's stories are classics in this context.

HE was a well-known short-story writer of the 1930's, mostly in the old *Bulletin*, and some of the best of his work has now been put together in a collection called *The Road to Yesterday*. The selection is by the author who says that these are the stories he wishes to be remembered by.

The pieces are not entirely autobiographical although they follow closely Davison's experiences in the Australian outback and elsewhere. With the *Wells of Beersheba*, called a "prose epic" of the Australian Light Horse in Palestine during the 1914-18 war, the stories provide an excellent background for the Australian *mystique*, as it existed until, say, 1946.

The collection takes its title from the last story in the volume —a story set in the berry-belt of the Plenty Ranges near Melbourne. Today they grow good potatoes there in the red soil, but before World War I it was still a forested area which had been little more than scratched by the efforts of settlers who had been allowed to take up blocks "on selection".

The author describes through the eyes of an Australian youngster whom they employed, for little more than his keep, as the farm "useful", the efforts of a Kentish farmer and his family to tame the Australian bush.

As he chipped the weeds from raspberry canes, sprayed apple trees or helped whittle cleared land from the forest, the sensitive lad suffers through Sims, the man of Kent, all the successive optimisms, disappointments and frustrations of trying to wring a living from the reluctant earth of a Victorian hilltop.—JT.

(THE ROAD TO YESTERDAY. Published by Angus and Robertson Ltd. 27/6.)

A Trio For The Children

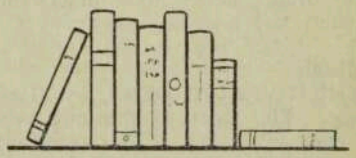
Three children's books that we have received recently seem to add up to just one unforunate fact of modern life: The high cost of giving your children something better to read than pulp-comics.

ELEANOR Frances Lattimore, who seems to have descended from a long line of Far East missionaries, has at last given up writing about old China (*Wu the Gatekeeper's Son, The Chinese Daughter*, etc.), and has turned her attention to American children, in the Southern States.

Both *The Bittern's Nest* and *Fair Bay*, although they concern everyday youngsters, have an ethereal quality about them that will probably appeal to the fey in children on the brink of teenage.

But, for the amount of reading in the books, the cost seems rather excessive for Australian parents.

(THE BITTERN'S NEST; FAIR BAY. Published by Angus and Robertson Ltd. 13/6 each.)



EVEN more expensive but more in the nature of a picture book is *The Muddle-Headed Wombat on Holiday*, the exuberant creation of Australian novelist, Ruth Park. The drawings of the zany-looking creature doing on holiday what many Australian adults do on the same occasion, are delightful. They are by Noela Young.

This is the second book about Wombat, Tabby and Mouse, characters known already to thousands of Australian children who listen to the ABC Children's Session.

Like the first of the series (*Muddle-Headed Wombat*), the new adventure is published by Educational Press of Sydney, the organisation responsible for the *Australian Children's Newspaper*.—JT.

(MUDDLE-HEADED WOMBAT ON HOLIDAY. Our copy from Angus and Robertson Ltd. 16/6.)

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MAGAZINE SECTION

Best Of The Paperbacks

Practical Dept.:

PAN GUIDE TO PUBLIC SPEAKING, by Robert Seton Lawrence, who is an expert on the subject—examiner in speech and drama at the London Academy of Music and Drama. (5/6.)

LET'S GO DANCING, by Albert Morgan, provides a quick way to learn 21 dances, including the Twist, Bossanova, Tango, etc. With plenty of diagrams. (Four square; 7/6.)

JUDO, by Eric Dominy, who is one of Britain's top experts in the Japanese art of self-defence. The basis of all judo is to break your opponent's balance while preserving your own and this allows small persons (in the know) to toss large ones (who aren't) over their heads. The author dedicates the book to his wife—which probably hasn't any significance. (Four Square; 5/6.)

PARTIES AND POLITICS IN AMERICA, by Clinton Rossiter of Cornell University. It explains something that every non-American wants to know and no non-American has yet been able to understand. (Signet; 6/9.)

Factual:

THE OVERLANDERS, by Garry Hogg. The story of the men who between 1813 and 1876 crossed the sun-scorched continent of Australia and wrote the names on the map. (Pan; 5/6.)

SNAKE MAN, by Alan Wykes, who tells the story of C. J. P. Ionides who in his love of catching snakes is the East African version of Eric Worrall of Australia. (Four Square; 5/6.)

Fiction:

THE BULL FROM THE SEA, by Mary Renault, is an historial novel based on Theseus, King of Athens, who slew the Cretan Minotaur. (Four Square; 6/9.)

CAPTAIN NEWMAN, MD, by Leo Rosten. A "doctor" book with adult appeal. Compassionate, sad and funny account of a US Army psychiatrist. (Pan; 7/6.)

I KNOW MY LOVE, by Catherine Gaskin, is an historical novel based on the gold rush to Ballarat, Victoria, in 1854. (Fontana; 5/6.)

ALL THIS AND HEAVEN TOO, by Rachel Field, is a pre-war best-seller based on an incident in French history, in 1841, that drove an Emperor from his throne. (The novel was the basis of an early post-war movie). (Fontana; 7/6.)

THE GOLDEN GREEK, by Warren Tuto, a story of our time about a man who started with little but a dynamic personality and won power and wealth on little but bluff. (Four Square; 5/6.)

THE SPANISH BRIDE, by Georgette Heyer, who usually writes on more light-hearted subjects than the Peninsular War. The love angle in this story takes second place to history. (Pan; 7/6.)

THE INTRIGUES OF CAROLINE CHERIE, by Cecil Saint Laurent, in which the much travelled Caroline is swept into Napoleon's Russian war—and into many beds in trying to "further her husband's career". (Pan; 5/6.)

Thrillers:

UNEASY TERMS, by Peter Chaney — Slim Callaghan again. (Fontana, 4/-); UNNATURAL DEATH, by Dorothy L. Sayers of her mid-thirties period when Lord Peter Wimsey was at the zenith of his detective powers. (Four Square, 5/6); DEATH TRAP, by John D. MacDonald, in the chiller-thriller method of the American tough tradition. (Pan, 4/-); N OR M, by Agatha Christie, is an early war-time mystery in which her occasional husband and wife team of Beresford have trouble with Nazis. (Fontana; 5/6.)

AIR BRIDGE and THE STRANGE LAND, are both by Hammond Innes, who thereby demonstrates his versatility. The former is an incredible aviation story based on the Berlin airlift; the latter concerns a reformed smuggler turned missionary who selects Morocco as the scene of his endeavours. (Fontana; 5/6 each.)

For Beatlemaniacs

Paperback of the month—or so we should imagine—is called "Here are the Beatles". It's assembled by Charles Hamblett who is a show-business writer from way-back. It has over 100 pictures of the mop-haired entertainers and their life histories, from Mersey-side jazz cellar to Royal command performance. Unfortunately you have to be really with it to know what most of it is about—but we're sure it's good.

In May, half of the Beatles were resting in Papeete where no one had heard of them. This proves that even in this jet-age, it is still possible to get away from it all in the Pacific. (Four Square Book; 5/6.)

THREE ACT TRAGEDY, a mi
period Agatha Christie. (Pan; 5/6
A MAN CALLED JONES
Juliana Symons (Fontana; 4/-.)

Classics:

THE GOLDEN AGE AN
DREAM DAYS, by Kenne
Grahame, who is best known for h
Wind in the Willows. His books a
usually about children in the seco
half of the 19th century but not f
children. His writings mirror
that was tranquil in Victorian, upp
middle-class England. (Signet.)

THE TWELVE DANCIN
PRINCESSES AND OTHE
FAIRY TALES, collected by Alfr
and Mary Elizabeth David, who s
in an introduction: "Fairy tales a
not a form of children's literatu
they are, like fables, legends a
ballads, amongst the many forms
adult literature that children ha
adopted". (Signet.)

THREE TALES, by Gusta
Flaubert, are the last of this write
work. He was born in Rouen,
1821, and devoted his adult life
his writing which reflected both sco
at French bourgeois society and
romantic attachment to historic
subject matter. Like others of th
generation of French writers, mu
of his work was regarded
immoral. (Signet.)

(Pan and Fontana books from W
Collins (Overseas) Ltd., Sydney; othe
from Tudor Distributors Pty. Lt
Sydney.)

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MAGAZINE SECTION

MEMOIRS OF A TAHITIAN CHIEFTAINESS

)ne of the most notable books in endless stream of publications on iiti is a slim volume called the emoirs of Arii Taimai". It is able in that it is the only book otten by a Tahitian.

RII TAIMAI (1821-1897) was a Tahitian chieftainess of great stige, whose family was connected h all the great figures of her nd, and whose life covered the day of LMS missionary influence, proclamation of the French tectorate, and, finally, the ablishment of full French ereignty.

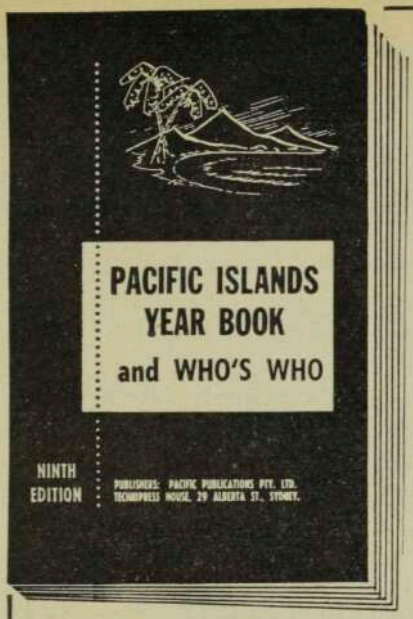
Arii Taimai did not write her *moirs* herself. This was done by American historian Henry ams, who visited Tahiti in 1891, l spent many hours getting a itian's-eye view of Tahitian tory from the old chieftainess.

Arii Taimai's *Memoirs* (which lude a good deal of historical terial that Adams added from)ks) first appeared in an edition six copies in 1893. A second, arged and corrected edition of)ut 20 copies was published in)1, followed by a German transla- n in 1920, and a facsimile version the 1901 edition in 1947.

Now, at last, there is a translation the people who should be most erested in Tahitian affairs—the nch. The translation has been ne by Suzanne and Andre Lebois. The Swedish writer Bengt Daniels- n and his French wife Marie- erese, who are domiciled in hiti, have contributed a valuable roduction, explaining in detail the nesis of the book.

MEMOIRES D'ARII TAIMAI. Pub- ied by the Societe des Oceanistes, see de l'Homme, Paris. 30 francs.)

FOR CIRCUMNAVIGATORS: *dventurer's Log*, an attractively ustrated free booklet by Geoff Scott scribing a trip around the world P & O-Orient Lines, plus a spot touring on the Continent, has re- ntly been published by P & O- ient. It is addressed to "the young d to the young-in-heart" with the ject of persuading them that they, o, can go on such a trip and write eir own *Adventurer's Log*.



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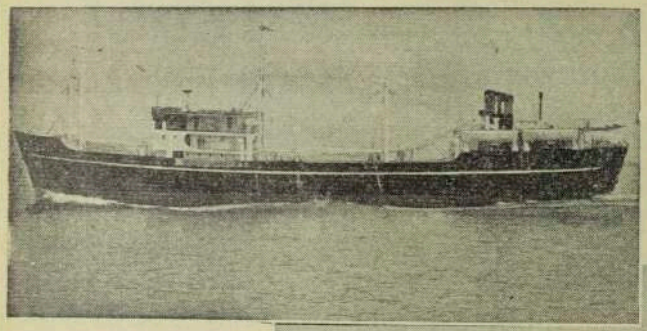

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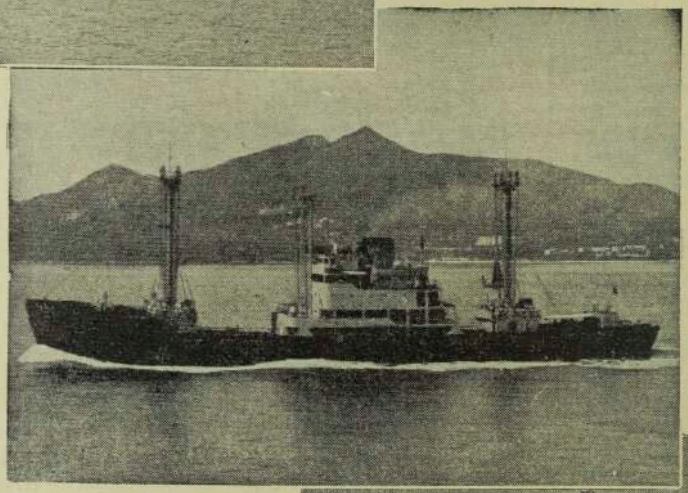
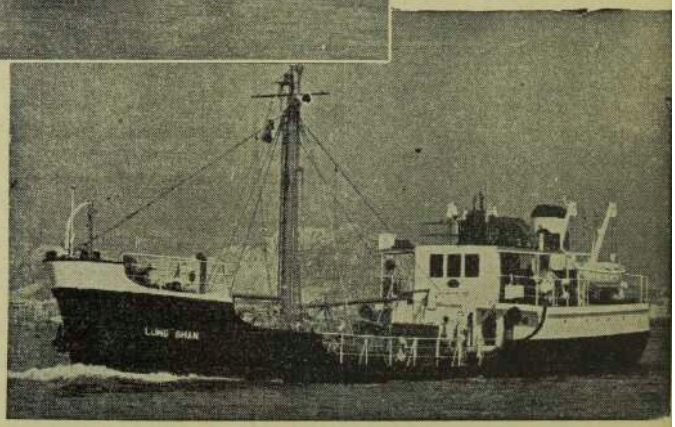
Above: M.V. "HERVAR", one of two motor cargo vessels built for Messrs. Bruusgaard Kiosterud Drammen, Norway.



Left: M.V. **"TARAWERA"**, all refrigerated motor cargo vessel built for the Union Steam Ship Co. of New Zealand Ltd.

Right: "LUNG SHAN", one of two bunkering vessels built to the order of Shell Tankers Ltd., for use in Hong Kong, supplying fuel and lubricating oils to ships at harbour moorings.



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Pacific Shipping And Cruising Yachts

his photograph of the "Tulagi" at t Cruz, Honiara, shows the diffi- ies overseas vessels now experience berthing there. The stub jetty re the ship is tied up is only wide ugh to allow one hatch to be ked at a time. At the approach rf, where the man is standing, the er is only deep enough for small s. The new deep-water berth (see w) will be an extension of the jetty—roughly from the bow of "Tulagi" to the left of the picture.

Important Developments In Islands Harbour Plans

There were some important developments in May in plans to improve harbour facilities in several Islands territories.

the Solomons, the name of the contractor was announced for building of the deep-water berth Point Cruz, Honiara; in Western noa, a couple of experts made in- tigations to determine the exact of the wharf at Matauta, Apia; the New Zealand Federation of bour expressed concern at a nch proposal to recruit Cook anders for the Papeete harbour ject.

The contractors for the Point Cruz ject are Hornibrook Constructions d. of Port Moresby.

The contract price provisionally ounts to £160,850, which includes 2,500 for alterations and extra rks if ordered.

The chairman of the BSIP Ports thority, Mr. L. M. Davies, says t at present, no additional works e envisaged.

The period of construction quoted the company is 19 months.

* * *

Investigations to determine exactly where Apia's wharf should go were made by two engineers, Messrs. Steven Olko and Joseph Peraino.

Mr. Robert Gittins, vice-president of the Tecon Corporation, who was also in town, told the Apia newspaper *Samoana* that a test boring that went down 60 ft to the basalt revealed formations that could cause trouble if the wharf was not sited exactly right.

He said that Swedish engineers had discovered that structures on reclaimed land, if not sited correctly, could later slip out of place. This was known as the "Swedish fault".

It had helped cause the destruction of dams in France and the United States over the past two years.

Samoana said that, acting on results of the test borings, Messrs. Olko and Peraino had decided that to ensure the stability of the wharf, it would have to be situated 100 ft further out from shore than originally planned.

The exact situation of the Apia wharf also gave concern to Apia's Harbour Master, Captain H. J. Moors, in May. In a letter to *Samoana*, he said:

"As the prevailing wind in Apia harbour is easterly, I hope the experts in command of our harbour project will decide to run the Apia wharf in an east-west direction.

"With the wharf parallel to the wind, berthing a ship will be easy and safe. . . .

"If the wharf is to run in any

In The News This Month

Age Unlimited
Akatere
Annette M
Blue Water
Boussole
Charlotte Donald
Coral Princess
Cotton Blossom
Cutty Sark
Elsie
Geneve
Hamutana
Jessica
Karu
Koae
Malekula
Manuia
Manuia II
Marama
Montoro
Naomi
Neophyte
Princess Persephone
Red Boomer
Sarabande
Sari Marais
Seeadler
Southbank
Southern Cross VIII
Tagua
Taipo
Takiri
Talaloga
Tamure
Tara
Tariki
Tarua
Te Matangi
Tiara Moana
Tiare Taporo
Tofua
Traveller
Windsong

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Ballina, Richmond River, N.S.W.

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ion that will cause the easterly to act on the ship's beam or aft eam, ship handling will be diffi- nd unsafe, unless powerful tugs vailable.

erthing a ship would have to till the lull of the wind. A ship cking with the wind abaft its will be lucky to clear West Also a ship alongside the wharf the wind acting on its beam d be pushed off the wharf.

xtra precautions would have to aken to prevent the cargo from g into the drink between the and the dock, and with a fresh wind blowing it may be neces- to periscope the ship's derricks. strong gust could part a ship's and cause her to fetch up in It would be unusual to find a looking for a berth at the no."

Papeete Project

he New Zealand Federation of our has warned Cook Islands e unions by letter that their bers should not accept employ- t on the Papeete harbour pro- which will give that port much e wharf space.

he federation says it was recently rmed that the French Govern- t in Tahiti had invited the Cook nds Legislative Assembly to ply 600 workers for the harbour ject.

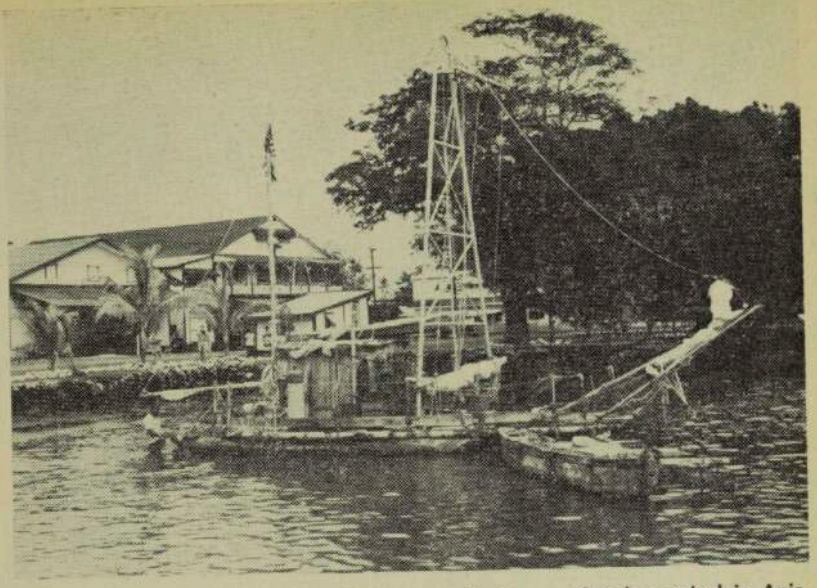
he warning letter, signed by the eration secretary, Mr. K. McL.- ter, was addressed to the Cook nds Industrial Union of Workers. he letter said: "It would be well your union's executive and its mbership to have a very careful k at this proposed action to re- it the 600 male workers to be em- yed at Papeete.

"It seems that the project is closely ociated with the French nuclear ts in the Pacific.

"It is understood that Tahitians are manding higher wages for their ployment. Introduction of cheaper d more amendable Cook Islands our would possibly lead to serious shes of workers as the Cook anders would be regarded as 'scab our'."

AN SWIMS FOR 12 HOURS) SAVE COMPANIONS

A Solomon Islander swam for ore than 12 hours in mid-April to ing news that three companions ere adrift between Nugu and uadalcanal following the wreck of eir boat near Sealark Reef.



William Willis' raft "Age Unlimited" photographed soon after her arrival in Apia last November.—Photo: K. R. Bremner.

The man, Paul, from Walande, crawled ashore near Tasimboko after his long swin and triggered an air-sea search for his companions which resulted in all three being saved.

Two of the survivors were sighted at Nugu by the Megapode Airways plane, and were picked up by the *Coral Princess*. The third came ashore at a village on Small Gela on Tuesday afternoon, after 56 hours in the water.

The three survivors Kenneth Lo, Caspar, and Talaira, were brought to Honiara by the *Coral Princess* and admitted to hospital for observation. All three were permitted to leave next morning.

Paul was back at work within a day or so as if nothing had happened.

RAFTMAN TO RESUME DRIFT VOYAGE SOON

William Willis, the 70-year-old American raftman, returned to Apia, Western Samoa, in mid-May to prepare for the second leg of his drift across the Pacific on his metal raft *Age Unlimited*.

Willis reached Western Samoa on November 12 last year after drifting 7,000 miles or so in 130 days from Peru. He later flew home to New York for medical attention to injuries received during his voyage.

Age Unlimited was anchored off the Apia seafront during Willis' absence in New York, and the broken rudders that gave him much trouble during his trip from Peru were repaired by the Public Works Department.

When Willis resumes his voyage, he hopes to drift to Sydney, or to Brisbane if the winds are unfavourable. He expects the voyage to take 10 to 12 weeks.

MASTER'S LICENCE SUSPENDED OVER GROUNDING

A Marine Board of Inquiry into the grounding of the MV *Karu* off Cape Lemankoa, Buka, on January 24, has directed that the ship's master, Bernard McMahon Ritchie, be disqualified for six months from acting as an officer or from commanding a ship under Papua-New Guinea's Coastal Shipping, Ports and Harbours Regulations.

The board, consisting of Captain G. A. Hawley, Superintendent of Marine, Lieutenant-Commander J. S. Hill and Mr. Keith Chambers, delivered its report to the Administrator, Sir Donald Cleland, in May. Sir Donald later announced that he had accepted the board's findings and recommendations.

Sir Donald Cleland said that the board's decision on the disqualification of Captain Ritchie was reached despite his experience and record, because it felt it could not condone "disclosures relative to the navigational and general direction" of the *Karu*.

The board found, among other things, that:—

- The grounding of the *Karu* was due to an unexpected current which placed the ship 19 miles

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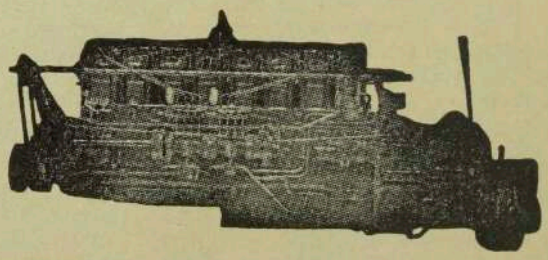

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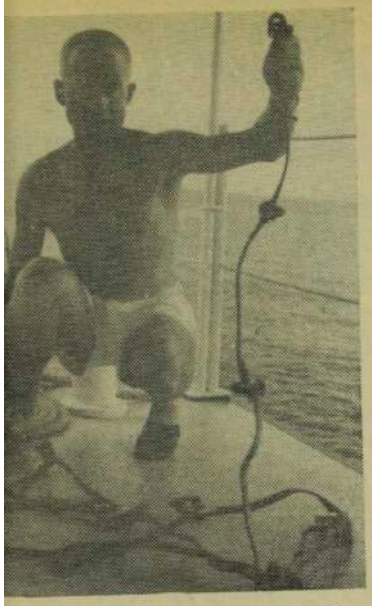

AT IS IT? When the French Resident missioner in the New Hebrides, Mr. Delauney, went to Vanikoro earlier year to see the wreck of the "Bous-", the flagship of his famous country- La Perouse, the copper chain which is holding was brought up from the bed. Nobody is quite sure what it used for, but one suggestion is that it was a sounding chain.

Photo: Reece Discombe.

043 degrees true from the dead reckoning position. The master was not to blame for the grounding, though he may have contributed towards it by a lack of vigilance after sighting the land and by a decision to turn to starboard.

The navigation of the *Karu* was not negligent but it left much to be desired. The master failed to stream a log, claimed to have used a chart which had, in fact, been superseded, failed to make full use of that chart, failed to take soundings after sighting unrecognised land and failed to keep under observation the movement of the ship's head after sighting land and after orders had been given hard to starboard to 270 degrees.

The conduct of the ship left much to be desired. The master was unaware of the revolutions of the engine and had no knowledge of the qualifications of his officers; and though the fact that he was not aware that the auxiliary power engine was under repair was not necessarily his fault, it was, in common with the other factors, an indication of an inefficiently run ship.

- The vessel was not manned in accordance with regulations insofar as concerned the officers, as the engineer held no certificate and official approval had not been obtained for the employment of another officer.

The board recommended that the owner of the MV *Karu*, G & M Shipping Company, should be proceeded against for failure to comply with the regulations concerning officers; and the regulations should be amended so that a harbour master or port authority could only issue a sailing permit if a vessel was properly manned.

TWO CANOES BLOWN 200 MILES IN SOLOMONS

Two native canoes reached Choiseul Island, BSIP, in mid-May after having been missing for more than a week, during which they had been blown about 200 miles off course.

The canoes, with 11 people on board, and another two canoes carrying 13, left Ontong Java (Lord Howe Island) on May 6 to return home to the Tasman Group, 26 miles to the north.

Strong easterly winds blew the canoes off course and on May 12 two of them arrived at Kieta, Bougainville.

They reported the other two were still at sea and the Department of Civil Aviation was asked to look out for them.

The first of the two arrived at Nuatabu on Choiseul a day or two later, and the second turned up at Polo on the north-east coast on May 16.

The Superintendent of Marine,

PACIFIC SHIPPING

DIVER'S FIND MAY BE MIDGET JAPANESE SUBMARINE

New Hebrides diver Reece Discombe, who has already made a name for himself as the discoverer at Vanikoro of the wreck of La Perouse's flagship "Boussole", has now found in Vila Harbour what he believes is the wreck of a midget Japanese submarine.

Reporting this, the French Residency's "Bulletin d'Information" says that Discombe was diving in Vila Harbour to ascertain the nature of the coral bed when he discovered a metal form about 20 metres long (65 ft.) and two to three metres wide (6½ to 10 ft.). It was about 25 metres (81 ft.) below the surface. The object was also seen by Mr. Ardimanni, for whom Discombe was working.

The "Bulletin d'Information" says that American authorities stationed in the New Hebrides during World War II believed that a small Japanese submarine had succeeded in penetrating Vila's wartime harbour defences.

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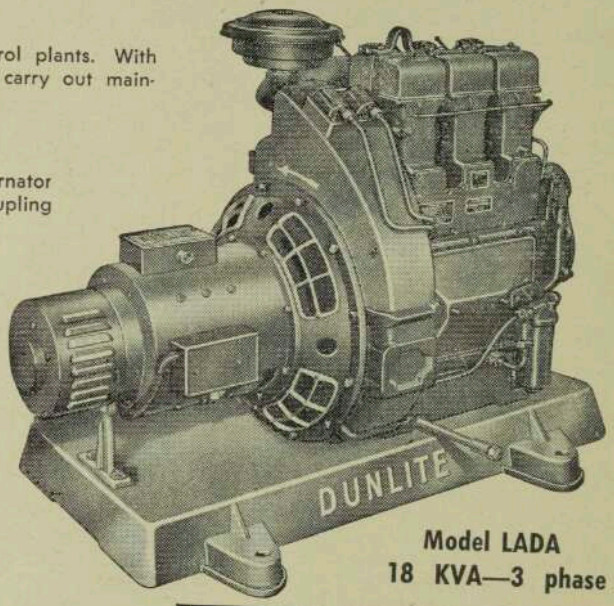

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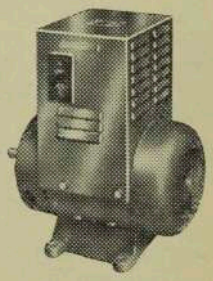

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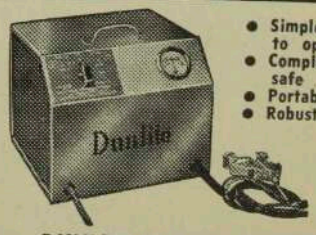

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PACIFIC SHIPPING

in M. A. Campbell, said that board were well.

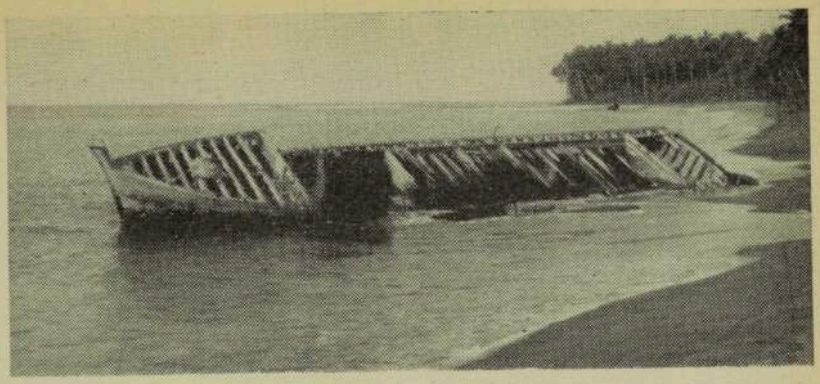
y were to be repatriated to the n Islands.

THER BURNS PHILP SHIP ALL AT KAVIENG

Burns Philp motor vessel *ula* will call at Kavieng rly from about July 30, follow- e decision of the China Navi- Co. Ltd. to abandon services vieng for the time being (*PIM*, p. 14).

ns Philp (NG) Ltd. announced in mid-May after some 50 ng residents had complained to linister for Territories, Mr. C. arnes, that Kavieng would be with a "drastic shortage" of es if another ship did not re- the China Navigation Com- *Soochow*.

Burns Philp ship *Montoro*, now serves Kavieng, will con- to call. This means that, with addition of the *Malekula*, ng will get two freezer cargo a month.



ALL THAT'S LEFT: This is all that now remains of the Melanesian Mission vessel "Southern Cross VIII", which ran aground at Morovovo, Guadalcanal, in March, 1960, only a year or so after she was launched. Fiji PRO photographer Rob Wright took the picture during a recent visit to the Solomons.

HE'S INTERESTED IN THE PACIFIC'S SMALL SHIPS

If, in the next 12 months or so, you should happen to see a sandy-haired Scotsman disembarking from a small ship in the Gilbert and Ellice Islands, Fiji or Tonga, and asking a lot of questions, it's a pretty safe bet it will be 32-year-old Alastair Couper, a master mariner-turned-university man, who is writing a thesis on the small ships trade of the Central Pacific for his doctorate of philosophy.

Mr. Couper, who has an honours degree in economics, a diploma in education, and a master of arts degree from Aberdeen University, came to Australia about seven months ago and is now connected with the Department of Geography at the Australian National University, Canberra.

Before he moved into the academic world, he spent 10 years at sea, dur-

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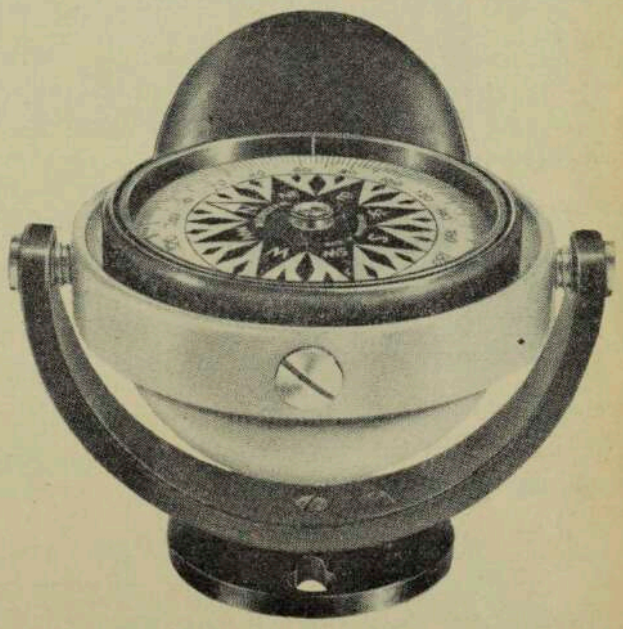

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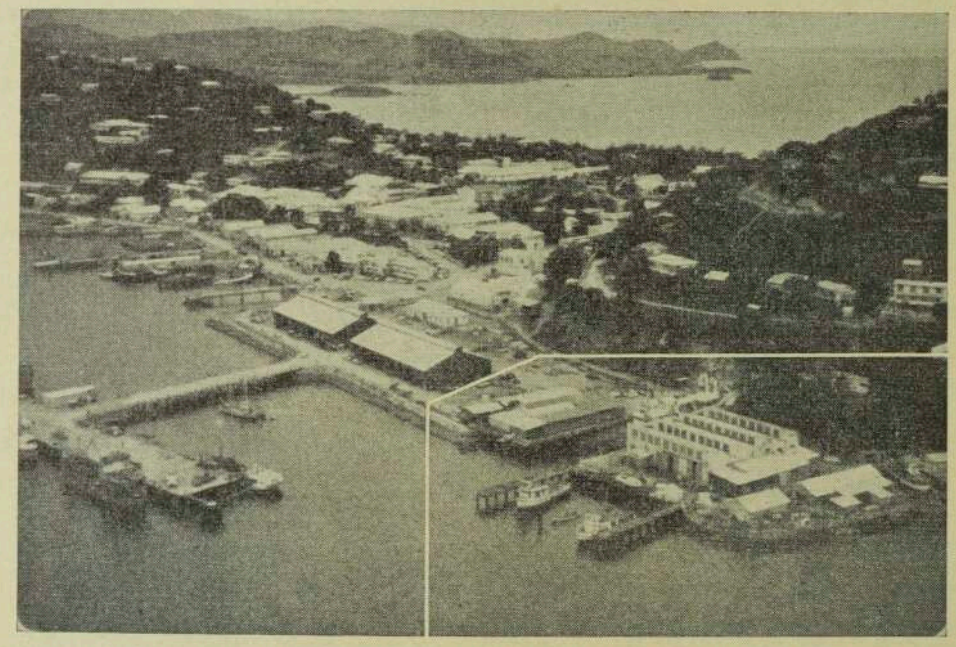

A view of Port Moresby showing the Company's shipyards at Paga Point (enclosed within white line).

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he spent a lot of time on small on the Norwegian coast. He ater chief officer of a cargo ship ng between Australia, New Zeaand Fiji.

. Couper, with his wife and children aged one, three and was due to leave Sydney for n Island in the *Triaser* on May From there he will go to the where he plans to spend three ur months "going to as many s as possible in colony ships to e methods of loading and work-

er his look-see in the GEIC, he spend seven months in Fiji and bly three months in Tonga.

OUS OLD SCHOONER BACK HE COOK ISLANDS

hen the 173-ton trading schooner *Taporo* reached Rarotonga Auckland in April, the people arotonga, who had not expected e her again, greeted her like a dear friend.

e *Tiare Taporo*, which was built uckland in 1913 to the order of 3. Donald Ltd., of Auckland, d her owners in the Eastern ic for 50 years—many of them e Cook Islands—until Donalds ired the 150-ton *Akatere* late year.

e *Tiare Taporo* (meaning er of the lime" in Tahitian) then sailed to Auckland where was put up for sale and bought, March, by Mr. W. B. Christophers, of Rotorua. Mr. Christophers promptly sailed her back to Rarotonga on a trading voyage with a crew of three Australians, two New Zealanders and two Danes.

Her presence at her old familiar berth in Avatiu Harbour prompted the *Cook Islands News* to publish a sort of biographical profile of the ship which ended with the wish that "the 'Flower of the Lime' will have calm seas and pleasant landfalls for the rest of her sailing life and that it will be a long time before we say farewell (again) to this sturdy little schooner".

As the details of the old schooner given in the *Cook Island News* are likely to be of interest to many readers, we reproduce them here.

The schooner was built of New Zealand kauri with frames of pohutu-

New Hebrides Harbour

The southern New Hebrides island of Tanna is not well endowed with harbours—as can be seen from this photograph which depicts Lenakel Bay, the safest the island has.

Lenakel, on the west coast, is one of two trading settlements on the island. The other is at White Sands on the east coast.

Near Lenakel is the Condominium administrative centre (upper right) and a mission hospital. Bob Paul, a well-known trader, operates a trading store here, as does the French company, CFNH.

Photo: Rob Wright.

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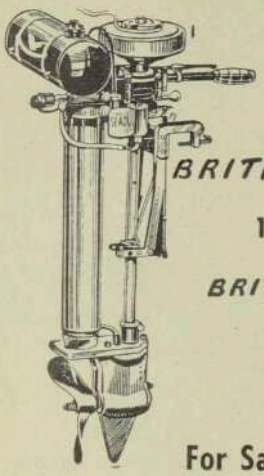

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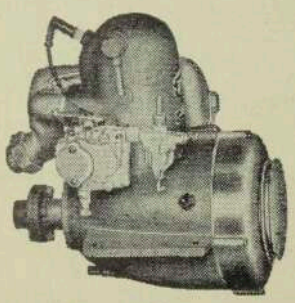

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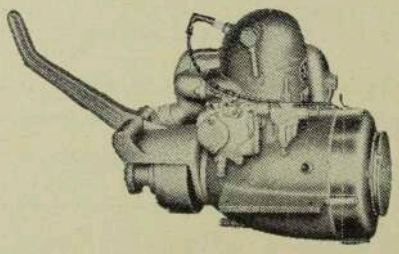

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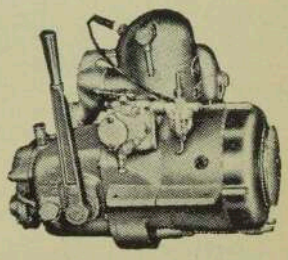

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a and a keel of heart of kauri. measurements are: Length, 97 ft ., breadth, 23 ft 5 in., depth, 9 ross tonnage, 172.59, registered onnage, 137.33.

e was one of the last fore and ailing ships built in New Zealand islands trading.

. B. Donald Ltd. first used her a trader among the Society ds, based at Papeete, with Cap- Joe Winchester in command.

ne of the captain's daughters is h Hall, widow of author James man Hall, who collaborated with rles Nordhoff in writing *Mutiny e Bounty, Men Against The Sea, Pitcairn's Island.*

uring World War I, the *Tiare oro* was in continuous service in Society Islands, and was fortunate keeping out of the track of the man raider *Seeadler*. However, ship *did* come into the *Seeadler* ode when she sailed for Mopelia pick up the marooned Allied rs whose ships had been sunk by Luckner and who were left on pelia when von Luckner and his v escaped in one of the *Seeadler's* ts.

he *Tiare Taporo's* only souvenir the *Seeadler* is the oval, brass- ned mirror from von Luckner's in.

n 1918, the *Tiare Taporo* sailed San Francisco and loaded case oil Auckland, where she arrived on uary 8, 1919, after a voyage of days.

After an overhaul the vessel was ared for Rarotonga where she entered the Cook Islands trade of A. B. Donald Ltd.

Captain Viggo Rasmussen, a Dane who had lived in Tahiti since 1896, commanded the vessel for the next 17 years.

On his retirement two temporary masters were in command until 1939 when Captain Andy Thomson took command after the sale of his former vessel *Tagua*. He remained with the ship until 1949, when the *Tiare Taporo* was retransferred for the company's trade in the Society Islands.

The ship remained in these islands until April, 1960, when she returned to the Cook Islands and Captain Andy Thompson was again put in charge of her, after serving in the MV *Charlotte Donald*. He remained in command until his retirement last year at the age of 74 years.

Captain A. J. Pickering then commanded her until her owners put her up for sale.

Although the old schooner weathered several hurricanes during her 50 years with A. B. Donald, she year at the age of 74.

Her new owner says she is still in "good fettle", and very shipworthy under strain and stress.

The ship was practically renewed (hull, deck, etc.) in 1961 and further improvements were carried out recently.

Shipping News In Brief

● ATOLL NEEDS MOVING: servations by the United States ultation team which has been rking in the GEIC have proved t Marakei atoll is wrongly ented on the charts. It should pivoted two points clockwise.

● NEW ISLANDS CRAFT: *nuia II*, a new 24-ton motor ssel, was launched at Uturoa, iatea, recently for service between iatea, Bora Bora and Maupiti rench Polynesia). The vessel re- aces the ill-fated *Manuia*, which s wrecked in the pass of Maupiti May last year with the loss of lives, after 21 years of service. *anuia II* has two Lister motors d a speed of nine knots.

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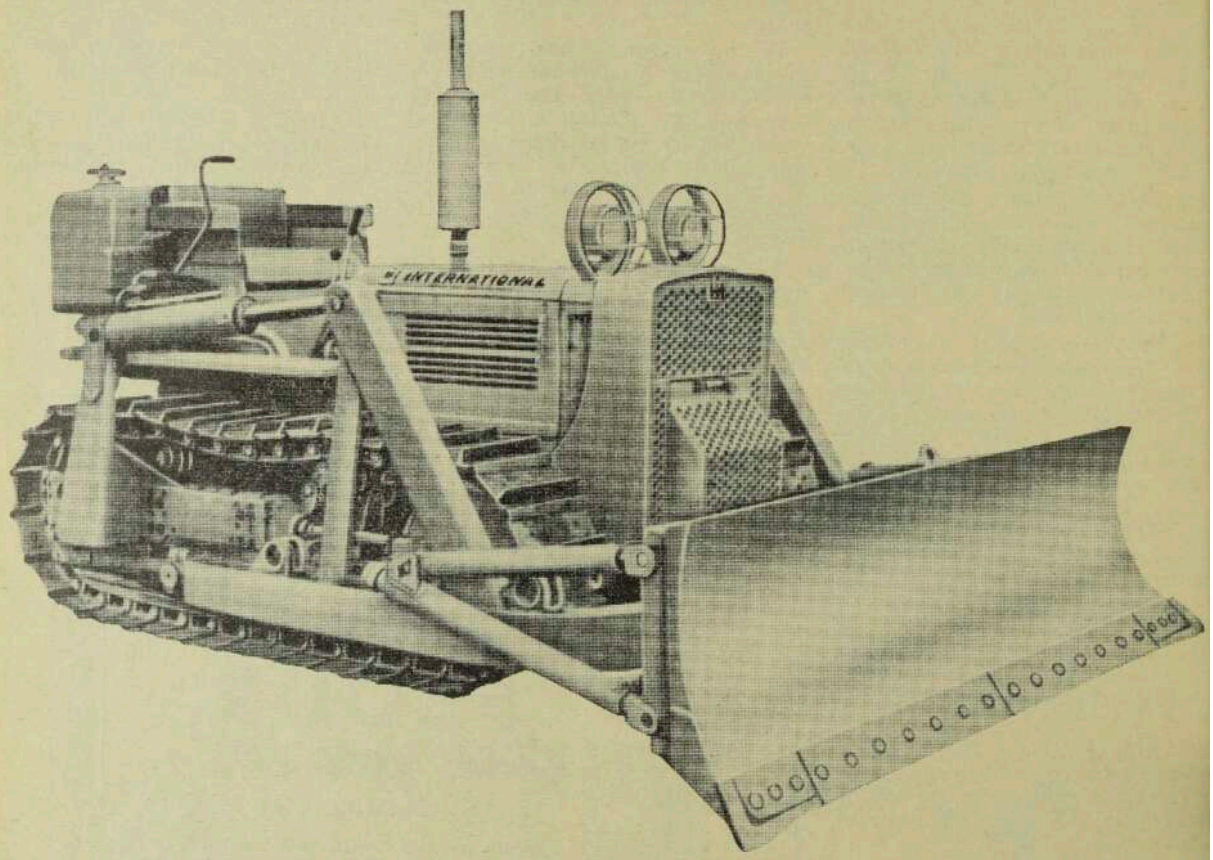

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SHIP FOR COOK ISLANDS ERVICE SOON

e *Tagua,* a steel vessel of 80 deadweight cargo capacity, will nto service in the Cook Islands The ship, which was built by y Lee in Hong Kong for Silk Boyd Ltd., was launched on 10 by Mrs. Costello, wife of New Zealand Trade Commis- r in Hongkong.

essrs. Don Silk and Les Livings- nave been in Hong Kong recently rvising the final stages of con- tion, and Captain Dunsford, who be the *Tagua's* master, left Auck- early in May to go to Hong for the delivery voyage.

e *Tagua* has accommodation for assengers. She will be registered iva.

RSEAS FREIGHTER DAMAGES S WHARF—AGAIN!

ie western end of Lae's wharf damaged to the tune of about 00 early in May when the over- freighter *Southbank* cut much ie fender system from the wharf pulled buffers about eight feet of alignment.

ie Regional Works Officer of the monwealth Department of ks, Mr. Tom Passmore, said later that it would be some time before the damage could be repaired as contractors erecting a 100 ft extension to the wharf needed the damaged area to work in.

In an article in the *New Guinea Times Courier* on May 13, Mr. Carl Holland said the *Southbank's* encounter with the wharf was the 15th time a ship had run into it since December 22, 1958.

Mr. Holland said that the masters of these vessels could not be blamed as a combination of varied tides and strong currents from the inflowing Markham created extreme navigational hazards.

However, it was necessary to do something soon "to change this embarrassing and costly situation".

NEW LIFE FOR FIJI'S OLD CAPITAL

Levuka, once a thriving copra port and the capital of Fiji until 1882, was dealt a severe blow when copra mills began operating in Suva. But its economy will be boosted soon when the Pacific Fishing Company's factory goes into operation, and the town, which has an attractive, old-world air, will come to life again.

A minimum of 30 Japanese fishing craft will operate out of Levuka, and the total will rise to 100 when the Fishing Company's factory is fully operational.

CARGO OF BEER FOR NIUE GETS A DUCKING

Niue is a dangerous port for ships to work and all loading and unloading is carried out by lighters. During the unloading of the *Tofua* a few weeks back one of the Niue Island Administration lighters went ashore on the reef.

Desperate attempts were made to get her off with her cargo intact, but each succeeding wave carried her further inshore.

Luckily, or unluckily, she was loaded mostly with canned beer, and as she filled with water and it was obvious she wasn't going to come off easily, she was unloaded.

Although the first cartons taken out were undamaged, the later ones burst and cans of beer floated in the lighter until they were salvaged.

Remarkably, almost no cans were lost, but for the next few weeks customers at the Government bond store were asked to bring their own containers to take away their beer.

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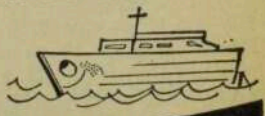

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Cruising Yachts

● *JESSICA*, a handsome yacht owned and skippered by Ted Jacobsen, was in Apia early in April following a cruise from Honolulu which began on March 15. Mr. Jacobsen planned to go on to Pago Pago and then possibly to Tonga, Rarotonga or Aitutaki, and Tahiti, returning to Honolulu about the end of July.

● *TRAVELLER*, a yacht, was in Avatiu Harbour, Rarotonga, in mid-April.

● *SARABANDE*, an unusual-looking craft from Guernsey, Channel Islands, arrived in Papeete on April 29 with a crew of four men and three girls, all either Britons or New Zealanders. *Sarabande* is a 45 ft lobster boat that has been turned into a pleasure craft.

She left Guernsey last November for New Zealand skippered and navigated by Charles Cottrill, a 36-year-old New Zealand chiropractor who was in the Merchant Navy during the war.

The other crew members are Glyn Hurley, 28, a UK engineer; Bob Maunsell, 23, a Kiwi salesman; Tim Abbott, 26, a UK advertising executive; Miss Valerie Gadson and Miss Adison Elford, both 23, and both former Wrens; and Miss July Dyas, 20, an Auckland hairdresser.

Mr. Cottrill left New Zealand six years ago for the United States to train as a chiropractor. After two years' training, he went to the United Kingdom to practise, but the climate finally caused him to decide to return to New Zealand.

After buying *Sarabande*, he advertised for a crew and got 125 applications.

Those finally chosen were those who seemed most likely to stay happy in a small ship for several months. They were a good choice.

En route to Tahiti, *Sarabande* called at Spain, the Leeward Islands, Panama and the Marquesas. In Spain, Mr. Cottrill raised funds by running a chiropractic clinic four hours a day.

Mr. Cottrill expected to reach Auckland about the first week of June. His wife and small child will fly out from England to join him there.

● *TALALOGA*, a tiny yacht of only 19½ ft, reached Tahiti on April 17 in the course of a voyage round the world. The yacht is being sailed by a young Canadian couple, Mr. and Mrs. Hein Zenker.

● *NEOPHYTE*, 45 ft ketch skippered by Lee Quinn, arrived in Rarotonga from Bora Bora on April 14. *Neophyte*, which is noted for having all-girl crews, is on a cruise to Australia.

Skipper Quinn was in the news earlier this year when his wife Mary divorced him in San Jose, California, and Quinn married Mrs. Bernice Berkson, a former crew member, in Honolulu (*PIM*, April, p. 47).

● *TE MATANGI*, Block Island ketch, built, owned and skippered by American Jack Ferguson, reached Lord Howe Island from Whangarei, NZ, on April 21. Also on board was Jack's wife Daisy. They married in NZ. The pair were on their way to Brisbane where they intend to spend the winter. They will go on to Sydney next summer.

Te Matangi, which is registered in San Diego, California, has been cruising the Pacific since 1955. Her itinerary has been: Hawaiian Islands (1955-58), Tahiti (late 1958), Bora Bora, Rarotonga, Palmerston Island, Tongatapu, Vavau and Auckland (1959), Fiji (1961) and back to New Zealand (1962).

● *GENEVE*, 25 ft Marconi-rigged sloop with lone-handed Swiss yachtsman Michel Mermod, arrived in Manila (Philippines) in May.

Mermod left Callao, Peru, about two years ago to sail around the world. So far, he has called at

Michel Mermod.

the Galapagos, Marquesas, Tuamotu Society and Cook Islands, Fiji, N Caledonia, New Hebrides, Solomo and Carolines. He says he is ma ing his voyage not so much for t love of sailing, but because he wa to see as many countries as he ca

After three weeks in Manila pairing his yacht, Mermod plans sail across the Indian Ocean a around Africa to Europe.

● *KOAE*, 30 ft ketch, wi 61-year-old C. B. (Buck) Taylor, 60-year-old wife, and crew memb John Burgess, 24, arrived in Po Moresby in the first half of May.

Koae has been in and out of t pages of *PIM* for the past two yea as she has moved across the Paci from Seattle.

We last heard of *Koae* when M Taylor wrote to us from Townsvil two or three months ago after doi a leisurely trip up the Barrier Re from Brisbane.

Mr. Taylor, who spent 30 yea in the US Navy, decided "couldn't stick around home for t long" after he retired in 1949.

He says he keeps on travellin because "when you get to the roc ing chair and television stage yo might as well use a gun on yourse —you're dead anyway".

From Port Moresby, Mr. Taylo plans to go on to Indonesia, Indi the Mediterranean and Caribbea and home through the Panam Canal.

● *ANNETTE M*, ketch-rigged, 4 ft motor-sailer, from Launceston Tasmania, arrived at Norfolk Islan on April 28 and spent a couple o days at Cascade Bay. The vessel i skippered by Jim Pike and has crew of two. *Annette M* called a Lord Howe Island on her way t

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PACIFIC SHIPPING

folk. She is bound for the Cook nds and will possibly call at New land on her return trip.

• *ELSIE*, 29 ft yacht, sailed solo a 60-year-old white-bearded erican, Frank Casper, reached iti early in May from Miami. Casper left Miami on December and hopes to go right round the ld after spending a month or two Tahiti making repairs to his sel. Mr. Casper once made a ise from Miami to Gibraltar and k in the *Elsie*.

• *WINDSONG*, 48 ft ketch, was to leave Papeete on May 8 for Leeward Group of the Society nds, then the Marquesas, Hono- u and San Francisco.

Windsong—it's *Windsong IV*, to absolutely correct—left Mel- urne on January 12 for a cruise the Pacific and has since called Sydney, several spots in New aland and Rarotonga. The passage m New Zealand (Auckland) to rotonga, beginning on March 12, k 17 days. Papeete was reached April 20.

• *RED BOOMER*, 42 ft ketch m Fremantle, which arrived in rt Moresby in December with pper Bob McNeil, his wife vonne, daughter Yvette, and two w members, is now in Rabaul and ely to stay there for about three nths.

• *SARI MARAIS*, 45 ft American tch with Royce Hubert aboard, hich has been in Port Moresby and puan waters for some time, was ported to be heading for the obriands in May, en route to Dar- n, the long way round, apparently, d from there to Indonesia.

A note from Mr. Hubert com- ents on our report of him in the pril issue (p. 107). He felt that me readers could have misunder- ood the few words referring to his ove affair with a chief's daughter Manihi, Tuamotus".

He writes: "She was a lovely ung lady of 13, intelligent, charm- g and highly moral. She was no ore than a welcome visitor aboard *ari* and both my own daughter and yself regarded her with sincere af- ction."

Mr. Hubert adds that he has ways enjoyed reading *PIM* and fol- wing the news of his yachting iends.

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The 89 ft. ketch "Hamutana", an escort vessel for yachts in the Whangarei-Noumea yacht race skippered by Captain Gallagher, called at Norfolk Island on April 22 to pick up the skipper's wife and daughter Jenny who had bene holidaying on the island. Jenny Gallagher, second from left, is pictured here with three other girls who were travelling in the yacht. They are, from left, Faith Gilberd, Evelyn Page and Jill Brewer.—Photo: Ray Hoare.

LAVISH NOUMEA HOSPITALITY FOR RACING YACHTSMEN FROM N.Z.

The presence on Noumea streets on April 25 of a number of lobster-hued gentlemen, some unshod, most looking as though they had passed through a wringer, and one or two developing towards evening a gait that was not acquired aboard a ship indicated that the first yachts of the New Zealand—New Caledonia yacht race were in port.

FIRST across the line was *Tara*, a beautiful, 59 ft Auckland ketch skippered by Norman Galbraith, son of the owner. Her time was 5 days, hours, 55 minutes.

Tara's crew believe this time will stand for a long time.

Cimpers, the smallest and last of the entrants, came to anchor in Noumea on April 29.

Thirty-six yachts had raced, mothered by three escort ships. Among the crews were three women and two children.

Perfect weather and a strong steady 15-knot, south-easterly breeze made the race a "real pleasure cruise", as one skipper put it.

If the race was no ordeal, the reception for the crews in Noumea was something of a trial. The Municipal Council of Noumea turned on a cocktail party, the Nickel Company provided further entertainment, there was a reception at the Governor's residence, and another reception at the New Caledonian Yacht Club which also marked the opening of the club's new clubhouse.

The yachts' crews unanimously agreed that their first task on returning home was to organise another New Zealand-New Caledonia yacht race; while many people in Noumea urged that the next race should coincide with the Second South Pacific Games in Noumea in 1966.

Results of the race, on corrected times, were that *Tarua* took the first prize of £200 and a trophy.

The skipper of *Tarua*, Mr. M. O'Donoghue, very generously presented his prizemoney to the French division of the Red Cross.

Finishing line results were:

1st, *Tara*, 131 hr. 59 min.; 2nd, *Tamure*, 132 hr. 43 min. 46 sec.; 3rd, *Cotton Blossom IV*, 134 hr. 15 min. 54 sec.; 4th, *Tarua*, 134 hr. 26 min. 8 sec.; 5th *Marama*, 136 hr. 25 min. 16 sec.; 6th, *Taipo*, 136 hr. 38 min. 4 sec.; 7th, *Takiri*, 137 hr. 2 min. 12 sec.; 8th *Tiare Moana*, 144 hr. 32 min. 20 sec.; 9th, *Princess Persephone*, 145 hr. 28 min. 29 sec.

Corrected time results were:

1st, *Tarua*, 91 hr. 45 min. 57 sec.; 2nd, *Taipo*, 94 hr. 55 min. 12 sec.; 3rd, *Cotton Blossom IV*, 95 hr. 39 min 2 sec.; 4th, *Takiri*, 96 hr. 23 min. 30 sec.; 5th, *Tamure*, 96 hr. 35 min. 50 sec.; 6th, *Tiare Moana*, 98 hr. 3 min. 18 sec.; 7th, *Princess Persephone*, 98 hr. 27 min. 36 sec.; 8th, *Maraval*, 10 hr. 49 min. 27 sec.; 9th, *Blue Water*, 102 hr. 18 min. 35 sec.; 10th, *Naomi*, 103 hr. 7 min. 46 sec.

—*FRED DUNN.*

● Some 50 Boy Scouts, accompanied by 10 volunteers, climbed to Tahiti's Lake Vaihiria recently and built a galvanised iron shelter for the benefit of anyone hardy enough to want to stay there overnight.

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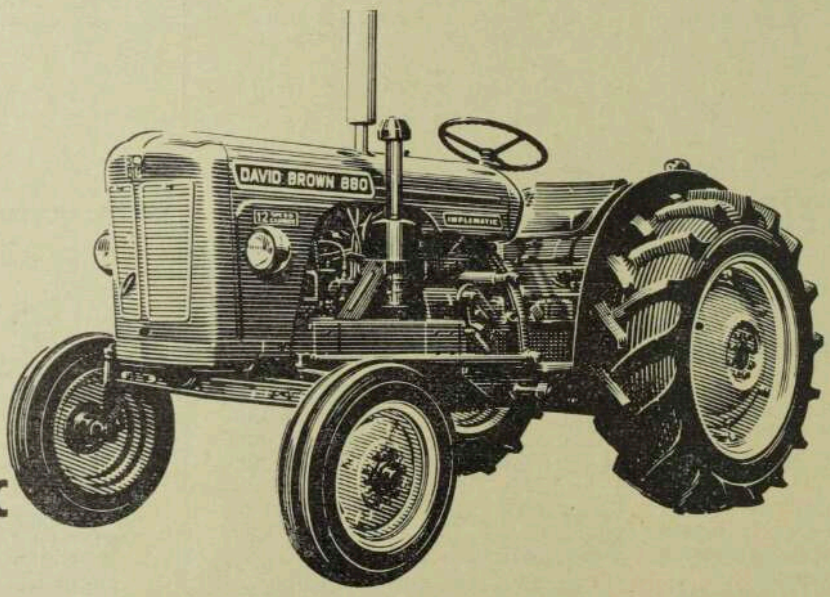

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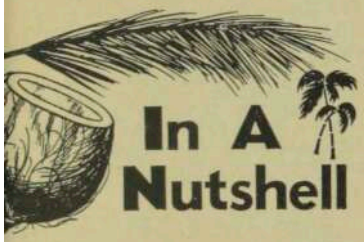
She's Norfolk Island's Oldest Resident

Mr. and Mrs. Enoch Cobcroft Robinson, of Rocky Point, Norfolk Island, celebrated 65 years of married life on April 20. Mrs. Robinson, who is 94, is Norfolk's oldest resident.

Mr. Robinson's main occupation has been farming, though as a young man he was engaged in whaling around the Norfolk coast. He is a veteran of the Boer War and represented Norfolk at the coronation of King Edward VII.

Some years ago he received the MBE for his community services. He served on the Executive and Advisory Councils for more than 21 years and was Council President four times. Always active in Church of England affairs, he held the office of churchwarden for 30 years.—*Photo: Merval Hoare.*



In A Nutshell

EW CALEDONIANS and French citizens in the New Hebrides will to the polls on June 7 to elect new deputy for the French mber of Deputies to replace Mr. irice Lenormand, who was ousted n his position after being found ty of complicity in a dynamiting ir. (*PIM*, April, p. 15 and May, 1).

hree candidates are standing for election—Mr. Rock Pidjot, of the ion Caledonienne (Mr. Lenor-nd's party); Mr. Edouard Pente-t, a mining and commercial oon; and Mr. Pierre Jeanson, who enerally known as a Socialist and o played a big part in seeing that Vietnamese were repatriated.

Each candidate has an understudy, o, under a new law, will replace succesful candidate in case of ath but *not*—as *PIM's* Noumea respondent puts it—if he falls foul the law and is heaved out like . Lenormand.

PIM's correspondent says that Mr. anson is "presumably just going ng for the ride", and that the fight tween Mr. Pidjot and Mr. Pente-st will be a close one.

He adds that Mr. Lenormand ar-ed in Noumea from France to-ards the end of May to support Mr. djot, and that if Mr. Pidjot should n it will be "a smashing affront to e Metropolitan Government".

Whatever the outcome, the new puty will be a man of colour.

● The Roman Catholic Bishop of the Southern Solomons, Most Rev. Daniel Stuyvenberg, who recently attended a conference of bishops at Alexishafen, P-NG, to discuss a proposed substitution of vernacular texts in place of Latin in some parts of the services of the Catholic Church, said on his return to Honiara that the conference had accepted the use of English, Pidgin English, and native languages in certain parts of the service.

As texts for the English version, the bishops adopted a simplified translation of the Latin text, and it was agreed that texts should be prepared in the other languages. These texts must be sent to Rome for approval before they can be used.

● Fiji Airways has announced that its proposed twice-weekly service to the BSIP will begin on Friday, July 17.

● It is being freely rumoured in the French section of the Pacific that the French Prime Minister, Mr. Georges Pompidou, will visit the Pacific about the end of June to inspect French military installations.

● A brochure on Norfolk Island's historic church, St. Barnabas Chapel, is planned by the Church of England Committee under the chairmanship of the Rev. O. Weaver. It will include a history of the church written by the Rev. John Tyrrel and will be aimed at Norfolk's growing army of tourists. The Church, completed in 1880, was built by the Melanesian Mission,

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which had its headquarters on island for nearly 60 years.

● Lever's Pacific Timbers Limi made their first shipment of logs fr Gizo, BSIP, in May by the *Daisei Maru*. Just over a mill super feet of logs were loaded.

● The lease of a site for a secc hotel at Lae has been granted Lae Hotels Pty. Ltd., a subsidiary Steamships Trading Co.

Lae Hotels tendered £31,367 seven acres and must build a hc for not less than £A50,000.

The company plans a fully conditioned hotel with 40 double b rooms and swimming pool.

● Copra production in the BS for the first quarter of this year v about 600 tons below production the first three months of 1962 a 1963. The Acting Director of Ag culture, Mr. J. T. Hall, says Janua was a particularly poor month, w unseasonably dry conditions whi tended to prevent coconuts from fa ing.

● The GEIC Advisory Coun will hold its second meeting for t year in November.

● A full-scale scientific expediti from the Royal Society will visit t Solomons next year to make observ tions on flora and fauna, and assess the BSIP's ecological relatio ship with the East Indian trop region and South America. About scientists are expected to be includ in the party that will vi Guadalcanal, San Christobal, San Ysabel, Choiseul and Kolombangar

● More than half a ton of pin apples arrived in Auckland by from Fiji recently as a beginning what is hoped will develop into regular trade. The idea of supplyi the New Zealand market was th of Mr. G. Ewins, a Fiji surveyor, wh with his son, bought 11 acres ne to Nadi Airport.

● New Zealand exporters have substantial market" awaiting the in the Pacific islands, accordi to a report released recently by M K. R. Gillon, who led a party Hawke's Bay (New Zealand) man facturers to Fiji and Samoa la October.

● Students and experts from Ne Zealand's Victoria University bega a survey in Auckland in May aime at improving the housing and soci welfare of about 7,000 Cook, Niu and Tokelau Islanders living in tha city.

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Who Threw The Overalls . . .'

For a brief spell at the end April, Western Samoan stomers had second thoughts out their favourite delicacy isupo" (canned meat).

It all started when Faafei'i leua, of Vaimoso, scraped out tin of corned beef for Sunday nner and found at the bottom the tin a worker's cloth glove.

The glove was handed over the local agents, A. lacdonald & Co., and sent to e overseas manufacturers for lentification.

"It could have been a trick get a free tin of pisupo," ey said, not very appreciative f the publicity given their articular brand of pisupo. We've found worse things in ur competitors'."

t is being made at the request of Island Territories Department, ich hopes it will produce facts that l provide a basis for legislation improve the islanders' conditions

● A satellite tracking station has n set up at Rarotonga, and a smographic station will soon be ened there, according to NZ Press orts.

● New Zealand will send an exdition to the Cook Islands in May xt year to observe a solar eclipse m Manuae atoll, 124 miles northst of Rarotonga. (*PIM*, Feb., p. 85.) The NZ Minister for Science (Mr. lboys) said in May that various terested organisations had set up a mbined working committee, with e Scientific and Industrial Research epartment providing co-ordinating cilities. It was hoped the Royal ew Zealand Navy might provide a transport for the expedition durg a routine cruise.

● TEAL will use Comet jets on Auckland-Noumea service from ne 5 instead of Electras. It is unerstood that one of the reasons for e change is that much more freight being booked on the service.

● A manpower survey which will elp to determine the future course f Fiji's educational system is to be ade by Professor A. Rodger, Proessor of Occupational Psychology at irkbeck College, University of ondon.

Professor Rodger, brother of Fiji's Director of Education, Mr. J. G. Rodger, will spend about seven weeks in the Colony beginning in early May.

● The Papua-New Guinea Departments of Civil Aviation and Public Works have finished a survey of islands in the Milne Bay area to find airstrips to link the D'Entrecasteaux Group, the Louisiade Archipelago and the Papuan mainland.

They located a possible "A" strip site which will takes planes up to DC3 standard on Normanby Island and a category "B" strip site which will take planes up to Piaggio size on Misima.

● A United Kingdom Defence Ministry spokesman said in May that the future of Christmas Island, Britain's H-bomb testing ground in the Pacific, was under review now the nuclear test ban agreement had been signed with Russia. Associated Press of America reported that the base would soon be closed, but the Defence Ministry spokesman said no decision had been reached.

● The Chief Forestry Officer in the BSIP, Mr. K. W Trenaman, recently visited the New Hebrides with Forestry Adviser to the Department of Technical Co-operation, Mr. C.

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Société Franco Océanienne, Papeete, Tahiti.
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(See advertisement on page 38)

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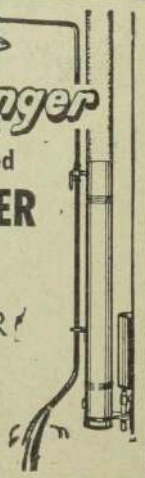

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Swabey, to consider timber possibilities in the Condominium.

They made an aerial reconnaissance over the kauri forests of Erromanga, and then flew to Aneityum, where they saw forest which was last exploited 15 to 20 years ago.

Mr. Trenaman said later that there was some promising regeneration of kauri on Aneityum, but it was not nearly as far advanced as it would have been if it had been given some silvicultural assistance. At the present stage, a worthwhile new growth of kauri would be possible if such assistance could be provided fairly soon.

● More than 200 delegates will attend the 10th international conference of the Pan Pacific and South East Asia Women's Association, in Nukualofa, Tonga, on August 15. The woman delegates will be billeted in private homes.

● At a public meeting in Suva on May 13, the leaders of three leading Christian churches spoke of a growing desire for a united church in the Pacific. They said this was leading towards a Pacific Christian Council and, in Fiji, a Fiji Council of Churches. The three main speakers at the meeting, which was held to promote Christian unity, were the Anglican Bishop in Polynesia, Rt. Rev. John Vockler; the Roman Catholic Vicar Delegate of Fiji, the Rev. Father Hannan, and the Rev. L. D. Fullerton, of the Methodist Church of Fiji.

● Fiji's Central Liquor Board, in its annual report, says that the relaxation of liquor laws in Fiji has brought about an improvement in drinking habits and a decrease in drunkenness and liquor offences. There has also been a decrease in the making of home brew and the drinking of methylated spirits. In 1962, Fiji abolished the permit system for male Fijians and Indi wanting to buy spirits. The bo reported it was still too early to commend that the permit system women should also be abolished.

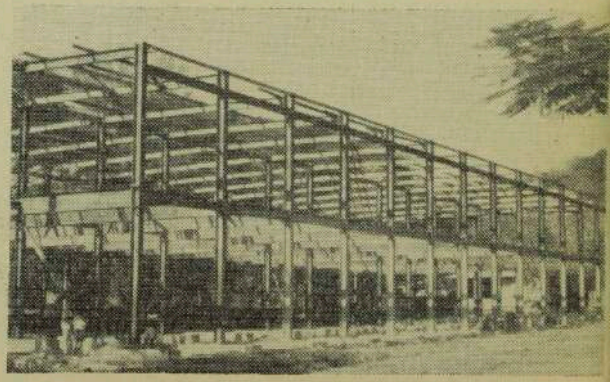
● With several new hotels un construction or planned, Fiji is the verge of a tourist boom comp able with that on Queensland's G Coast about 12 years ago, accordi to Mr. H. E. Brumby, New Zeala sales manager for Air India, w visited Fiji recently.

Air India will begin a service Fiji on August 4 as an extension its New York, London, Sydney rou

● Two Gilbertese, Te Tewa bai and Te Kaeba, who borrowed canoe without the owner's knowled at Tarawa on March 20, were carri by a strong current into the op ocean and cast up nine days later Nauru, 500 miles away. Except f being fatigued and hungry, they we in good health on reaching their u expected destination.

● Two natives appeared in cou in Port Moresby on May 20 charge with the rape, at Jackson Airpo four days earlier, of a 29-year-ol woman barrister from Queensland The natives are Bauwai Giava, alia Steven Bauwai, airlines mechanic, an Ambrose Lovevaia, electrician. The were remanded in custody unt June 4.

Three weeks earlier, P-NG Administrator, Sir Donald Cleland told a Press conference that th number of arrests for sex offences i Port Moresby in the first quarter o this year was 28 per cent lower tha in the last quarter of last year. Si Donald was commenting on Press report that Port Moresb householders were "living in fear following a recent wave of bashing and attacks by natives on Europea women in the town.



THE RABAUL SCENE: Rabaul, NG, is at last to have new Government buildings. They will be air-conditioned and cost about £180,000. Here is the first stage under construction. Photo: C. H. Meen.

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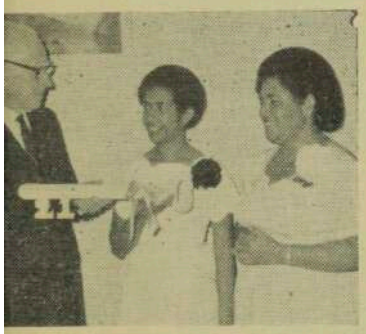
People

I's Director of Public Works, Mr. John Common, will retire in ember to take a post with ondon building and engineering He has been Director of Public ks since 1956, although he first to Fiji in 1947. He is well vn throughout the South Pacific, cially for his work as chairman he organising committee for the South Pacific Games. He is an national boxing referee and ed and refereed at the 1962 monwealth Games and has been inted a referee for the Olympic es at Tokyo in November.



n Fijian nurse Elenoa Ravai, now ing at the Sydney Sanitarium, Wahga, had her 21st birthday celebration tly the symbolic key was presented er by Pastor A. G. Stewart, who has a friend of four generations of oa's family on the maternal side. In ey for the occasion was Elenoa's er, Adi Torika, taking time off from her active life in Suva.

have got the death pallor of g ridden cities, but it's wonderto breathe in the sweet pure air he Pacific after the foul air of isation," commented lone raftsWilliam Willis when he arrived pia, Western Samoa, on May 10, y to resume his raft journey to tralia (see "Pacific Shipping"). was accompanied by a friend, ner Woehlk, who will help him repare *Age Unlimited*. He plans leave Apia in June after the ual three-day Samoa Independce Day celebrations are over. Wilsaid he liked Samoa so much he ht go back with his wife and re-He is 70.

* * *

gt. Tohovaka, of the Niue Police artment, retired on May 4 after years' service. His was the first

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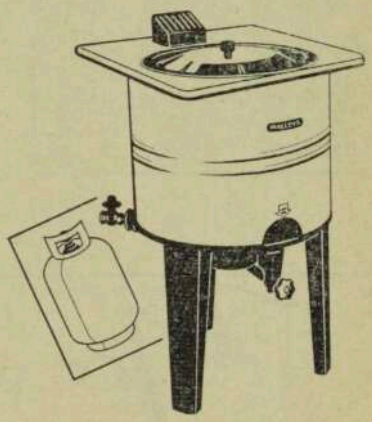

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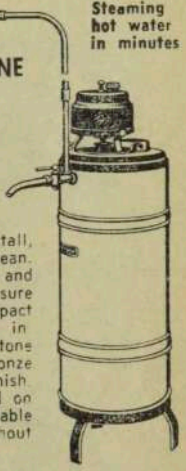

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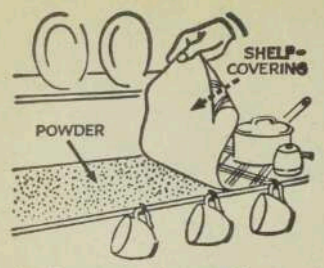


A favourite haunt for cockroaches is under the paper linings of drawers and shelves. This offers an excellent opportunity for wiping them out. Simply sprinkle Pea Beu odourless, non-poisonous cockroach powder under the shelving paper and all cockroaches will be completely eliminated.

HOME: Among friends in Cologne, Germany, during a recent trip to his homeland after 66 years is Mr. R. P. Berking, of Apia. With him (left) is Mrs. M. Offermanns, daughter of the late Mr. Schaafhausen, and Dr. J. Lehmann, formerly of Apia.

retirement of any Niuean civil servant.

Sgt. Tohovaka joined the police force in July, 1929, and was promoted sergeant in 1945. He was selected to travel to New Zealand to meet Queen Elizabeth II when she toured New Zealand and Australia in 1953 and 1954. In 1961 he was awarded the British Empire Medal.

* * *

Mr. Barry Philp, who has been associated with several successful enterprises in Fiji, chiefly hotels, pl to retire and settle in Australia. wife and his two children are now Sydney. Mr. Philp went to Fiji 1951 and established the De Hotel, after which he took over Nadi Airport concession—the Mocambo Hotel, opposite the t terminal building. He ran that h till the reconstruction of the airp

* * *

Miss Carol Schultze, 21, is present launched on a two ye working holiday in the UK and Continent while her parents, Mr. L. (Bob) Schultze and Mrs. Schul and younger sister hold the fort Mosman, Sydney. Bob Schultze a pioneer New Guinea Territorian the best sense—he was born the His mother was a niece of Qu Emma. He decided he'd had enou of New Guinea in 1951 when brought his family to live p manently in Sydney although, he t us in May, he still retains a pi of land near Rabaul "for sentimen reasons".

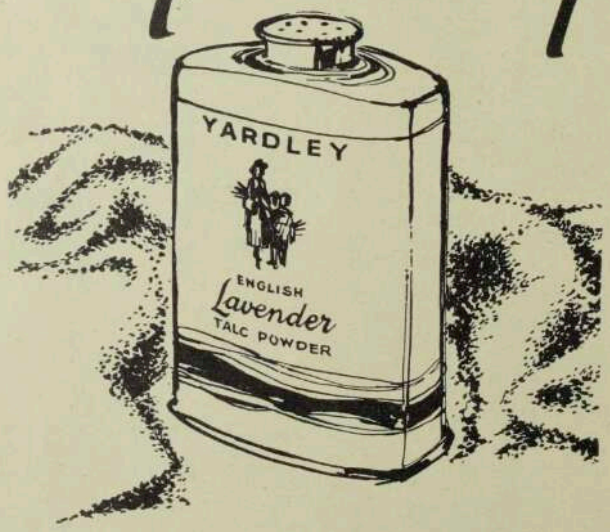
* * *

Norfolk Island's Official Secreta Mr. Gordon Williams, in May "somewhere in the Australian c back" on a 3,000-mile road jour from Darwin to Sydney with his w Beryl and their three children, eldest nine and the youngest ei months. Mr. Williams had an pointment with the Northern Te tory Administration before be posted to Norfolk recently, and making the long car trip to pick family up and take them to their n Norfolk home—which was built convicts.

* * *

The well-known family of Ce Smith of Nukualofa and Suva, currently widespread. Father Sm is working as an interpreter in S Francisco, Anna Joy is in L Angeles, Dennis is studying in Io Carol is in New Zealand, Gailey in Sydney and Gus is driving arou Australia, being last reported Perth.

Yardley



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Pacific Commerce and Produce

USTRALIA-NG ORPORATION DIRECTORS

The largest interest held any investor in the newly rmed Australian New uinea Corporation is no ore than five to seven per nt., according to the Corration's chairman, Sydney sinessman, Mr. Steven ch.

RMATION of the Corporation vas announced on May 11, in ey. It is a consortium of Aus- n businessmen, banks and in- ce companies joined together to in the development of the com- al and industrial potential of a-New Guinea.

e company will provide invest- and development facilities. De- of its plans are in the news t on p. 11.

esent directors are Mr. Rich, M. T. Hansen, the Hon. F. M. tt, MLC, Sir James Kirby and Ion. F. M. Osborne. Secretary is N. F. Stevens. Sir John Craw- Director of the Research School acific Studies of the Australian nal University, will act as al adviser.

e board is to be progressively ged to eight.

e company's authorised capital 0,000 ordinary shares of 10/- fully paid, totalling £250,000. rther 500,000 ordinary shares of are held in reserve for future

though the directors do not in- to apply immediately for Stock ange listing some of the shares in reserve may be allotted by directors to expand the share re- ar "when listing appears desir- . The directors will not make forecasts on divided payments.

low are the directorships of the l five members of the Corpora- Their industries will give a to the kind of development the oration will probably concen- on, certainly initially:

S. Rich (Corporation Chairman), hairman of Pacific Islands Timbers (Holding) Ltd. and Tasman Pacific Pty. Ltd.; Deputy Chairman, Hunter Douglas Limited; Director, Huvei Plantation Limited and a member of the Manufacturing Industries Advisory Council.

Mr. M. T. Hansen is Chairman of Realty Development & Mortgage Co. Ltd.; Deputy Chairman, PGH Industries Ltd.; Director, Development Finance Corp. Ltd.; Duncan Holdings Ltd.; Kauri Holdings Ltd.; Martin Place Holdings Pty. Ltd.; Pacific Islands Timbers (Holding) Ltd.

Hon. F. M. Hewitt, MLC, is Chairman of Huvei Plantation Ltd.; F. M. Hewitt Pty. Ltd., and Director, Pacific Islands Timbers (Holding) Ltd.; Associated Plywood Pty. Ltd.

Sir James Kirby is Chairman of the Manufacturing Industries Advisory Council; the James N. Kirby Group of Companies; Champion Spark Plug Co. (Aust.) Pty. Ltd.; International Products Ltd.; Wales Superannuation Fund Ltd.; Wales Unit Investment Ltd.; Vice-Chairman of Conveyancer Fork Trucks (Aust.) Pty. Ltd.; Director, Beneficial Finance Corporation Ltd.; CSRC/Dow Pty. Ltd.; Qantas Empire Airways Ltd.; Re-Insurance Co. of Australia Ltd.; The British Motor Corporation (Aust.) Pty. Ltd.; The Mutual Life & Citizens' Assurance Co. Ltd.

Hon. F. M. Osborne is a partner of Ebsworth & Ebsworth; Director, English Electric Co. of Australia Pty. Ltd.; Macdonald Hamilton & Co. Pty. Ltd.

Special Adviser to the Board. Sir John Crawford, is Professor of Economics at the Australian National University; Director of Research School of Pacific Studies, Australian National University; Chairman of the Australian Wool Industry Conference; Vice-Chairman, Commonwealth Government Committee of Economic Inquiry.

Approval Soon For Big Carpenter Tea Enterprise

THERE can be little doubt that by the time this appears Papua-New Guinea's Administrator Sir Donald Cleland and his Administrator's Council will have approved of the W. and R. Carpenter applications for three tea leases in the Wahgi valley.

The Administrator's Council was to have met to consider the applications—already recommended by the Territory's Lands Board—on June 4.

The Carpenter applications deal with three blocks totalling 5,327 acres near Mt. Hagen.

Carpenters were the only applicants for the three blocks on which a 99-year lease is offered. Already the company indicated that if their applications are granted they intend to spend up to £1 million on the establishment of tea plantations over the next ten years.

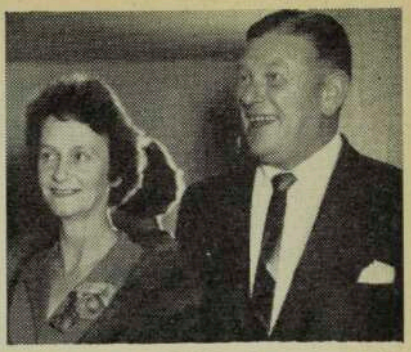
The giant island trader is the second applicant for a tea lease in the Western Highlands. The first was Mr. Ivor Manton, a Melbourne businessman, to whom in April a block of 800 acres was granted.

To date there has been little tea planted in the Wahgi, but the experimental plots sown by the Territory's Department of Agriculture have proved most successful.

The most successful experimental strain has been of an Assam type known as South Johnson.

More land for tea growing is expected to be made available for lease within the next few weeks.

Representatives of overseas firms engaged in the tea industry, either as growers or processors, have been regular visitors to the Western Highlands since the interest in tea-growing there developed with Administration announcements last year.



RETURNING TO SUVA: Manager of the Bank of NSW, Suva, Mr. Noel Hopcraft, with his wife, still seem to have something to smile about at the end of a two months' holiday in Sydney. They were photographed at a bright farewell party aboard the Matson liner "Mariposa", on which they made a five-day cruise home via Noumea.

Yet Another Bonus Issue For Burns, Philp

BURNS, Philp & Co. Ltd., proposes to issue 1,800,000 £1 shares on the basis of one-for-four held at October 30. This will be BP's fourth bonus share issue since 1958. The 1958 bonus issue had been the first in 40 years. The new issue will increase paid capital from £7,2000,000 to £9 million.

When news of the new issue was announced to the Sydney Stock Exchange on May 21 the shares rose 5/6 to £5/14/-. On those prices BP market capitalisaton was more than £41-million.

Dividend has been 10 per cent. since 1953.

The new balance sheet will be released in August.

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Both pictures were taken on Yaqara Estate. Compare the lean, rough, bony appearance of the cattle without MOREA Supplement with the well filled, smooth coated, alert appearance of the cattle receiving MOREA Supplement. MOREA LIQUIFEED enables cattle and sheep to make the best use of available pasture.

Further information about MOREA LIQUIFEED can be obtained from Mr. A. H. Cates (Telephone: Suva 4867), from W. R. Carpenter & Co. (Fiji) Ltd., or by writing to Lane's Pty. Limited, P.O. Box 59, Bankstown, N.S.W., Australia. All are at your service.

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W. R. CARPENTER & CO. (Fiji) LTD.

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Selling P-NG In Japan

DURING the last few years, numerous enterprising Japanese businessmen have "invaded" the South Pacific to seek markets in the area for Japanese goods, or to arrange fishing, mining, or timber-cutting concessions from Islands Governments.

Now, at last, the process has been reversed and an attempt—a very successful one—has been made to sell Islands products in Japan.

The occasion was the recent Osaka Trade Fair, where the Australian Department of Territories arranged an attractive exhibit from Papua-New Guinea in the Australian pavilion.

Immediate results from this included the sale by agents of about 100 tons of coffee, 100 tons of cocoa, a shipload of New Guinea timber worth about £12,000 with monthly shipments to follow, and crocodile skins valued at £120 with more orders following. Great interest was also shown in coconut products, basketware, peanuts, passionfruit, tapa cloth and artifacts.

Public interest in the exhibit was reflected in the extensive coverage of it in the Japanese Press and on television. It was also covered in a documentary film.

Other features were the distribution of about 25,000 copies of a booklet in Japanese on P-NG products and the distribution, daily, of 2,000 to 3,000 cups of New Guinea coffee to Japanese visitors to the exhibit.

The exhibit was staffed by Mr. H. V. Clarke, of the Australian Department of Territories; Mr. N. F. C. Jackson, a P-NG Administrative Co-operative Inspector; five Japanese, three of whom represented major Japanese cocoa and coffee-importing firms; and two New Guineans, George Mapai, an Administration co-operatives inspector, and Napoleon Ikerere, a Popondetta cocoa planter.

George (pictured) made a great hit with everyone when he presented a live crocodile (caught by Mr. Max Wright at Cape Hoskins) to the Mayor of Osaka on behalf of the P-NG Administration. The crocodile is now in the Osaka Zoo.

rns Philp (SS) Co. ofit Up

HE net profit of Burns Philp (South Sea) Co. Ltd. rose by F10,536 to £F163,029 for the year ed January 31. This was an inase of 6.9 per cent.

The profit is reported to be the ond highest in the company's ory and only £6 below the record 1960.

The chairman, Mr. H. Maurice tt, said in his report at the comy's 44th annual meeting in Suva May 23 that the increased profit s a result of the improved nomy in Fiji caused by a healthier l more stable sugar industry, a ger sugar export quota, imved returns from other primary ducts and a substantial incease in rist traffic.

Parts of Tonga, particularly the rth, were still suffering from rricane damage to crops but results tained from operations in Samoa l other island branches and from estment were satisfactory.

The report added: "The volume of the company's merchandise sales showed a marked increase during the year to offset considerably higher working costs and depreciation."

The net profit for the year is after providing for depreciation of £88,686 (up £18,335) and unstated tax.

The earning rate is an increase from 15.2 to 16.3 per cent. on paid capital of £1m..

The dividend is 10 per cent. for the 14th successive year.

Company To Pull Out From Vanikoro

MR. I. ROGERS, secretary of Kauri Holdings Limited, went to Vanikoro in mid-May in the MV *Milos* to arrange for the Kauri Timber Company Limited to withdraw from the conduct of logging operations at Vanikoro. (*PIM* reported on these pages last month that a development of this nature was expected).

Timber has been extracted from Vanikoro since 1922, and the Kauri Timber Company has been closely associated with these activities almost since the beginning.

Mr. Rogers has stated that the company's decision to terminate extraction has been made with very great regret, in view of the long association of the company with the Vanikoro people and with the BSIP Government.

It is believed that another timber company may take over KTC's operations at Vanikoro.

No Television For Fiji—Yet

THE Fiji Government has decided the time is not ripe for the introduction of television into the Colony. An official statement in May said the first necessity was to achieve 100 per cent. radio coverage of the Colony and improve reception in outlying areas.

The statement added: "Government appreciates that television must

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come to Fiji sooner or later and it proposes to keep the issue under constant review and, as and when circumstances change, will reconsider the issue."

Electronic Industries Ltd., of Australia, had applied to establish and operate a television service in Fiji and inquiries about the possibility of television being introduced had also been made by Thomson Television (International) Ltd., and Cathay Hotels (Fiji) Ltd.

Big Increase In P-NG Cocoa Crop Expected

AT current world prices, Papua-New Guinea's cocoa crop will be worth more than £4 million this year, according to an article in *Mac. Robertsonland News*, the official staff journal of the Mac. Robertson group of companies.

The paper says experts predict a jump in cocoa production from 17,000 tons this financial year to about 30,000 tons in 1966-67 because the area of pod-bearing trees will soon be doubled.

The paper adds: "With world cocoa prices rising and falling between wide limits, Mac. Robertson interest in our Wanaru plantation (in the Markham Valley, near Lae) has seldom been higher".

Fiji's Gold This Year Could Reach £F2,000,000

ALTHOUGH a source of considerable speculation by people who have bought Emperor shares, the Melbourne interests which own and operate the gold mines at Tavua, on the northern part of the island of Viti Levu, are regarded with affection and esteem by the economists responsible for the Government of Fiji.

The Emperor Goldmining Company has not paid a dividend for six or seven years; but the company seldom exports, from Fiji, gold worth less than £1,500,000 per annum, and this year the value of its production will be at least £2,000,000.

This enterprise—established some 27 years ago—maintains the very attractive little town of Vatukoula, which houses a community of European and Fijian workers, with their families.

Except for considerable sums which are sent abroad for the purchase of plant, supplies and expert service, the whole of the goldmines' earnings, during the last few years, have been ploughed back for the development of the valuable strata discovered by deep drilling a few years ago, after the rich veins which could be got at by open cut had been exhausted.

A great deal of the developmental expenditure authorised by the directors may be credited to capital, of course; but it is a patent fact that the greater part of the £1 million to £2 million per year taken out of the ground at Vatukoula remains in the Colony for the Colony's benefit.

To keep that Melbourne group operating in Fiji, the Government in recent years subsidised the company by between £100,000 and £200,000 per annum, and gives Customs concessions. The subsidy has now ceased.

No one questioned the wisdom of the directors in withholding dividends and ploughing back most of their profits into development. Obviously, it would not have been wise to distribute dividends while the Government of Fiji was providing subsidies. But now onlookers, especially among the shareholders, hope that with the increasing quantity of gold coming out of the deep levels there may be a dividend or two coming along. Otherwise, why continue operations? The company cannot be expected to carry on this important industry merely to provide salaries and wages. Something must happen soon. So the 1/- shares of the Emperor Company remain at 6/- and 7/- in the Australian market.

Close observation, however, does suggest that dividends may be postponed for some little while yet.

Probably the real answer lies in the world price of gold. As long as the United States keeps the price where it is—there is not a great margin of profit in the operations at Vatukoula. But should the price of gold move up—and most economists argue that it should have done so long ago—the output at Vatukoula could become very prof able indeed.

Even if the price of gold does n move for the present, there seer to be enough profit in the oper tions to justify the directors carryi on the industry on its present sca for some further period.

Since this Melbourne group cor menced operations at Vatukoula, t value of the gold taken out of t three mines (Emperor, Loloma, a Dolphin) is £27 million Fijian (£ million, Australian).

On today's operations the compa is paying out in wages and salari alone no less than £765,000 a ye —a very important item in t country's economy.

There are some who think th an increase in the world price of go would not only stimulate the indust at Vatukoula, but probably wou encourage a search along the V Levu ranges for more gold countr Several places in Fiji were prov to be richly gold-bearing in the pa but when post-war conditio throughout the world held the pri of gold down at its present lev all enterprise in that direction grad ally faded out.

Disappointing Year For Kerema Rubber Ltd.

KEREMA RUBBER LTD., P-N rubber producer, had had a di appointing result for the year end December 31, 1963, the chairma Mr. H. D. Underwood, said at t 12th annual general meeting of shar holders in Port Moresby on May 2 For this reason, directors had recor mended that no final dividend for t year should be paid, and the directo had voluntarily reduced their fees b 50 per cent. for the year.

Mr. Underwood said the profit f the year was £1,166/6/7, after pr viding £750 for directors' fee £2,282/0/8 for depreciation an £2,415 or amortisation of plant tion property. (The previous year profit was £5,178/10/3).

An associated company, Rubbe lands Limited, made a net proft f the year of £12,445/8/2, after pr viding for directors' fees of £1,50 depreciation, £2,492/1/2; amortis tion of plantation property, £1,67 and provision for income ta £1,923/4/. (The previous year's prof was £10,535).

The board recommended paymer of a final dividend of 2½ per cent. o the issued ordinary capital of th company, making 7½ per cent. for th year ended December 31, 1963.

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The Stock Market

SYDNEY SALES PRICES

	Apr. 22	May 22
Plantations . .	6/1	6/6
s Philp	98/6	112/6
s Philp (SS) .	64/-	62/-
seul Pintn. . .	95/-	90/-
. Co.	82/3	85/-
p Plantations .	8/-	8/3
Industries . . .	22/-	18/9
shall's	19/-	19/-
ma Rubber . .	3/11	3/9
aki Rubber . .	17/9	17/9
rua Rubber . .	9/11	9/9
urapau Pintn. .	5/-	5/-
boi Rubber . .	6/6	6/8
fic Is. Timbers .	4/1	4/11
rave	2/4	2/3
tation Holdings .	4/-	3/6
nsland Insurance	95/-	93/6
erlands	4/6	4/6
ri Rubber . . .	8/3	8/-
. Pac. Insurance	32/-	32/-
mships Trading .	13/-	14/11
R. Carpenter . .	35/5	35/7
tins Consolidated	3/3	2/8

OIL AND MINING SHARES

	Dec. 4, 1958	Apr. 22, 1964	May 22, 1964
eror . .	b9/-	b6/3	s6/3
ma . .	b30/-	s21/3	NQ
lo G.D.	b32/-	b46/3	b49/-
G. Ltd.	b2/3	s3/4	b2/10
Search .	b9/9	s3/1½	b2/11½
of N.G.	s11d	s3d	b2d
I. Mines	—	s3/10	b3/8
Opt. .	—	s1/8	b1/3
uan Apin.	b4/6	s5/2	NQ
er Dev.	b91/-	s307/6	b320/-
r Oil .	n.q.	s10d	b9d

dney Stock Exchange share price in- for "Ordinaries" on May 22 was 33, on April 22, it was 365.54.

Trading Notes

ECIMAL CURRENCY IN P-NG.: slation will be submitted to the new se of Assembly in Papua and New nea for the adoption of Australian ical currency at the same time as is introduced in Australia. The ister for Territories, Mr. C. E. Barnes, announced that the Australian Gov- ment has agreed to compensate owners monetary machines in Papua and New nea on the same terms as those lying in Australia.

OCK COMPANY'S PROFIT DOWN: Hongkong and Whampoa Dock pany Ltd., shipbuilders and ship airers, made a profit of only 73,258 (Hong Kong dollars) for the r ended December 31, 1963, compared h $7,077,643 the previous year. This due to a dearth of work for most the year. Repairs on a total of 1,058 sels with an aggregate gross tonnage 5,542,528 tons were carried out during year. These comprised merchant s of 26 nations and warships of five.

AIL FACTORY FOR LAE: Titan nufacturing Co. Pty. Ltd., a subsidiary Broken Hill Pty. Ltd., is reported to planning to produce nails and barbed e at a factory to be built at Lae, G. Initial output will be about 1,000 s.

CAMBRIDGE CREDIT CORPORATION LIMITED

Incorporated under the Companies Act of New South Wales 8th March, 1950.
(ASSETS EXCEED £9,000,000)

9% PER ANNUM 4 YEARS

REGISTERED FIRST MORTGAGE DEBENTURE STOCK

INTEREST	PERIOD
9% P.A.	4 years
8½% P.A.	3 years
8% P.A.	2 years
7½% P.A.	12 months
6½% P.A.	6 months

REGISTERED REDEEMABLE DEPOSIT NOTES

INTEREST	PERIOD
9% P.A.	3 years
8½% P.A.	2 years
8% P.A.	12 months
7% P.A.	6 months

FUNDS MAY BE WITHDRAWN IN A PERSONAL EMERGENCY

Applications for debenture stock and notes accepted only on form of application attached to prospectus, obtainable from:

Any Branch of the BANK OF N.S.W.
OR
The Company's Offices, Suite 53a, 5th Floor, T. & G. Building, 137 Queen Street, Brisbane
'Phones: 24-509, 26-981
OR
Any Member of a Stock Exchange

Underwriting Brokers:
RALPH W. KING & YUILL, 340 Queen Street, Brisbane (Members of the Sydney Stock Exchange)
CORRIE & CO., 400 Queen Street, Brisbane (Members of the Brisbane Stock Exchange)
LEONARD G. MAY & SON (Members of the Stock Exchange of Melbourne)

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Produce Prices

(Unless otherwise stated, quotations are in Australian currency. Aust. £ equals approximately 16/- Stg., NZ, or W. Samoa; 18/- Fiji; 20/- Tonga, Solomons & WPHC areas; 196 Pac. Frs.; $US2.25.)

COPRA

PAPUA-NEW GUINEA:—All production is delivered to Copra Marketing Board, controlled by six members, including three planters' representatives; and the Board directs distribution and sales, and makes payments to the producers. Production goes mainly to (a) Unilever, in UK, (b) Australia for local consumption, (c) crushing-mill in Rabaul, and (d) Japan (surplus as available). Prices generally tally with ruling rate in Philippines, with premiums for hot-air dried.

P-NG Board's Tentative Purchase Prices for copra delivered main ports are: Hot-Air Dried, £61/10/- per ton; FMS, £60/-/- per ton; Smoke-Dried, £59/-/- per ton.

FIJI:—No Government control—producers sell where they wish. Bulk of copra goes to crushing-mills in Suva. May 18 prices were: HAD £F55/-/-, FM £F52/10/-.

WESTERN SAMOA:—Official Copra Board takes all production, sells same and makes payments to producers. It goes mainly to Abels Ltd., NZ crushers, and the open market. Local price recently was £56/12/6 Samoan, first grade.

TONGA: Sales are under Government control. Part of production goes to Europe, under arrangement with Unilever controlled by Philippines prices, and part on to open market.

SOLOMON IS.: All production marketed through official BSI Copra Board, at prices based on Philippines rate. Output goes to Unilever, UK; to Australian crushers; and the balance on to the open market. Local price in May was: 1st grade, £60/-/-; 2nd grade, £58/10/-; 3rd grade, £56/-/- per ton, f.o.b., BSIP ports (Honiara, Yandina and Gizo).

GILBERT AND ELLICE:—Production marketed in Europe through official Copra Board, at prices based on Philippines rates less freight, etc. The Copra Board subsidises the price at: First Grade £6/4/2 per ton, Second Grade £2/2/1 per ton.

NEW HEBRIDES:—Price in early May was approximately £A38/10/- (7,700 Pac. francs), French price at that time was 910 francs per metric ton, c.i.f., Marseilles.

COOK IS.:—Copra goes to Abels, Ltd., of Auckland, who operate the only NZ copra crushing mill. Price paid is average London price for previous three months, less handling charges. Prices for second quarter, Apr.-June, 1964, is £NZ60/8/10 1st grade, £NZ59/3/10 standard grade—both f.o.b., Rarotonga.

OTHER PRODUCE

COCOA:—Islands prices are usually based on the rates for Ghana cocoa. Apr.-June shipment is £Stg.182/10/- per ton, c.i.f., Sydney.

P.-N.G.: Sydney buyers on May 22 reported: Quote No. 1: In store, Rabaul, export quality £175 per ton, or on wharf Sydney, according to quality: £200; quote No. 2: Best quality, on wharf Syd., £205, in store, N.G. ports, £180 (for UK, Continent and USA shipments).

W. SAMOA:—Nominal prices quoted in Sydney, May 12, were: Grade 1, £Stg.180; grade 2, £Stg.165, f.o.b., Apia.

COFFEE:—P.-N.G.: May 22, good quality A grade, per lb, 4/- to 4/2; B grade, 3/9 to 4/-; C grade, 2/9 to 3/6, c.i.f., Sydney.

Overseas c.i.f. coffee prices were reported on May 15 as Kenya AA £St.388-£St.405, A £St.384-£St.401, B £St.357-£St.390, C £St.371-£St.413; Bugisu AA £St.380, A £St.378, B £St.372, Tanganyika AA £St.380, A £St.378, B £St.372; Uganda Robusta (standard) £St.301.

PEANUTS. — P.-N.G.: Sydney agents reported May 22—f.o.b., Lae; Kernels—white Spanish 1/5 lb.; virginia bunch 1/7 lb.

RUBBER.—P.-N.G. price is based on Singapore rate, which on May 19 was: No. 1, RSS, Spot, 68⅜ Straits cents per lb (23.84d Aust.).

VANILLA BEANS.—Victor Karp Tulk Co., Sydney, reported May 22: White s yellow label processed, standard pac 33/3, green label 32/6, c.i.f., Sydney.

RICE (Aust.): Prices until May 1965—P.-N.G.: Dry brown and dress 112 lb bags, £59/10/- per ton, f.o Vitamised and enriched white, 112 bags, £65/15/- f.o.w. Other Pac. Islan Dry, white or brown, etc., £68/-/- (s quantity), f.o.w., Sydney or Melbourne

PEARL SHELL.—Quotations for A tralian M.O.P. Shell on May 22 Sydney independent shell agents we Sound £850, D £625, E £350, £235 (in store Sydney). Cook Islan Penrhyn £NZ425 (approx.), f.o.b., Ra tonga.

TROCHUS.—Sydney buyers on May indicated the following quotations Islands producers: No. 1.—Papua nominally £90-£95 per ton, f.o.b., Papu ports; N.G.—£90, c.i.f., Sydney; B.S.I £90-£95, f.o.b., Honiara. No. 2.—Pap —£110 per ton; N.G., B.S.I.—£100 ton.

GREEN SNAIL SHELL.—Sydney buy quoted on May 22: No. 1: £325 ton, f.o.b., Rabaul; £300 on wha Sydney. No. 2: £300 (best qualit on wharf, Sydney; or £305 f.o.b., Islar ports.

CROCODILE SKINS.—On May Sydney buyers quoted for 12 in. and ov first grade quality as follows: P.-N.G 30/- per in., f.o.b. P-NG ports, sm scale (salt water); large scale (fre water) 18/- per in. B.S.I. 24/6 (sm scale) del. Sydney.

PAPUAN GUM: £82/15/- f.o.b. Islar port, £95 del. Sydney or Melbourne.

BECHE-DE-MER: Chang Sing Loong C Suva, quote F2/- (4 in. to 7 in.) to F3 (9 in. to 11 in.) lb for well process commercial varieties.

ICEP Pty. Ltd., Sydney, are interest in offers of well prepared edible varieti

SHARK FINS: Suva merchants of F4/6 per lb for well-dried fins of co mercial quality. Sydney buyers quote 6 to 8/6 lb., ex-store Sydney, according quality.

London and US Quotations

COPRA: LONDON, May 20, Philippine in bulk, $193 US (equal £Stg.68/18/10) per long ton, c.i. UK/Nth. European ports. Malaya FMS, NQ, UK/Nth. European por NEW YORK: May 20, Philippine $180 US per short ton, c.i.f., Pacif Coast ports. CEYLON: 910 Rupees p ton, c.i.f.

Coconut Oil: LONDON, May 20, Ceylo 1% in bulk, £Stg.102/-/- per ton, c.i. UK/North European ports. Straits, 3½ NQ c.i.f.

Rubber: LONDON, May 19, c.i.f., RS No. 1 Spot, 20½d Stg. lb, August c.i. 20¾d Stg. lb, June c.i.f., 20⅜d St lb.

(£1 Australian is equal to about 2 US Dollars or 10½ Rupees.)

Copra Market

In his report on the overseas copr market for April, the chairman of th P-NG Copra Marketing Board, Mr. McDonald, said: There were some un quiet price fluctuations during the month but the trend was firmer towards th end of the period.

"However, it is understood that som fairly heavy forward purchases at aroun £Stg.67/5/- have been made recently b certain large consumers, and thus seems likely that prices might drop bac to between £Stg.67 and £Stg.68 durin the next few months."

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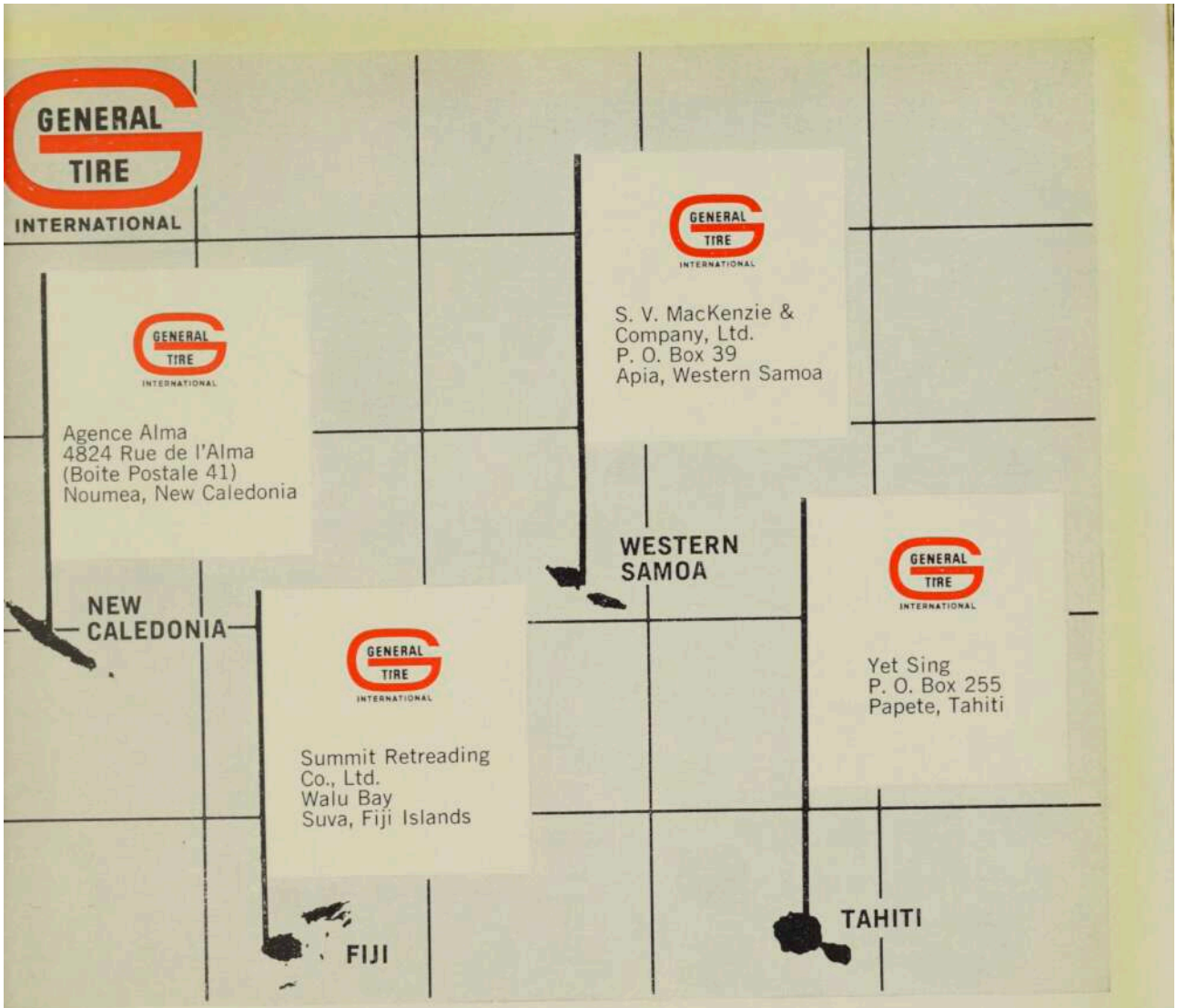

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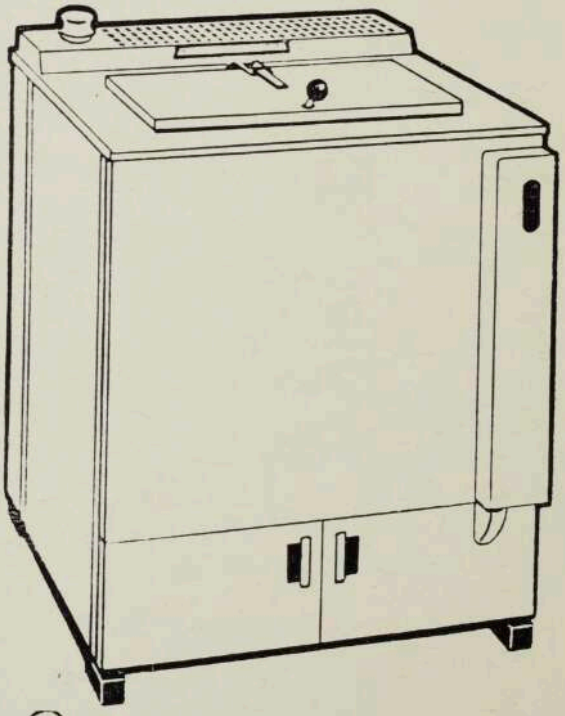

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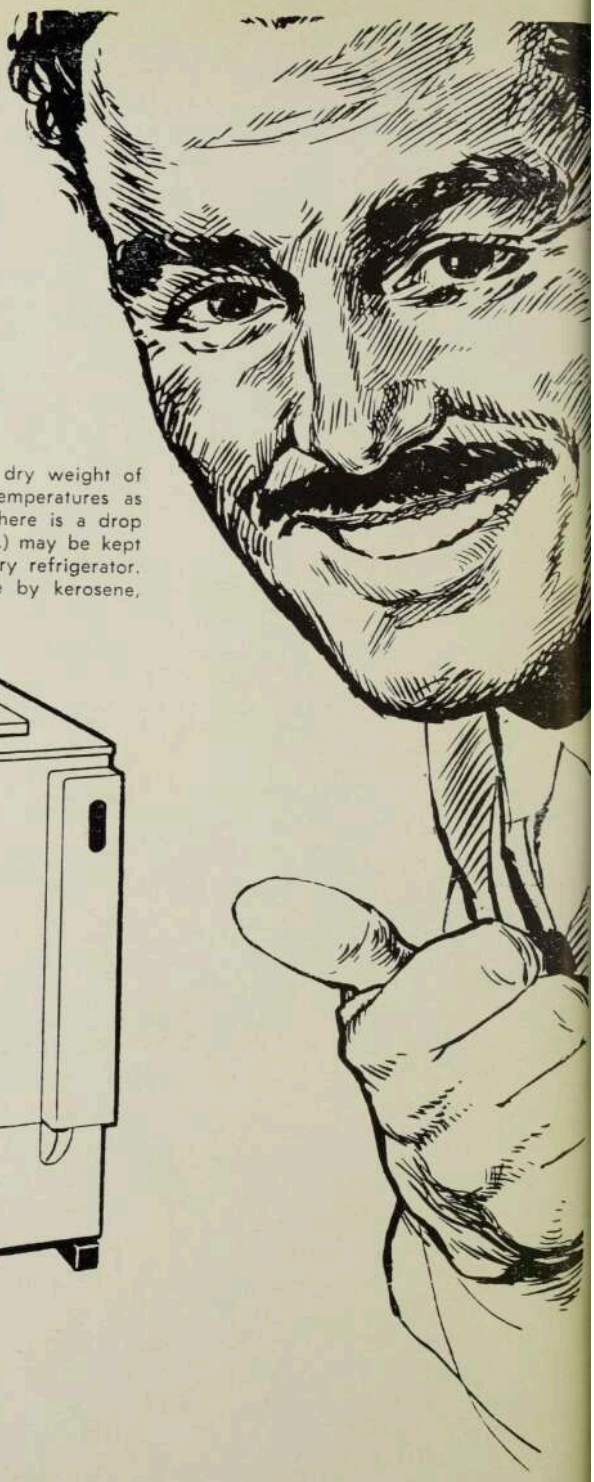

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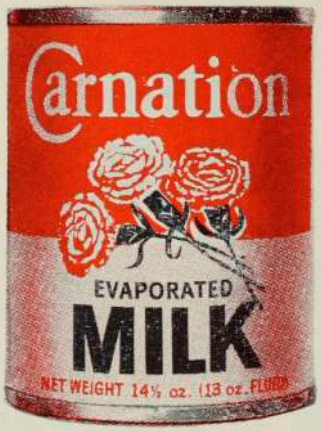

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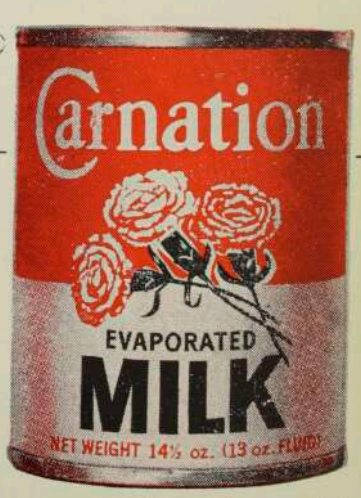

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DEATHS OF ISLANDS PEOPLE

Mr. R. A. Crompton

r. Robert Allen Crompton, a lawyer and principal partner in well known firm of Cromptons, at his home at Suva on May t the age of 69.

r. Crompton was born in ington, Lancashire, and went to n 1905 to join his parents. His r had already set up the legal which still bears his name.

later returned to England to d university and on the outbreak ar he enlisted for service. After war he lived in England for a or two and then joined the Fiji rnment service.

served in many parts of the ny, and was also in the Solomons a period. While on one of his s he qualified as a barrister and called to the bar of the Inner ple.

1935 he resigned from the Gov- ent and joined Cromptons. He me senior partner on his father's ement in 1946.

r. Crompton married Miss e Hedstrom, a daughter of Sir nard Hedstrom. Mrs. Hedstrom a few years ago.

ey had one son, Robert William, is a student at Auckland Uni- ty.

Mr. Wu Yen Hung

Ir. Wu Yen Hung, a merchant one of the leading members of Chinese community in Vila, New rides, died in Vila on April 23. was generally known as Charley.

a graveside tribute, the French ident Commissioner in the New rides, Mr. M. Delauney, said that rley had played a big part "in construction of Vila as it has become".

Mr. R. H. Beverley

Ir. R. H. (Bob) Beverley, a well- wn resident of Lae for the past years, died in Sydney on May 11 d 63. Mr. Beverley had his own trical business in Lae and was a ector of Guinea Brewery.

Mr. Tom Snow

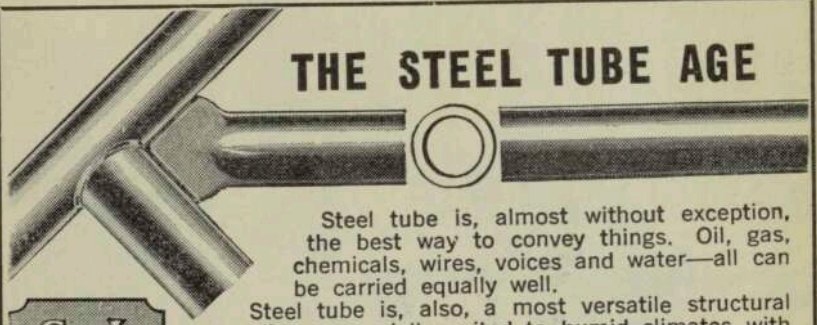
News was received in Rarotonga April of the death on Mangaia of m Snow, an elderly Englishman, o settled in the Cook Islands in early thirties.

Mr. Snow was a World War I veteran, who tried keeping a pub in an English county town after being discharged from the British Army. Finding this too quiet, he migrated to Canada, where he led a wandering life, working at many different jobs. He later did the same thing in the United States until he reached California.

From California, Mr. Snow moved to the Cook Islands where he became manager for A. B. Donald, first at Atiu, then at Mangaia. On Mangaia, he married Parani Katuke, of Atiu, and finally settled down.

Mr. Snow was in bad health for many years before his death, and was something of a recluse in his last years. But the "Cook Islands News" says he "retained his mordant sense of humour and spirit of independence" to the end.

Mr. Snow left a widow and three children, Ngari, Pauline and Richard.



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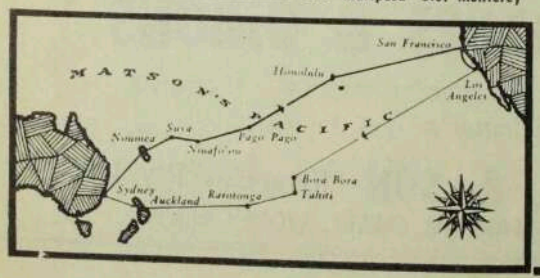

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OING TO TOKYO?

HEN TRY MANILA, TOO

With the Olympic Games coming up in Tokyo n October, now is a good time to have a look at he possibilities of other tourist spots in that vicinity hat are within the reach of those heading for the Games. Manila, capital of the Philippines, is one uch spot.

"Pacific Islands Monthly" is a member of the Australian National Travel Association and the Pacific Area Travel Association.

TRAVEL TALK

THE PACIFIC

SMOULDERING ruin at the end of the war, Manila has ome a sprawling metropolis of tial villas, luxury hotels and tclubs. The city is, in fact, often ribed as a bubbling social ldron with its bright lights attract- a steady flow of Filipinos from farm and travellers from abroad.

he spacious boulevards are filled ll hours with vehicles of every age from air-cooled Cadillacs to e-drawn rigs. The runways at nila Airport with its new terminal become a strategic hub for jet el in the Orient.

Manila is now making a big bid travellers. The aim is to attract tourists now pouring into pro- ous Hong Kong across the South na Sea, and to draw spectators at October Olympics from Tokyo.

Famous Hotels

The famous old hotels, temples of lition overlooking the bay from wey Boulevard, are more than bling their capacity. The Manila tel is not only adding 500 air- ditioned rooms but a convention and arcade, while the Filipinas putting up an annexe and the Bay w has plans for another 150 rooms. at is more, seven new hotels, ably the Sunset with 500 rooms the 12-storey President are being lt. With the peso currently worth und 3.80 to the American dollar, s for a single with bath average 3/7/-.

Several new restaurants have ned in recent months. Heading list is the Sulo, serving Filipino European dishes in the Rajah om, American steaks in the Vinta ille and Chinese cuisine in the i-Ling Room.

Two of the great dishes of the d are roast pork with a thick liver ce (the feast at every fiesta), and cken-pork "adobo", a spicy stew h black pepper, onions and garlic. ere are restaurants to suit every palate and passport from the Spanish Casa Marcos to the Cafe Indonesia.

The tours now available to travellers in and around Manila take in many of the leading attractions in the Philippines. You can make a sentimental journey to Corregidor, the famous "rock" in Manila Bay, where General MacArthur made his valiant stand.

Today, this national shrine with its rusty cannons and dark tunnels is a 45-minute trip by hydrofoil across the harbour. Visible across the way is the peninsula of Bataan with jungle fringing its white sands, the scene of another historic and hopeless battle in 1942.

A new package which takes a full day combines city sightseeing with a drive up to Tagaytay, a town perched on a ridge some 2,250 feet above sea level. The road climbs past coconut plantations, papaw orchards, rice paddies and fields of sugar cane.

There is a stop at the church of Las Pinas with its famous pipe organ made entirely of bamboo. Lunch is served at Taal Vista Lodge overlooking the lake with the crater of Taal Volcano in the centre, and fishing villages along the shore.

Week-end Excursions

Weekend excursions draw many visitors from Manila to Baguio, the summer capital in the hills with its trout streams, pine forests and Alpine chalets. Everyone flocks to the Sunday morning market, where Igorot tribesmen sell pots, pans, fruit, straw, silver jewellery, fabrics and wood carvings. Cigar-smoking women actually do the selling, while the men in loin cloths and straw hats sit in the shade eating peanuts and corn-on-the-cob.

Anyone with a day to spare can drive from Baguio to the Banaue Rice Terraces, one of the most spectacular irrigation systems on earth. The terraces, carved by primitive engineers 3,000 years ago, stretch some 12,000 miles up and down the slopes. Natives who paddle about to do the planting live in grass huts built on stilts.

Thanks to jet runways and new hotels, the southern regions of the Philippines are now ready for tourists, too. An hour's flight down from Manila is Cebu City, founded in 1565, the oldest in the land. Here, in 1521 Magellan planted a cross to

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mark the coming of Christianity to the Far East.

While most of the country is Catholic, the deep south around Zamboanga is Moslem despite Spanish efforts to subdue the followers of Mohammed. The most delightful people of the south are the water gipsies who live in houseboats and fishing villages on the sea. The children who learn to swim before they walk are trained to dive for pearls, abundant in the tropical waters.

The only airline running a service from Sydney to Manila at present is Qantas. Pan American Airways has connections with Manila and the United States Trust Territory through Guam.

Qantas fares from Sydney are: First class—single, £200; return, £380; Economy class—single, £146/5/-; return, £277/18/-.

From Manila, the Qantas plane goes on to Hong Kong, and from there to London, providing the fastest service ever offered between Hong Kong and London.

Elapsed time westbound is only 18 hours 50 minutes, or two hours faster than any previous flights. The eastbound time is 18 hours 30 minutes, more than 1½ hours faster than previously.

There are two services a week in each direction.

New Bus Link Across Fiji's Main Island

PACIFIC Transport Limited, which operates buses daily between Suva and Lautoka, has introduced a new mid-day service to cater particularly for visitors to Fiji. It will be a welcome one, as anybody knows who has tried to make the long journey between the airport and Suva and keep within the budget. Taxis are expensive.

In addition to the normal timetable a bus now leaves Suva daily at 1.30, stopping at the Beachcomber Hotel, Korolevu Beach Hotel, Reef Lodge, Sigatoka, Nadi and Lautoka. In the other direction and making the same stops the departure time is 12.50.

Bus travel in Fiji is economical and the Suva/Lautoka fare on this bus is 18/6 Fijian currency. We can recommend this form of travel to the budget tourist and already the bus company reports a steady increase in the number of visitors travelling by bus.

Museum In Tahiti Will Honour Gauguin

A MUSEUM in honour of th once-despised French painte Paul Gauguin, who lived in Tahit between 1891 and 1901, is being buil at Papeari, an attractive district abou 30 miles from Papeete.

The museum, which the promoter hope will be a tourist attraction, wa well under way in April. It will com prise four buildings connected b roofed, but open-sided passageways.

One building will be a replica o Gauguin's long-since-demolished hous at Punaauia; another will be th museum proper; the third, which i pyramidal in shape, will be a library and the fourth will be what th architect calls a sanctuary.

The museum is being built on sea front land owned by Mr. Cornelius Crane, proprietor of the botanica garden founded years ago by Harrison Smith.

The Singer-Polignac Foundation, a the suggestion of Mr. Andre Siegfried is putting up the money; and th architect is Mr. Claude Bach.

A somewhat ironical aspect of th museum is that, although Gauguin did many of his best known painting in Tahiti, none of them will be on

Be on a Winner!

Make the highlight of your Holidays this year a Melbourne Cup Cruise on M.S. "Kuala Lumpur" departing Sydney at noon on October 31; in Melbourne 9 a.m., November 2, to 6 p.m., November 7; back in Sydney, 3 p.m., November 9.

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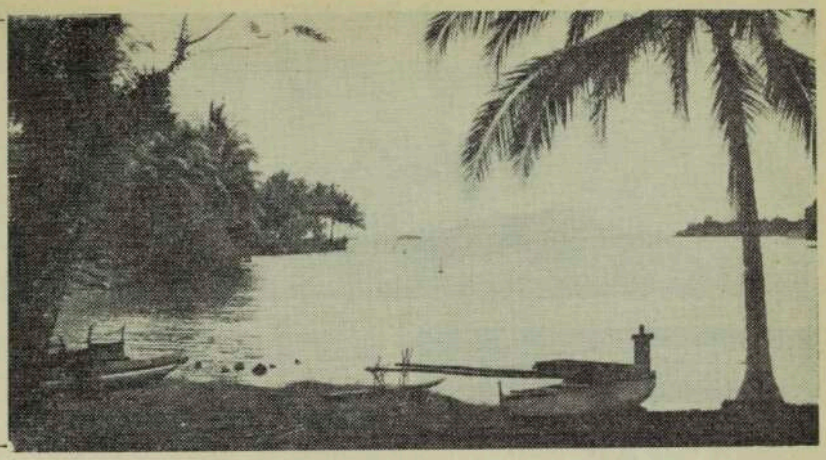
Interest In P-NG

Places in Papua-New Guinea, such this quiet corner of Madang, are ly to see more tourists soon. A rld Bank survey, to be released n, is expected to underline the ue of tourism to the emerging ter- ry, and in anticipation of new elopments, travel agents have wn a greater interest in it. In y, Miss Nancy Cochrane, an Aus- lian travel consultant in the New rk office of the Australian tional Travel Association, was in w Guinea studying latest travel de- opments.



at the museum as none are be found on that island, and in Europe and America are so highly that they are virtually d price.

wever, there will be plenty of in reproductions, books, photo- , manuscripts, etc., etc., which omotors expect will satisfy the ers.

Don't Have To Be plomat In Geneva

ONE has to be a diplomat to njoy life in Geneva, according ecent tourist bulletin from there.

tside the conference halls, the in says, there are diverse dis- ons, and, beneath the inter- nal facade, there is a provincial n evident in many local customs.

en Geneva celebrates its inde- nce, for example, there are es and masked balls, but the e mark" of the event is a caul- made of chocolate with three like old iron cooking pots.

ese chocolate pots are smashed eaten to commemorate an event- lay in 1602 when the Duke of y, aided by Henry IV, sought to Geneva to his domain.

e night, while the city slept, Savoyards propped a ladder st the high stone ramparts, and men, planning to open the city to the Duke's army, stealthily n to scale the walls.

owever, a Geneva housewife, suffering from insomnia, happened to be looking out the window, and she grabbed a pot of hot soup from the coals and doused the invaders.

She then bounced the pot off the head of the leader, and the ladder collapsed as did the Duke's scheme to take Geneva.

Today, the walls still partly encircle the old city, and narrow lanes wind up to St. Peter's Cathedral, where the Romans built a citadel in 58 BC.

But the city has many modern buildings, too. One of the newest is the 400-room Geneva Intercontinental Hotel, a 9 million dollar structure rising 18 storeys from Olympic pool to rooftop supper club.

This hostelry, under the management of Intercontinental Hotels Corporation, a subsidiary of Pan American World Airways, is the largest in Switzerland.

Like the city of Geneva itself, the decor of the hotel is both international and Swiss. The cuisine too, will feature the dishes of many lands as well as such Swiss specialties as fondue, raclette and rarebit.

Pan American says the opening of the Geneva Intercontinental is welcome news for tourists to that city as many a traveller in the past has been forced to bypass Geneva during the major conferences which seem to follow one on the heels of another.

Although the town is frequently linked with such names as Voltaire and Rousseau, Byron and Shelley, no man left a more lasting legacy than John Calvin. Everywhere are reminders of the great reformer who settled here in 1536.

Lying at the south end of Lake Geneva (Lac Leman), Geneva is a flourishing resort both summer and winter. The lake is ideal for swimming, sailing, and water skiing. Excursion boats ply back and forth from one small wharf to another. Along the shores are palatial chateaux, and many historic shrines, now occupied by diplomatic and oil-rich princelings from the Middle East.

A full day's cruise across the lake to Monetreux takes in the Castle of Chillon, immortalised by Byron. A major attraction for tourists on Lake Geneva is the 1964 Swiss National Exposition in Lausanne. A £1/15/9 ticket buys a trip on the monorail and a one-day tour of the Exposition, a showcase of Swiss culture and industry.

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● PIM's shipping and airway schedules are up to the minute. The are revised each month just befor publication from information supplie by the shipping and airways com panies.

SHIPPING TIME-TABLES

All sailings are approximate and may vary by as much as two weeks.

Sydney-Fiji

MV Rona (4,500 tons) leaves Sydney approximately every three weeks for Suva and Lautoka with cargo and passengers. Next Sydney sailing: June 24.

Details from Colonial Sugar Refining Co. Ltd., 9 Bent St., Sydney (B 0151).

Sydney-Fiji-Tonga-Samoa

Union Steam Ship Co. maintains monthly services from Melbourne and Sydney (periodically from Adelaide) to Lautoka, Suva (including transhipments for Vavau and Niue), Apia and Nukualofa.

Next sailing: Waiana July 10 (approx.).

Details from Union Steam Ship Co. of NZ Ltd., 247 George Street, Sydney (B 0528); or other branches and agents.

Sydney-Fiji-Vancouver

Pacific Shipowners Ltd., of Suva, normally operate a service three times yearly with the Lakemba along the above route.

Next sailing from Sydney: Late July (approx.).

Details from American Trading and Shipping Co. Pty., Ltd., 19 Bridge St., Sydney (BU 4147).

Sydney-New Caledonia-New Hebrides-Fr. Polynesia

Vessels of Messageries Maritimes Line, from Marseilles, via West Indies and Panama, call about every six weeks at Papeete (with occasional calls at Taiohoe, Marquesas Group), Vila, Noumea and Sydney, and return by same route.

Next inwards voyages, ex-Marseilles:

Caledonien: Papeete July 11-14, Vila July 21-22, Noumea July 23-26, arr. Sydney July 29.

Oceanien: Taiohae Aug. 14, Papeete Aug. 16-19, Vila Aug. 26-27, Noumea Aug. 28-31, arr. Sydney Sept. 3.

Next outwards voyages, ex-Sydney:

Tahitien: Dep. Sydney June 10, Noumea June 13-16, New Hebrides June 17-25, Noumea June 26, Papeete July 2-6.

Caledonien: Dep. Sydney Aug. 1, Noumea Aug. 4-7, New Hebrides Aug. 8-16, Noumea Aug. 17, Papeete Aug. 23-27, Taiohae Aug. 30.

Polynesie maintains monthly passenger sailings between Sydney, Noumea, Vila, Pt. Sandwich (occasionally), and Santo.

Next Sydney sailings: June 19, July 17.

Details from Messageries Maritimes, 36 Grosvenor St., Sydney (BU 2654).

Sydney-NZ-Fiji-Tahiti Panama-UK

Southern Cross and Northern Star each make four round-the-world voyages per year, two west-bound, then two east-bound, calling at Fiji and Tahiti every trip.

Southern Cross: From Southampton (UK), via Panama, at Tahiti June 19-20, Fiji June 25, Wellington June 29-July 1, arr. Sydney July 4, thence via South Africa to Southampton, arr. Aug. 10.

Northern Star: From Southampton (UK) via South Africa at Sydney Sept. 9-11, Wellington Sept. 14-16, Auckland Sept. 18, Tahiti Sept. 23-24, thence via Panama to Southampton, arr. Oct. 21.

Details from Shaw Savill Line, 8a Castlereagh St., Sydney (BW 1828).

Sydney-Norfolk Is. New Caledonia

Colorado del Mar and Milos del Mar (owned by Societe Maritime Caledonienne, Noumea) carrying cargo only, make a regular three weekly voyage from Sydney or Melbourne to Lord Howe Is., Norfolk Is., New Caledonia (Noumea).

Next sailings: Colorado del Mar from Sydney June 13, July 4 (approx.).

Details from F. H. Stephens Pty. Ltd., 13 Bridge St., Sydney (27-8311).

Sydney-Norfolk Is.-New Hebrides-BSI-Bougainville

MV Tulagi leaves Sydney about every six weeks for Norfolk Is., Vila, Santo, Honiara and BSI ports, Bougainville ports.

Next Sydney sailing: July 2.

Details from Burns, Philp and Co. Ltd., 7 Bridge Street, Sydney (B 0547).

Sydney-Papua-New Guinea

Malekula sails from Sydney for Brisbane, Pt. Moresby, Lae, Madang, Alexishafen, Wewak, Rabaul, Pt. Moresby, Sydney. Next Sydney sailing: July 14 (approx.).

Malaita sails from Sydney for Brisbane, Pt. Moresby, Rabaul, Lombrum, Lorengau, Madang, Lae, Samarai, Brisbane, Sydney. Next Sydney sailings: June 9, July 28 (approx.).

Bulolo sails about every six weeks: Sydney, Brisbane, Pt. Moresby, Samarai, Lae, Madang, Rabaul, Samarai, Moresby, Brisbane, Sydney. Next Sy sailings: June 12, July 24 (approx.)

Montoro sails from Melbourne Sydney, Brisbane, Pt. Moresby, San Rabaul, Kavieng, Wewak, Madang, Pt. Moresby, Sydney. Next Sydney sa June 30 (approx.).

Braeside sails about every four from Sydney for Singapore and call cargo inducement offering) at Pt. Mo (Papua) and Indonesian ports. Sydney sailing: June 25 (approx.).

Details from Burns, Philp and Co. 7 Bridge Street, Sydney (B 0547).

Soochow and Shansi leave Sydney every four weeks for Brisbane, Moresby, Samarai, Sydney.

Next Sydney sailings: Soochow 22; Shansi July 6.

Details from New Guinea Australia (Swire and Yuill Pty., Ltd., agents Spring Street, Sydney (BU 4701).

Slitan: Leaves Sydney approxim every five weeks for Brisbane, Pt. Mor Lae, Madang, Wewak, Sydney. Sydney sailing: July 20 (approx.).

Sletta: Leaves Sydney approxim every five weeks for Brisbane, Ra Wewak, Madang, Lae, Sydney. Sydney sailing: June 26 (approx.).

Details from Karlander NG Line H. Stephens Pty., Ltd., agents), 13 B Street, Sydney (BU 8311).

Austasia Line's vessel Matupi between Australian ports (turn roun Adelaide) and Papua-New Guinea.

Matupi: Dep. Melbourne May Sydney June 5, Brisbane June 8, Moresby June 13, Rabaul June 18, June 22, Madang June 24.

Details from Blue Star Line (Aust.) Ltd., 17-19 Bridge St., Sydney (BU 12

Sydney - P-NG - Far East

Australia-West Pacific Line's Mo vessels maintain services between tralia and Hong Kong via Islands p

Southbound vessels call at: NG, (quarterly), New Hebrides (irregula and Australian ports. Northbound ves from Sydney call regularly at NZ p

Samos: From Melbourne, dep. Syd June 10, arr. Brisbane June 12, Ra June 16-17, Lae June 18-19, Madang J 20-21, thence Hong Kong and Mani

Delos: From Hong Kong and Mar arr. Rabaul June 11-12, Madang J 13-14, Lae June 15-16, Brisbane J 20-22, Sydney June 24, thence Adel and Melbourne.

Details from Wilh. Wilhelmsen Age 13 Bridge St., Sydney (BU 6301).

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na Navigation Co. Ltd. vessels
g and Anshun call at Rabaul, on
way north from Sydney to Hong
Next vessels:

ing: Dep. Sydney June 27 for
ane June 29-July 1, Rabaul July
thence to Manila and Hong Kong.

hun: Dep. Sydney July 31 for
ane Aug. 2-4, Rabaul Aug. 8-9,
e to Manila and Hong Kong.

ails from Swire and Yuill Pty. Ltd.,
s, 8 Spring St., Sydney (BU 4701).

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minion Navigation Co. Ltd. (UK)
is maintain monthly service between
ey and Japan (via Manila, Hong
and Keelung), return via Guam
Rabaul.

ncis Drake: Dep. Sydney June 10,
Brisbane June 12, Manila June 24,
Kong June 27, Japan July 6, Guam
17, Rabaul July 22, Sydney July

orge Anson: Dep. Sydney July 11,
Brisbane July 13, Manila July 25,
Kong July 28, Japan Aug. 6, Guam
17, Rabaul Aug. 22, Sydney Aug.

tails from H. C. Sleigh Ltd., 115
Street, Sydney. Tel. (2-0253).

Sydney-Tahiti-Europe

derland Line Royal Dutch Mail's
ije sails irregularly from Sydney for
pe, via NZ, Papeete and Panama
al; occasionally calls are made also
Suva.

xt northbound Tahiti call: From
ney, at Papeete June 13-14.

st voyage, to be removed from
ice.

tails from Royal Interocean Lines, 261
rge St., Sydney (2-0573).

rope-Tahiti-New Caledonia BSI-P-NG-West NG

regular service from the Continent
UK, via Panama, to Tahiti, New
donia, BSI, P-NG and West NG is
rated jointly by Nederland Line Royal
ch Mail and Royal Rotterdam Lloyd.

arimata (NL): From Continent and
don, arr. Papeete May 26, Noumea
e 5, Honiara June 10, Pt. Moresby
e 13, Rabaul June 16, Lae June 18,
iang June 19, Alexishafen June 21,
wak June 22, Kota Baru June 24,
k, Manokwari, Sorong.

etails from Royal Interocean Lines,
George St., Sydney (2-0573).

urope-Tahiti-New Hebrides-New Caledonia-Australia

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nthly between France and Noumea via
st Africa and Australia. From Sydney,
sels go to Brisbane and Noumea; re-
n to France via Australian coastal
rts.

Next sailings from Sydney: Vanoise
ne 29 (Noumea July 5); Velay July 27
oumea Aug. 2).

Other MM vessels run between France
d Sydney, via Panama Canal and
cific ports.

Next vessel: Godavery (Papeete June
Vila June 23, Noumea June 27,
stralia July 5).

Details from Messageries Maritimes,
Grosvenor St., Sydney (BU 2645).

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PAGO PAGO July 1
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LAUTOKA July 10
NOUMEA July 14-15
VILA July 18
SANTO July 19-20
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APIA: Burns Philp (South Sea) Company, Ltd.
PAGO PAGO: B. F. Kneubuhl.
NUKUALOFA: Tonga Shipping Agency.
SUVA: Banno Oceania Ltd.
LAUTOKA: Banno Oceania Ltd.
NOUMEA: Agence Maritime Pentecost.
SANTO: South Pacific Fishing Co. (N.H.) Pty. Ltd.
VILA: Burns Philp (New Hebrides) Ltd.
HONIARA: British Solomons Trading Corp.

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● PIM's shipping and airways timetables are correct to time of publication.

Far East-Fiji-NZ-Sydney

Royal Interocean Lines operate a service from Singapore to Fiji, NZ, and Australia, with three vessels (Van Cloon, Van Noort and Van Neck) calling periodically at Suva and/or Lautoka.

Van Cloon calls at Lautoka June 16, Suva June 18; Van Noort calls at Lautoka July 11, Suva July 13.

Details from Royal Interocean Lines, 261 George St., Sydney (2-0573).

Far East-P-NG-BSI-New Hebrides-Fiji-New Caledonia

China Navigation Co., Ltd., vessels maintain monthly service from Japan southwards through P-NG, BSI, New Hebrides, Fiji and N. Caledonia. usually return to Japan direct.

Chungking: From Japan and Hong Kong due Kavieng June 19, Rabaul June 21, Madang June 24, Lae June 28, Pt. Moresby July 5, Suva/Lautoka July 10, Noumea July 15, thence to Japan, arr. Aug. 4.

Chengtu: From Japan and Hong Kong due Rabaul July 11, Madang July 15, Lae July 19, Samarai July 23, Pt. Moresby July 31, Santo Aug. 4, Vila Aug. 7, Suva/Lautoka Aug. 10, Noumea Aug. 16, thence to Japan, arr. Sept. 5.

Details from China Navigation Co., Ltd. (Swire and Yuill Pty., Ltd., agents), 8 Spring St., Sydney (BU 4701).

Japan-Samoa-Tonga-Fiji-N. Cal.-N. Heb.-BSI

The Daiwa Navigation Co. Ltd. runs a regular service from Japan, calling at Guam, Kota Baru (opt.), Apia, Pago Pago, Nukualofa (opt.), Suva, Levuka, Lautoka, Noumea, Vila, Santo, Honiara, thence returning to Japan.

Current voyage: Daisei Maru dep. Japan June 7.

New Zealand-Cook Is.

NZGS Moana Roa (40 passengers) makes approximately monthly voyages from Auckland (NZ) to Rarotonga (Cook Islands), with calls at Niue and some other Cook Islands when cargo warrants.

Details from NZ Department of Island Territories, Wellington (Tel. 45-117) or any office of Union SS Co. of NZ, Ltd.

NZ-Fiji-Tonga-Samoa

Tofua maintains a service from Auckland to Suva, Nukualofa, Vavau, Niue, Pago Pago, Apia, Suva and return to Auckland. Next Auckland sailings: July 7, Aug. 4.

Matua maintains a service from Auckland to Lautoka, Suva, Nukualofa, Apia, Suva, and return to Auckland. Next Auckland sailings: June 23, July 23.

Details from Union Steam Ship Co. of NZ, Quay and Commerce Sts., Auckland. (Tel.: 49-430).

NZ-New Caledonia - P-NG Far East

Crusader Shipping Co.'s cargo ves running between NZ and the Far E call at New Caledonia and Papua, and some instances, Guam. Next voyag

Crusader: Dep. Auckland June 19, Noumea June 22, Pt. Moresby June thence Singapore, Pt. Swettenham, Ma and Hong Kong.

Details from Shaw, Savill Line, ag 101 Queen St., Auckland. (Tel.: 30-3

New Zealand-Tahiti

New Zealand Shipping Co. Ltd. ves operating between NZ and UK, Panama, make a call every two mo at Tahiti, northbound and southboun

Next northbound voyage: Ruah dep. Wellington July 4, due Pap July 9.

Next southbound voyage: Rangi from London, due Papeete July 7.

Details from NZ Shipping Co. L Customhouse Quay, Wellington, NZ.

Tonga-Fiji-Samoa

Tonga Shipping Agency operates cargo and passenger service betw Nukualofa and Fiji (Suva, Lauto Ellington, Rotuma) with MV Aoniu. C are also made as required at Apia Samoa) and Pago Pago (Am. Sam Turn-round in Suva is usually two d and the Agents there are W. R. Carpen (Fiji) Ltd.

The Pacific's Most Modern Cargo Fleet . . .

23

CRUSADER SHIPPING CO. LTD.

Consign refrigerated and general cargo t *Crusader*, for fast, efficient delivery to leadi Pacific Ports.

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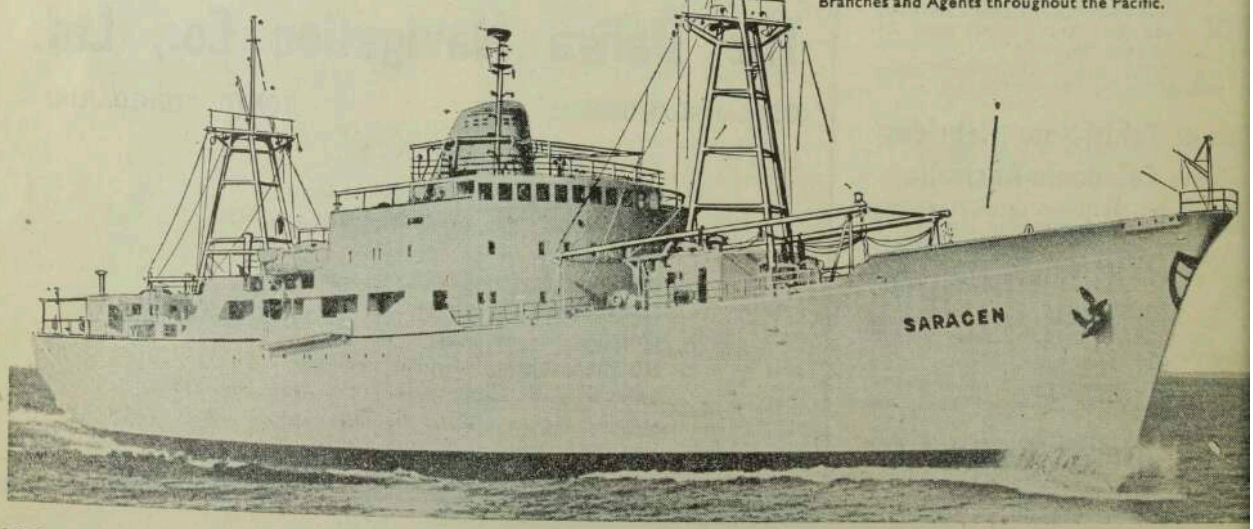

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JK-Panama-Samoa-Fiji

Fiji Direct Service is maintained ference vessels, sailing at regular intervals out of London, via , for Apia, Suva and Lautoka, Gwyn and Co., Ltd., act as Load- kers in London.

sailing, ex-London: June 18.

UK-Papua-NG-BSI

Line operates a direct service from to P-NG and BSI, vessels going Australia for cargo-loading and g to UK via Suez. Next vessels:

nk: From Continent and London, Moresby June 18, Samarai June June 24, Madang June 27, Wewak , Rabaul July 4, Honiara July 8.

ank: From Continent and London, Moresby July 24, Samarai July July 29, Madang Aug. 1, Wewak Kavieng Aug. 7, Rabaul Aug. 8, Aug. 13.

s from Bank Line (A/asia.) Pty. 9 George St., Sydney (BU 2041).

A-Tahiti-Am. Samoa-Fiji-Australia

n-Oceanic Line operates a five- passenger-cargo service from Los with the Sonoma, Sierra and Terminal ports, in Australia, th cargoes offering. Vessels call eete, Pago Pago, Suva, Sydney, e, etc.

trans-Pacific sailing: From Bris- ierra June 17 (approx.).

s from Matson Lines, 82 Elizabeth iney (BU 4272).

USA-Tahiti-Australia

ican Pioneer Line ships on US Coast-Panama-Sydney service eriodical calls at Tahiti on south- voyage. Next Papeete calls: Gem July 5; Pioneer Star July

s from Wilh. Wilhelmsen Agency, ge St., Sydney (BU 6301).

JSA-Tahiti-Samoa-Fiji-New Caledonia

c Islands Transport Line's vessels le and Thor I maintain approx- six weeks service from West Coast merican ports to Pacific Islands.

I: Dep. San Francisco June 24, geles June 27, arr. Papeete July ago Pago July 13-15, Apia July Suva July 20-21, Lautoka July Noumea July 25-28, Santo July 1, Apia (open), Pago Pago Aug. due Los Angeles Aug. 23, San co Aug. 26.

isle: Dep. San Francisco Aug. 7, geles Aug. 11, arr. Papeete Aug. Pago Pago Aug. 28-30, Apia Aug. 1, Suva Sept. 4-5, Lautoka Sept. oumea Sept. 9-10, Apia (open), ago Sept. 14-15, due Los Angeles 8, San Francisco Oct. 1.

ls from General Steamship Cor- n Ltd., 1 Bush St., San Francisco, nd Islands Agents.

Australia-NZ-Fiji-Canada-USA

		ORIANA	IBERIA	ARCADIA	ORSOVA
SYDNEY	depart	June 22	Aug. 24	Sept. 14	Nov. 16
AUCKLAND	arr/dep	June 24-25	thence	Sept. 17	Nov. 19
SUVA	arr/dep	June 27	Manila†	Sept. 20*	Nov. 22
HONOLULU	arr/dep	July 1	Sept. 16	Sept. 26	Nov. 27
VANCOUVER	arr/dep	July 5-6	Sept. 22	Oct. 1-2	Dec. 2-3
SAN FRANCISCO	arr/dep	July 9-10	Sept. 24-25	Oct. 4-5	Dec. 5-7
LOS ANGELES	arr/dep	July 11	Sept. 26	Oct. 6	Dec. 8
HONOLULU	arr/dep	thence via	Oct. 1	thence via	Dec. 13
SUVA	arr/dep	West Indies	††	West Indies	Dec. 20
AUCKLAND	arr/dep	to UK		to UK	Dec. 23
SYDNEY	arrive		Oct. 28		Dec. 26

* Thence to Pago Pago, arr. Sept. 21. † Hong Kong and Japan.
†† Thence Japan, Hong Kong and Manila.

Details from P. and O.-Orient Lines of Aust. Pty., Ltd., 55 Hunter St., Sydney (2-0317)

USA-Eastern Pacific-NZ-Sydney-Central Pacific-Hawaii

		MARIPOSA	MONTEREY	MARIPOSA	MONTEREY
SAN FRANCISCO	depart	May 28	June 21	July 12	Aug. 6
LOS ANGELES	arr/dep	May 29	June 22	July 13	Aug. 7
BORA BORA	arr/dep	June 6	June 30	July 21	Aug. 15
PAPEETE	arr/dep	June 7-9	July 1-3	July 22-24	Aug. 16-18
RAROTONGA	arr/dep	June 10	July 4	July 25	Aug. 19
AUCKLAND	arr/dep	June 15-16	July 9-10	July 30-31	Aug. 24-25
SYDNEY	arr/dep	June 19-22	July 13-16	Aug. 3-6	Aug. 28-31
NOUMEA	arr/dep	June 25	July 19	Aug. 9	Sept. 3
SUVA	arr/dep	June 27	July 21	Aug. 11	Sept. 5
NIUAFOOU	arr/dep	June 28	July 22	Aug. 12	Sept. 6
PAGO PAGO	arr/dep	June 28	July 22	Aug. 12	Sept. 6
HONOLULU	arr/dep	July 3-4	July 27-28	Aug. 17-18	Sept. 11-12
SAN FRANCISCO	arrive	July 9	Aug. 2	Aug. 23	Sept. 17

Details from Matson Lines, 50 Young St., Sydney. (BU 4272)

AIRWAYS TIME-TABLES

TRANS-PACIFIC SERVICES

Sydney-Brisbane-Honolulu-Nth. America

By Qantas Empire Airways, with Boeing 707 V-Jets

NORTHBOUND

Weekly from Sydney, dep. 5 p.m. every Sat., arr. Brisbane 6.15 p.m., dep. Brisbane 7 p.m., arr. Honolulu 7.30 a.m. Sat. Dep. 9 a.m., arr. San Francisco 4.40 p.m.

SOUTHBOUND

Weekly from San Francisco, dep. 8 p.m. every Sat., arr. Honolulu 9.50 p.m., dep. 11.59 p.m. Sat. Arr. Brisbane 5 a.m. Mon., dep. Brisbane 5.45 a.m., arr. Sydney 7.05 a.m.

Sydney-Fiji-Hawaii-USA

BY QANTAS EMPIRE AIRWAYS (Boeing 707 V-Jets)

NORTHBOUND

Tues., Thurs. and Sun.: Sydney (dep. 7 p.m.), Nadi (arr. 12.40 a.m., dep. 1.25 a.m.), Honolulu, San Francisco.
Mon., Wed. and Sat.: Sydney (dep.

UNION STEAM SHIP CO. OF N.Z. LIMITED

Serving the Pacific since 1875.

Regular Sailings by Modern Vessels

From Melbourne and Sydney (periodically Adelaide) to Lautoka, Suva (including transhipments for Vavau and Niue), Apia and Nukualofa.

Also from Auckland to Lautoka, Suva, Nukualofa, Vavau, Niue, Pago Pago and Apia.

Ship your cargo by a Union Company Vessel.

BRANCHES AT ALL MAIN AUSTRALIAN, NEW ZEALAND AND ISLAND PORTS.

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7 p.m.), Nadi (arr. 12.40 a.m., dep. 1.25 a.m.), Honolulu, San Francisco, New York.

Fri.: Sydney (dep. 7 p.m.), Nadi (arr. 12.40 a.m., dep. 1.25 a.m.), Honolulu, San Francisco (extends to Vancouver alternate weeks; from Sydney, June 19, July 3, 17, 31, Aug. 14, 28, etc.).

SOUTHBOUND

Mon., Wed. and Fri.: New York, San Francisco, Honolulu, Nadi (arr. 3.25 a.m., dep. 4.15 a.m.), Sydney (arr. 6.30 a.m.).

Tues., Thurs. and Sun.: San Francisco, Honolulu, Nadi (arr. 3.25 a.m., dep. 4.15 a.m.), Sydney (arr. 6.30 a.m.).

Sat.: San Francisco (service begins from Vancouver alternate Sats. (June 20, July 4, 18, Aug. 1, 15, 29, etc.) Honolulu, Nadi (arr. 6.55 p.m., dep. 7.45 p.m.), Sydney (arr. 10 p.m.).

(International Dateline is crossed between Nadi and Honolulu.)

BY CANADIAN PACIFIC AIRLINES
(Bristol Britannia and DC8 Jet)

NORTHBOUND

Alt. Sat. (June 13, 27, July 11, 25, Aug. 8, 22, etc.): Dep. Sydney 11 a.m. by Britannia for Auckland (arr. 4.50 p.m.).

Weekly from Auckland, dep. 5.35 p.m. every Sat. for Nadi (arr. 9.40 p.m., dep. 10.35 p.m.), Honolulu (arr. Sat. 10 a.m., dep. Sun. 10 a.m. by DC8), Vancouver, Amsterdam (arr. Mon. 2.25 p.m.).

SOUTHBOUND

Weekly from Amsterdam, dep. 2 p.m every Sat. by DC8 for Vancouver, Honolulu (arr. Sun. 10.35 p.m., dep. Sun. 11.55 p.m. by Britannia), Nadi (arr. Tues. 7.20 a.m., dep. 8.05 a.m.), Auckland (arr. 12.15 p.m.).

Alt. Tues. (June 16, 30, July 14, 28, Aug. 11, 25, etc.): Dep. Auckland 1.05 p.m. for Sydney (arr. Tues. 3.35 p.m.).

(International Dateline crossed between Nadi-Honolulu.)

Sydney-Fiji (or Am. Samoa) Hawaii-USA

BY PAN AMERICAN AIRWAYS
(Intercontinental Jet Clippers)

NORTHBOUND

Sat., Thurs.: Dep. Sydney 7 p.m. for Nadi (arr. 12.45 a.m., dep. 1.30 a.m.), Honolulu and Los Angeles, arr. Sat., Thurs., 7.10 p.m.

Mon.: Dep. Sydney 7 p.m. for Pago Pago (arr. 2.55 a.m., dep. 3.40 a.m.), Honolulu and Los Angeles (arr. 7.10 p.m.).

SOUTHBOUND

Tues., Thurs.: Dep. Los Angeles 9.45 p.m. for Honolulu, Nadi (arr. 5.15 a.m., Thurs., Sat., dep. 6.15 a.m.), and Sydney (arr. Thurs., Sat. 8.35 a.m.).

Sat.: Dep. Los Angeles 9.45 p.m. for Honolulu, Pago Pago (arr. 5.10 a.m., dep. 5.55 a.m.), and Sydney (arr. 8.55 a.m. Mon.).

(International Dateline crossed between Nadi-Honolulu, and Sydney-Pago Pago.)

AUSTRALIA-NEW ZEALAND

Auckland-Brisbane

QANTAS-TEAL with Electra Mk. II's

Sat.: Dep. Auckland 11 a.m., arr. Brisbane 1.20 p.m.

Sun.: Dep. Brisbane 1 p.m., arr. Auckland 6.55 p.m.

Auckland-Melbourne

QANTAS-TEAL with Electra Mk. II's

Wed., Fri.: Dep. Auckland 8.30 a.m., arr. Melbourne 11.30 a.m.

Thurs., Sat.: Dep. Melbourne 12.30 p.m., arr. Auckland 7 p.m.

Christchurch-Melbourne

QANTAS-TEAL, with Electra Mk. II's

Thurs.: Dep. Christchurch 9 a.m., arr. Melbourne 11.40 a.m.

Sat.: Dep. Christchurch 7 p.m., arr. Melbourne 9.40 p.m.

Wed., Sun.: Dep. Melbourne 12.30 p.m., arr. Christchurch 6.40 p.m.

Sydney-Auckland

QANTAS-TEAL, with Electra Mk. II's.

Daily: Dep. Auckland 9 a.m., arr. Sydney 11.05 a.m.

Daily: Dep. Sydney 1 p.m., arr. Auckland 6.45 p.m.

Sun.: Dep. Auckland 10 p.m., arr. Sydney 12.05 p.m.

*Mon., Fri.: Dep. Auckland 8 p.m., arr. Sydney 10.05 p.m.

†Tues., Wed., Fri., Sat.: Dep. Sydney 12.30 a.m., arr. Auckland 6.15 a.m.

* No service on June 15, 22, 26, 29.
† No service on June 13, 16, 23, 27.

BOAC, with Comet IV's.

Tues., Sat.: Dep. Auckland 8.30 a.m., arr. Sydney 10 a.m.

Mon., Thurs.: Dep. Sydney 9.45 a.m., arr. Auckland 2.45 p.m.

Sydney-Christchurch

QANTAS-TEAL, with Electra Mk. II's

Tues., Thurs., Fri., Sat.: Dep. Sydney 12.15 p.m., arr. Christchurch 6 p.m.

Tues., Thurs., Fri., Sun.: Dep. Christchurch 7.30 p.m., arr. Sydney 9.35 p.m.

Sydney-Wellington

QANTAS-TEAL, with Electra Mk. II's

Daily: Dep. Sydney 9.30 a.m., arr. Wellington 3.25 p.m.

Daily: Dep. Wellington 4.30 p.m., arr. Sydney 6.50 p.m.

Wellington-Brisbane

TEAL, with Electra Mk. II

Sun.: Dep. Wellington 9.15 a.m., arr. Brisbane 12.05 p.m.

Sat.: Dep. Brisbane 2.15 p.m., arr. Wellington 8.35 p.m.

Wellington-Melbourne

TEAL, with Electra Mk. II

Sat.: Dep. Wellington 8.45 a.m., arr Melbourne 11.45 a.m.

Fri.: Dep. Melbourne 12.30 p.m., arr. Wellington 7 p.m.

AUSTRALIA-PACIFIC ISLANDS

Sydney-Lord Howe Is.

Airlines of N.S.W. (Sandringham Flying-boats).

Return flight from Rose Bay base every Tues. and Sat. Departure time from Sydney is dependent on time of high tide at Lord Howe Is.

● PIM's airways schedules are arra alphabetically from point of dep under five main headings: Pacific Services, Australia-New land, Australia-Pacific Islands, Territory Services and Internal vices.

Sydney-New Caledonia

QANTAS—UTA with Electra

Thurs.: Dep. Sydney 10.10 a.m. Noumea (arr. 2.40 p.m.), dep. p.m. for Sydney, arr. 7 p.m.

Sydney-Norfolk Is.

QANTAS, with Skymaster DC4 Air

Fri.: Dep. Sydney 8 a.m., arr. NI p.m. Flight extends NI-Auckla (See "Inter-Territory Services").

Sun.: Dep. NI 2.45 p.m., Sydney arr p.m.

Sydney-Papua-New Guin

Trans Australia Airlines and Ansett operate from Sydney to Lae and with DC6B's. TAA runs the s Mondays, Wednesdays, Fridays Saturdays; Ansett-ANA Sundays, days, Thursdays and Fridays.

NORTHBOUND

TAA: Mon., Wed., Sat. dep. Sydney p.m., arr. Brisbane 11.50 p.m. Brisbane 12.40 a.m. next day, ar Moresby 6.10 a.m., dep. Pt. Mo 7 a.m., arr. Lae 8 a.m.
Fri.: Dep. Sydney 9.30 p.m., Brisbane 11.35 p.m., dep. Bri 12.25 p.m. Sat., arr. Pt. Mores a.m., dep. Pt. Moresby 6.45 a.m. Lae 7.45 a.m.

Ansett-ANA: Sun., Tues., Thurs., dep. Sydney 9.45 p.m., arr. Bri 11.45 p.m., dep. Brisbane 12.40 next day, arr. Pt. Moresby 6.10 dep. Pt. Moresby 7 a.m., arr. 8 a.m.

SOUTHBOUND

Ansett-ANA: Dep. Lae Wed., Fri., Sun., 9.15 a.m., arr. Pt. Moresby a.m., dep. Pt. Moresby 11 a.m., Brisbane 4.10 p.m., dep. Brisbane p.m., arr. Sydney 6.55 p.m.

TAA: Tues., Thurs., Sun. dep. Lae a.m., arr. Pt. Moresby 10.15 a.m., Pt. Moresby 11 a.m., arr. Bri 4.15 p.m., dep. Brisbane 4.50 arr. Sydney 6.55 p.m.
Sat.: Dep. Lae 9.30 a.m., arr Moresby 10.30 a.m., dep. Pt. Mo 11.15 a.m., arr. Brisbane 4.30 dep. Brisbane 5.05 p.m., arr. Sy 7.10 p.m.

Qld.-Papua-New Guinea

TAA. with Fokker Friendship Pro

Alt. Mon.: Dep. Townsville 1.50 Cairns, arr. 2.45 p.m., dep. 3.50 arr. Pt. Moresby 6.10 p.m. (Jun July 6, 20, Aug. 3, 17, 31, etc.)

Alt. Wed.: Dep. Lae 12.30 p.m., Moresby arr. 1.30 p.m., dep. 2.15 Cairns arr. 4.35 p.m., dep. 5.35 arr. Townsville 6.30 p.m. (June July 8, 22, Aug. 5, 19, etc.).

CAIRNS-PT. MORESBY-CAIRNS
Ansett, with Fokker Friendship Pro

Alt. Sat.: Dep. Cairns 3.35 p.m., arr Moresby 5.55 p.m. (June 13, 27, 11, 25, Aug. 8, 22, etc.).

Alt. Sun.: Dep. Pt. Moresby 9.05 arr. Cairns 11.25 a.m. (June 14, July 12, 26, Aug. 9, 23, etc.).

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R-TERRITORY SERVICES

Fiji-Am. Samoa

PAA, with DC7C Aircraft

ep. Nadi 12 noon, cross International Dateline, arr. Pago Pago 4.05 Sat.

Dep. Pago Pago 4 p.m., cross national Dateline, arr. Nadi 6.10 Wed.

Fiji-Am. Samoa-NZ

EAL, with Electra Mk. II.

ep. Auckland 8.30 p.m., arr. Nadi a.m. Mon. Dep. Nadi 2 a.m., International Dateline, arr. Pago Sun. 5.45 a.m.

Dep. Pago Pago 10 a.m., cross national Dateline, arr. Nadi Mon. a.m. Dep. Nadi 12.30 p.m., arr. land 4.20 p.m.

iji-New Hebrides-BSI

rways, Ltd., with Heron Aircraft

d alternate Thurs. (June 11, 25, 9, thence every Thurs.): Dep. 9 a.m., Nadi arr. 9.40 a.m., 10.25 a.m., Vila arr. 1 p.m. Next (Tues. or Fri.) dep. Vila 8 a.m., arr. 9.15 a.m., dep. 9.45 a.m., ara arr. 1.40 p.m.

d alt. Sat. (June 13, 27, July 11, e every Sat.): Dep. Honiara 6.45 Santo, arr. 10.40 a.m., dep. 11.10 Vila, arr. 12.25 p.m., dep. 1.10 Nadi, arr. 5.45 p.m., dep. 6.30 Suva, arr. 7.15 p.m.

Fiji-New Zealand

PAA, with DC7C Aircraft

hurs.: Dep. Nadi 6.45 a.m. for land, arr. 11.30 a.m.

hurs.: Dep. Auckland 6.30 p.m. Nadi, arr. 11.10 p.m.

EAL, with Electra Mk. II's.

Dep. Auckland 8.30 p.m., arr. 12.15 a.m.

Thurs., Sat.: Dep. Nadi 5.45 a.m., Auckland 9.35 a.m.

Fri.: Dep. Nadi 8.45 a.m., arr. land 12.35 p.m.

Dep. Nadi 12.30 p.m., arr. Auck- 4.20 p.m.

s., Wed., flights ex-Auckland, and Thurs., flights ex-Nadi are operated as under charter to TEAL.

Fiji-Tonga

irways, Ltd., with Heron Aircraft

lt. Thurs. (June 11, 25, July 9, Dep. Suva 7 a.m., arr. Nukualofa a.m. Dep. Nukualofa 12 noon, Suva 2.15 p.m.

ls from Fiji Airways, Ltd., Victoria e, Suva.

Fiji-Western Samoa

irways, Ltd., with Heron Aircraft

urs. (June 18, July 2, 16, 30, Aug. 27, etc.): Dep. Suva 7.45 a.m., cross rnational Dateline, arr. Apia 1.25 , Wed. (June 17, July 1, 15, 29, 12, 26, etc.).

urs. (June 18, July 2, 16, 30, Aug. 13, 27, etc.): Dep. Apia 10 a.m., cross International Dateline, arr. Suva 1.40 p.m., Fri. (June 19, July 3, 17, 31, Aug. 14, 28, etc.).

New Caledonia-Tahiti-Fiji-New Caledonia

UTA-Air France with DC8 Jet

Wed.: Dep. Noumea 7.50 a.m. for Papeete (cross International Dateline) arr. Tues. 4.10 p.m. Tues. dep. Papeete 11.15 p.m. for Nadi (cross Dateline) arr. Thurs. 1 a.m. Thurs. dep. Nadi 2 a.m. for Papeete (cross Dateline) arr. Wed. 8.05 a.m.

Sun.: Dep. Papeete 1.40 a.m. for Nadi (cross Dateline) arr. Mon. 4.25 a.m. Dep. Mon. 5.25 a.m., arr. Noumea 6.30 a.m.

New Caledonia-New Hebrides

UTA, with DC4 Aircraft

Tues., Sat.: Dep. Noumea 8 a.m. for Vila (arr. 9.55 a.m., dep. 10.30 a.m.). Santo (arr. 11.45 a.m., dep. 1.15 p.m.). Vila (arr. 2.30 p.m., dep. 3.05 p.m.) Noumea (arr. 5 p.m.).

New Caledonia-NZ

TEAL, with Electra Mk. II's

Fri.: Dep. Noumea 1 p.m. for Auckland, arr. 4.25 p.m.

Fri.: Dep. Auckland 10.30 a.m. for Noumea, arr. 12 p.m.

New Caledonia-Wallis Island

UTA, with DC4 Aircraft

Monthly service (second Wednesday)

Wed. (June 10, July 8, Aug. 12, etc.): Dep. Noumea 8 a.m. for Wallis Is., arr. 3.30 p.m.

Fri. (June 12, July 10, Aug. 14, etc.): Dep. Wallis Is. 8 a.m. for Noumea, arr. 1.30 p.m.

Norfolk Is.-New Zealand

TEAL, by Qantas Skymaster (Charter)

Fri.: Dep. NI 4 p.m., Auckland, arr. 7.45 p.m.

Sat., June 13, 27: Dep. NI 2.15 p.m., arr. Auckland 6 p.m. Dep. Auckland 10 a.m., arr. NI 1 p.m.

P-NG-Solomons

TAA, with Fokker Prop-Jet and DC3.

Alt. Mon.: Dep. Lae (DC3) 6 a.m. for Rabaul, Buka, Munda, Yandina, Honiara, arr. 4.20 p.m. (June 15, 29, July 14, 28, Aug. 11, 25, etc.).

Alt. Wed.: Dep. Honiara (DC3) 7.30 a.m. for Yandina, Munda, Buka, Rabaul, Lae, arr. 3.45 p.m. (June 17, July 1, 15, 29, Aug. 12, 26, etc.).

Alt. Tues.: Dep. Lae (Fokker) 9 a.m. for Rabaul, Buka, Munda, Honiara, arr. 4.20 p.m. (June 23, July 7, 21, Aug. 4, 18, etc.).

Alt. Wed.: Dep. Honiara (Fokker) 6.45 a.m. for Munda, Buka, Rabaul, Lae arr. 12 noon (June 24, July 8, 22, Aug. 5, 19, etc.).

P-NG - West NG

TAA, with DC3 Aircraft

Alt. Tues. (June 23, July 7, 21, Aug. 4, 18, etc.): Dep. Lae 10 a.m. for Madang, Wewak, Kota Baru, arr. 2.35 p.m.

Alt. Wed. (June 24, July 8, 22, Aug. 5, 19, etc.): Dep. Kota Baru 11.35 a.m. for Wewak, Madang, Lae, arr. 5.05 p.m.

BIAK (WEST NG)-LAE

Garuda Indonesian Airways (DC3).

Alt. Tues. (June 16, 30, July 14, 28, Aug. 11, 25, etc.): Dep. Biak 6.15 p.m., Kota Baru, arr. 8.25 a.m., dep. 9.25 a.m., arr. Lae 1.30 p.m.

Alt. Wed. (June 17, July 1, 15, 29, Aug. 12, 26, etc.): Dep. Lae 9.15 a.m., Kota Baru, arr. 12.15 p.m., dep. 1 p.m., arr. Biak 3.10 p.m.

Tahiti-(Hawaii)-USA

UTA, with DC8 Jet Aircraft

Wed.: Dep. Papeete 6 p.m. for Honolulu, arr. 11.35 p.m. Dep. Honolulu 12.20 a.m. Thurs. for Los Angeles, arr. 8.35 a.m. Dep. Los Angeles 12.30 p.m. Thurs., arr. Papeete 6 p.m.

Fri.: Dep. Papeete 8.30 a.m. for Los Angeles, arr. 7.25 p.m. Dep. Los Angeles 1 a.m. Sat., arr. Papeete 6.30 a.m.

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Tahiti-USA

Pan American Airways, with Intercontinental Jet Clippers

Mon.: Dep. Los Angeles 9 a.m., dep. Los Angeles 1 p.m., arr. Papeete 6.25 p.m.
Tues.: Dep. Papeete 8.25 a.m., dep. Honolulu 3.30 p.m., arr. Los Angeles 11.25 p.m.
Sat.: Dep. San Francisco 10 p.m., dep. Los Angeles 11.59 p.m., arr. Papeete 5.15 a.m. Sun.
Sun.: Dep. Papeete 8.45 a.m., arr. Los Angeles 7.45 p.m., arr. San Francisco 9.45 p.m.

W. Samoa-Am. Samoa

Polynesian Airlines Ltd., with DC3 Aircraft

Between Western Samoa and American Samoa—flight time: 45 minutes.

Dep. Faleolo (W. Samoa): Sun. 5.30 a.m., 8 a.m.; Mon. 8 a.m.; Tues. 2 p.m., Wed. 8 a.m.; Thurs. 3 p.m.; Sat. 3 p.m.

Dep. Pago Pago (American Samoa): Sun. 6.45 a.m., 9.15 a.m.; Mon. 9.15 a.m.; Tues. 3.15 p.m; Wed. 9.15 a.m.; Thurs. 4.30 p.m.; Sat. 4.30 p.m.

W. Samoa-Cook Islands

Polynesian Airlines Ltd., with DC3

Between Western Samoa and Cook Islands (Aitutaki and Rarotonga).
Dep. Faleolo 8 a.m. each Friday, arr. Aitutaki 2 p.m., dep. 2.30 p.m., arr. Rarotonga 3.35 p.m.
Dep. Rarotonga 7 a.m. every Sat., arr. Aitutaki 8.05 a.m., dep. Aitutaki 8.50 a.m., arr. Faleolo 1.20 p.m.

W. Samoa-Fiji

Polynesian Airlines Ltd., with DC3

Alt. Wed. (June 10, 24, July 8, 22, etc.): Dep. Faleolo 11 a.m., arr. Nadi next day 2.40 p.m.
Alt. Fri. (June 12, 26, July 10, 24, etc.): Dep. Nadi 4.25 a.m., arr. Faleolo alt. Thurs. (June 11, 25, July 9, 23, etc.) 8.25 a.m.
International dateline crossed between Faleolo and Nadi.

Agents: Polynesian Booking Office Terminal, Air-Centre Buildings, Beach St., Apia; R. E. Pritchard, Pago Pago; Tasman Empire Airways Ltd., Nadi Airport.

INTERNAL SERVICES

Fiji

Fiji Airways, Ltd., with Heron and Drover Aircraft

Suva-Nadi-Suva: Two flights daily: Dep. Suva 7.30 a.m., arr. Nadi 8.15 a.m., dep. Nadi 9 a.m., arr. Suva 9.50 a.m.; and dep. Suva 3 p.m., arr. Nadi 3.45 p.m., dep. Nadi 4.10 p.m., arr. Suva 5 p.m.—all Heron flights.

Suva-Nadi: Dep. Suva Mon., Wed., Fri and alt. Thurs. 4 p.m., arr. Nadi 4.50 p.m. (June 11, 25, July 9, 23, etc.).

Nadi-Suva: Dep. Nadi Tues., Thurs., Sat. and alt. Fri. 6.15 a.m., arr. Suva 7.05 p.m. (June 12, 26, July 10, 24, etc.).

Suva-Labasa-Suva: Dep. 11 a.m. Wed., Thurs., Fri., Sat. and Sun.

Suva-Labasa-Savusavu-Labasa-Suva: 11 a.m. Tues.

Suva-Savusavu-Matei-Suva: Dep. 1 Mon.

Suva-Ura-Savusavu-Suva: Dep. 7.2 Wed.

Suva - Savusavu - Labasa - Savu Suva: Dep. 11 a.m. Thurs., Sat.,

Suva-Ura-Suva: Dep. 7.20 a.m., Sur

Suva-Labasa-Matei-Labasa-Suva: D a.m. Mon.

Suva-Matei-Labasa-Matei-Suva: De a.m. Fri.

Suva-Savusavu-Suva: Dep. 11 a.m.,

Details from Fiji Airways, Ltd., V Arcade, Suva.

French Polynesia

RAI, with DC4 Aircraft

Services to the Leeward Group Sous le Vent), Society Islands.

Mon., Fri.: Dep. Papeete 9 a.m., R arr. 9.55 a.m., dep. 10.20 a.m., Bora, arr. 10.40 a.m.

Tues.: Dep. Papeete 7 a.m., Raiate 8 a.m., dep. 8.20 a.m., Bora arr. 8.40 a.m.

Wed.: Dep. Papeete 9 a.m., Huahin 9.50 a.m., dep. 10.10 a.m., Raiate 10.30 a.m., dep. 10.50 a.m., Bora arr. 11.10 a.m.

Thurs.: Dep. Papeete 8 a.m., Bora arr. 9.10 a.m.

Fri.: Dep. Papeete 9 a.m., R arr. 9.55 a.m., dep. 10.20 a.m., Bora, arr. 10.40 a.m.

Mon., Fri., Sat.: Dep. Bora Bora Raiatea, arr. 4.20 p.m., dep. 4.4 Papeete, arr. 5.35 p.m.

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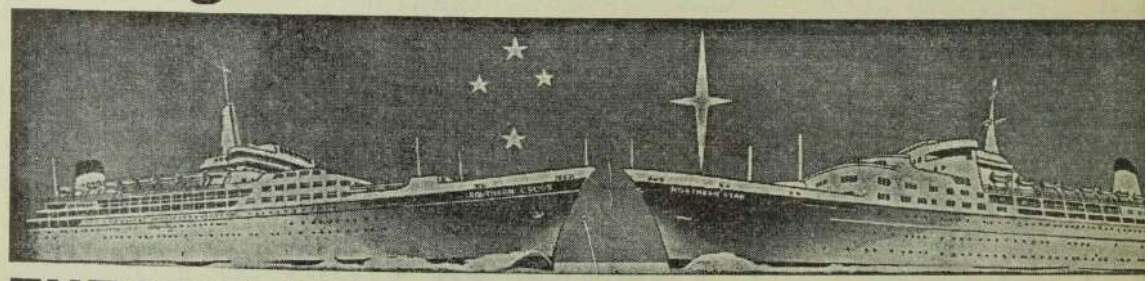

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ea-Lifou: Tues., Wed., Fri. dep. umea 8 a.m. for Lifou, Noumea, r. 10 a.m. Mon. dep. Noumea 8 n. for Lifou, Noumea, arr. 10.15 a.m.

ea-Isle of Pines: Mon., Wed., Fri., t. dep. Noumea 10.45 a.m. for Isle Pines, Noumea, arr. 12 noon. n. dep. Noumea 8 a.m. for Isle of nes, Noumea, arr. 5.30 p.m.

ea-Ouvea: Tues. dep. Noumea 10.45 n., Noumea, arr. 2 p.m. Sat. dep. umea 8 a.m., Noumea, arr. 10 a.m.

ea-Houailou-Poindimie: Mon., Wed., l. dep. Noumea 1 p.m. for Houailou d Poindimie, Noumea, arr. 4.10 p.m.

ea-Kone-Koumac: Mon., Thurs. dep. umea 1.15 p.m. for Kone and umac, Noumea, arr. 4.15 p.m.

New Hebrides

ew Hebrides Airways, with Drover.

Fri.: Dep. Vila 8.30 a.m. for anna, arr. 9.15 a.m., dep. 3.30 m., arr. Vila 4.45 p.m. (Usually flight is made from Tanna to either neityum, Futuna, Aniwa or romanga before the scheduled eparture for Vila).

: Dep. Vila 8.30 a.m. for Tongoa, arr. 05 a.m., dep. 10 a.m., Vila, arr. 10.35 m. (with extension to Pentecost and anto on demand).

tails from New Hebrides Airways.

Papua-New Guinea

Operated by TAA

MORESBY-LAE (Fokker Prop-Jet)

Tues.: Dep. Pt. Moresby 6.40 a.m., rr. Lae 7.40 a.m. (June 23, July 7, l, Aug. 4, 18, etc.).

LE-RABAUL-LAE (Fokker Prop-Jet)

Tues. Dep. Lae 9 a.m., Rabaul arr. 0.55 a.m. (June 23, July 7, 21, Aug. 18, etc.).

Wed.: Dep. Rabaul 10.10 a.m., Lae rr. 12 noon (June 24, July 8, 22, Aug. 19, etc.).

PORT MORESBY-DARU (DC3)

Fri.: Dep. Pt. Moresby 8.45 a.m. for aru, returning same day via Balimo, rr. 2.25 p.m. (June 12, 26, July 10, 4, Aug. 7, 21, etc.).

MORESBY-WEST. PAPUA (Catalina)

.: Dep. Pt. Moresby 8 a.m. for Kerema, aimuru, Kikori, Paibuna, Kerema, Pt. loresby, arr. 3.25 p.m.

Thurs.: Dep. Pt. Moresby 7 a.m. for aru, D'Albertis Junction, Lake urray, arr. 1.25 p.m. (June 18, July 16, 30, Aug. 13, 27, etc.).

Fri.: Dep. Lake Murray 7 a.m. for aru, Pt. Moresby, arr. 11.40 a.m. June 19, July 3, 17, 31, Aug. 14, 28, tc.).

PT. MORESBY-EAST PAPUA (Catalina)

Alt. Mon.: Dep. Pt. Moresby 8 a.m. for Samarai, Esa-Ala, Samarai, Pt. Moresby, arr. 4.30 p.m. (June 15, 29, July 13, 27, Aug. 10, 24, etc.).

Fourth Mon.: Dep. Pt. Moresby 8 a.m. for Samarai, Deboyne, Samarai, Pt. Moresby, arr. 4.30 p.m. (June 22, July 27, etc.).

Fourth Mon.: Dep. Pt. Moresby 8 a.m. for Samarai, Pt. Moresby, arr. 4.30 p.m. (June 8, July 6, etc.).

LAE-MADANG-WEWAK-MANUS-KAVIENG-RABAUL SERVICE (DC3)

Mon., Fri.: Dep. Lae 7.30 a.m. for Madang, Wewak, Manus, Kavieng, Rabaul, arr. 4.05 p.m.

Mon.: Dep. Rabaul 7.30 a.m. for Kavieng, Manus, Wewak, arr. 12.50 p.m.

Sat.: Dep. Lae 9 a.m., for Madang, Wewak, arr. 11.55 a.m.

Sun., Tues.: Dep. Wewak 6 a.m. for Madang, Lae, arr. 8.45 a.m.

Wed.: Dep. Kavieng 6.30 a.m. for Rabaul, arr. 7.35 a.m.

Tues.: Dep. Rabaul 12.45 p.m. for Kavieng, arr. 1.50 p.m.

CENTRAL HIGHLANDS (DC3)

Wed.: Dep. Madang 9.40 a.m. for Wabag, Wapenamunda, Baiyer R., Hagen, Banz, Minj, Goroka, Lae, arr. 3.55 p.m.

Thurs.: Dep. Lae 9 a.m. for Goroka, Minj, Banz, Hagen, Baiyer R., Wapenamunda, Wabag, Madang, arr. 3.20 p.m.

Sun.: Dep. Mt. Hagen 7.20 a.m. for Banz (opt.), Lae, arr. 9 a.m.

Sun.: Dep. Lae 9 a.m. for Goroka, Minj, Banz, Mt. Hagen, arr. 12.05 p.m.

PT. MORESBY-POPONDETTA-LAE (DC3)

Sat.: Dep. Pt. Moresby 11.30 a.m. for Kokoda (opt.), Popondetta, Garaina, Lae, arr. 2.05 p.m.

Sat.: Dep. Lae 7.40 a.m. for Garaina, Popondetta, Kokoda (opt.), Pt. Moresby, arr. 10.15 a.m.

PT. MORESBY-WAU-BULOLO-LAE (DC3)

Thurs., Sun.: Dep. Pt. Moresby 10.45 a.m. for Wau, Bulolo, Lae, arr. 1.20 p.m.
Thurs., Sun.: Dep. Lae 7.30 a.m. for Bulolo, Wau, Pt. Moresby, arr. 10 a.m.

MADANG-GOROKA-LAE (DC3)

Tues.: Dep. Lae 9 a.m. for Goroka, Minj, Banz, Hagen, Madang, arr. 1.30 p.m.
Mon.: Dep. Madang 11.30 a.m. for Hagen, Banz, Minj, Goroka, Lae, arr. 3.55 p.m.

PT. MORESBY-GOROKA-MADANG (DC3)

Sun., Tues., Thurs.: Dep. Pt. Moresby 8 a.m. for Goroka, Madang, arr. 10.50 a.m.

Sun., Tues., Thurs.: Dep. Madang 7.30 a.m. for Goroka, Pt. Moresby, arr. 10.20 a.m.

LAE-RABAUL-LAE (DC3)

Tues., Thurs., Sun.: Dep. Lae 9.30 a.m., arr. Rabaul 12.05 p.m.
Sun., Tues., Thurs.: Dep. Rabaul 6 a.m., arr. Lae 8.35 a.m.

Thurs.: Dep. Lae 10 a.m. for Finschhafen, Kandrian, Talasea, Hoskins, Jacquinot Bay, Rabaul, arr. 3.10 p.m.

Sat.: Dep. Rabaul 9 a.m. for Jacquinot Bay, Hoskins, Talasea, Kandrian, Cape Gloucester (on request), Finschhafen, Lae, arr. 2.10 p.m.

LAE-FINSCHHAFEN-LAE (Cessna)

Tues.: Dep. Lae 7 a.m. for Finschhafen, Lae, arr. 8.15 a.m.

RABAUL-BUIN-RABAUL (DC3)

Wed., Fri.: Dep. Rabaul 8 a.m. for Buka, Wakunai, Aropa, Buin, Kieta, Wakunai, Buka, Rabaul, arr. 3.40 p.m.

RABAUL-TALASEA-RABAUL

Tues.: Dep. Rabaul 12.30 p.m. for Hoskins, Talasea, Rabaul, arr. 3.45 p.m.

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Mon.: Dep. Lae 6.30 a.m. for Goroka, Madang, Rabaul, arr. 11.35 a.m.
Dep. Goroka 7.45 a.m. for Kainantu, Lae, Wau, Pt. Moresby, Wau, Lae, Goroka, Mt. Hagen, arr. 5 p.m.

Tues.: Dep. Rabaul 7 a.m. for Wewak, Madang, Goroka, Lae, arr. 3 p.m.

Wed.: Dep. Lae 6.30 a.m. for Goroka, Madang, Wewak, Momote, Kavieng, Rabaul, arr. 4 p.m.
Dep. Lae 8.55 a.m. for Goroka, Madang, Wewak, arr. 12.15 p.m.
Dep. Lae 9.20 a.m. for Rabaul, arr. 12 noon.
Dep. Rabaul 5.45 a.m. for Lae, arr. 8.25 a.m.
Dep. Madang 7 a.m. for Goroka, Lae, arr. 8.45 a.m.
Dep. Mt. Hagen 6.30 a.m. for Banz, Goroka, Wau, Pt. Moresby, Wau, Lae, Goroka, Madang, arr. 3.45 p.m.
Dep. (Piaggio) Wewak 6.15 a.m. for Goroka, Wewak, Vanimo, Wewak, arr. 2.45 p.m.
Dep. Madang 8 a.m. for Mt. Hagen, Banz, Minj, Madang, arr. 11.45 a.m.
Dep. (Piaggio) Goroka 8.15 a.m. for Mt. Hagen, arr. 8.50 a.m.
Dep. (Piaggio) Mt. Hagen 6.30 a.m. for Banz, Goroka, arr. 7.30 a.m.
Dep. (Piaggio) Wewak 8.30 a.m. for Lumi, Nuku, Wewak, arr. 11.05 a.m.
Dep. (Piaggio) Wewak 1 p.m. for Maprik, Yangoru, Wewak, arr. 2.45 p.m.
Dep. (Piaggio) Mt. Hagen 9.30 a.m. for Mendi, Erave, Ialibu, Kagua, Mt. Hagen, arr. 12 noon.

Thurs.: Dep. Madang 7.30 a.m. for Goroka, Wau, Pt. Moresby, Wau, Goroka, arr. 2.30 p.m.
Dep. Rabaul 7 a.m. for Kavieng, Momote, Wewak, Madang, Goroka, Lae, arr. 4.40 p.m.
Dep. (Cessna or Piaggio) Mt. Hagen 1.30 p.m. for Banz, Minj, Goroka, arr. 2.50 p.m.
Dep. (Piaggio) Wewak 8.30 a.m. for Telefomin, Wewak, arr. 11.40 a.m.
Dep. (Cessna) Wewak 8.30 a.m. for Aitape, Sissano, Vanimo, Dagua, Wewak, arr. 12.15 p.m.
Dep. (Cessna or Piaggio) Wewak 3 p.m. for Angoram, Wewak, arr. 4 p.m.

Fri.: Dep. Lae 8.55 a.m. for Goroka, Madang, arr. 10.35 a.m.
Dep. (Piaggio) Lae 9.05 a.m. for Kainantu, Goroka, Minj, Banz, Mt. Hagen, Wabag, Mt. Hagen, arr. 1.10 p.m.
Dep. Lae 9.20 a.m. for Rabaul, arr. 12 noon.
Dep. Wewak 6.15 a.m. for Madang, Lae, arr. 8.50 a.m.
Dep. (Piaggio) Goroka 7.30 a.m. for Lae, arr. 8.25 a.m.
Dep. Rabaul 5.45 a.m. for Lae, arr. 8.25 a.m.
Dep. Lae 6.30 a.m. for Goroka, Madang, Wewak, Momote, Kavieng, Rabaul, arr. 4 p.m.
Dep. Goroka 7.45 a.m. for Wau, Pt. Moresby, Wau, Lae, Goroka, arr. 2.40 p.m.
Dep. Madang 8 a.m. for Mt. Hagen, Banz, Minj, Goroka, Minj, Banz, Mt. Hagen, Madang, arr. 3.30 p.m.
Dep. (Piaggio) Mt. Hagen 9.30 a.m. for Mendi, Kagua, Erave, Ialibu, Mt. Hagen, arr. 12 noon.

Sat.: Dep. Lae 8.55 a.m. for Goroka, Madang, arr. 10.35 a.m.
Dep. Lae 9.20 a.m. for Rabaul, arr. 12 noon.
Dep. Madang 7 a.m. for Goroka, Lae, arr. 8.45 a.m.
Dep. Rabaul 5.45 a.m. for Lae, arr. 8.25 a.m.

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Dep. Rabaul 6.30 a.m. for Kavieng, Momote, Wewak, Madang, Goroka, Lae, arr. 4.40 p.m.

Dep. (Piaggio) Wewak 8.30 a.m. for Ambunti, Burui, Wewak, arr. 10.05 a.m.

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Mon.: Dep. (DC3) Pt. Moresby 7.30 a.m. for Popondetta, Kokoda, Pt. Moresby, arr. 10.10 a.m.

Dep. (Piaggio) Pt. Moresby 8.30 a.m. for Rorona, Aroa, Kairuku, Bereina, Tapini, Woitape, Tapini, Bereina, Kairuku, Aroa (opt.), Rorona (opt.), Pt. Moresby, arr. 1.30 p.m.

Dep. (Piaggio) Pt. Moresby 8.20 a.m. for Tapini, Woitape (opt.), Pt. Moresby, arr. 9.50 a.m. (30 min. later if call made at Woitape).

Tues.: Dep. (DC3) Pt. Moresby 8.30 a.m. for Kokoda, Popondetta, Pt. Moresby, arr. 11 a.m.

Dep. (DC3) Pt. Moresby 7.30 a.m. for Daru, Balimo, Daru, Pt. Moresby, arr. 1.50 p.m.

Dep. (Piaggio) Pt. Moresby 11 a.m. for Cape Rodney, Paili (opt.), Pt. Moresby, arr. 12.50 p.m. (20 min. later if call made at Paili).

Dep. (Piaggio) Pt. Moresby 8.30 a.m. for Woitape, Tapini, Pt. Moresby, arr. 10.30 a.m.

Dep. (Piaggio) Pt. Moresby 1.45 p.m. for Rorona (opt.), Aroa (opt.), Kairuku, Bereina, Pt. Moresby, arr. 3.35 p.m. (35 min. later if call made at Rorona and Aroa).

Wed.: Dep. (DC3) Pt. Moresby 7.30 a.m. for Popondetta, Kokoda, Pt. Moresby, arr. 10.10 a.m.

Dep. (Piaggio) Pt. Moresby 8.30 a.m. for Tapini, Woitape, Pt. Moresby, arr. 10.30 a.m.

Dep. (Piaggio) Pt. Moresby 1.45 p.m. for Rorona, Aroa, Kairuku, Pt. Moresby, arr. 3.35 p.m.

Dep. (DC3) Pt. Moresby 11.15 a.m. for Bereina, Pt. Moresby, arr. 2 p.m.

Thurs.: (Piaggio) Dep. Pt. Moresby 8.30 a.m. for Woitape, Tapini, Pt. Moresby, arr. 10.30 a.m.

Dep. (Piaggio) Pt. Moresby 1.45 p.m. for Rorona (opt.), Aroa (opt.), Kairuku, Bereina, Pt. Moresby, arr. 3.35 p.m. (35 min. later if call made at Rorona and Aroa).

Alt. Thurs. (June 18, July 2, 16, 30, etc.): Dep. (DC3) Pt. Moresby 7 a.m. for Popondetta, Embi, Wanigela, Vivigani, Losuia, Popondetta, Pt. Moresby, arr. 1.45 p.m.

(June 11, 25, July 9, 23, etc.): Dep. (DC3) Pt. Moresby 7 a.m. for Popondetta, Pt. Moresby, arr. 9 a.m.

Fri.: Dep. (DC3) Pt. Moresby 7.30 a.m. for Popondetta, Pt. Moresby, arr. 9.30 a.m.

Dep. (DC3) Pt. Moresby 10.30 a.m. for Gurney, Pt. Moresby, arr. 2 p.m.

Dep. (Piaggio) Pt. Moresby 11 a.m. for Cape Rodney, Paili, Pt. Moresby, arr. 1.10 p.m.

Dep. (Piaggio) Pt. Moresby 8.30 a.m. for Tapini, Woitape, Pt. Moresby, arr. 10.30 a.m.

Dep. (Piaggio) Pt. Moresby 1.45 p.m. for Rorona, Aroa, Kairuku, Pt. Moresby, arr. 3.35 p.m.

Dep. (DC3) Pt. Moresby 2.30 p.m. for Bereina, Pt. Moresby, arr. 4.35 p.m.

Sat.: Dep. (DC3) Pt. Moresby 7.30 a.m. for Popondetta, Kokoda, Pt. Moresby, arr. 10.10 a.m.

Dep. (Piaggio) Pt. Moresby 8.30 a.m. for Woitape, Tapini, Pt. Moresby, arr. 10.30 a.m.

The Pacific Islands Society

(Founded 1937)

Visitors from the Pacific Islands to Sydney, or persons interested in Islands affairs, are invited to communicate with the Honorary Secretary of the above Society which was formed to constitute a social and cultural centre for those interested in the Pacific Islands.

Regular meetings and social gatherings, with lectures, are held at the Feminist Club Rooms, 7th Floor, 77 King St. Sydney, on the last Thursday of each month, at 8 p.m.

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Lord Howe	16 9 0	32 1
Nadi	85 9 0	162
Suva	91 5 0	175
Auckland	54 10 0	103 1
Christchurch	54 10 0	103 1
Wellington	54 10 0	103 1
Pago Pago	121 4 0	278
Honolulu	282 12 0	536 1
San Francisco	350 9 0	665 1
Vancouver	350 9 0	665 1
Papeete	181 5 0	344
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Norfolk Is.	20 15 0	39
Papeete	114 10 0	217 1
Noumea	45 10 0	86 1
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Nukualofa	18 10 0	45
Apia	25 0 0	47 1
Honiara	67 10 0	128
Vila	30 13 0	58
Santo	39 14 0	75
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Crop Pest Scares

(Continued from page 13)

cases the disease had struck only a few isolated trees, but in others, nearly every tree in a plantation, from the oldest tree down to the youngest seedling, had been attacked and was dying.

The fungus is *Botryodiplodia*, one of the most common tropical fungi, according to the Territory Department of Agriculture's Chief Plant Pathologist, Dr. Dorothy Shaw.

It obtained an entry to the tree through a wound in the bark then grew in the water ways in the wood, Dr. Shaw said.

This virtually "strangled" the branch or trunk, killing it.

Dr. Shaw spoke at a meeting held in Rabaul recently between agricultural officers and European, Chinese and native planters.

Dr. Shaw said that for the last six years, the department had been carrying out research into all aspects of *Botryodiplodia*.

The fungus had been known for many years, but little work had been done on it because it was not a problem in most other cocoa growing areas.

"We now probably know more about fungi and other organisms which attack cocoa than anyone else in the world," Dr. Shaw said. "We even found a new species of fungi."

A survey of cocoa growing areas had shown that *Botryodiplodia* hit where the rainfall was highest, Dr. Shaw said.

Where the rainfall was below about 85 in. a year, *Botryodiplodia* either did not attack cocoa trees or only slightly affected them, although the spores were present in the air.

In Port Moresby the Acting Director of Agriculture, Mr. W. L. Conroy, warned planters against believing "exaggerated and distorted accounts" of the effects of the disease.

He said published statements that there was no control or that the Territory's cocoa could be progressively killed out by the disease were "false" and had caused some concern in New Guinea's major cocoa market areas. The disease would not effect the market reception of Territory cocoa.

He said early identification of the disease and the pruning out of affected wood, together with insect control, was a satisfactory control method and the only one available at present. But the Department was continuing its inquiries into finding other methods.

Rhinoceros Beetle

The rhinoceros beetle, the dea pest that attacks and kills coco palms, was found recently on Vo Island, 12 miles from Lautoka 15 miles from the nearest island the beetle-free Yasawas. The covery meant that the beetle made the jump from an infested of Fiji.

However, according to Mr. C. Stokes, executive officer for the Co nut Pests and Diseases Board, beetle's existence on Vomo was vealed before it could become fir entrenched.

Mr. Stokes told *The Fiji Ti* that, as there were only 1,000 pal on the island, it would be possi "to clean the island right out".

"We will treat every palm on island and also search every bure anywhere where the beetle mi lurk," he said.

A couple of weeks before Vomo infestation was announced, discovery of two rhinoceros bee in the unaffected Cook Islands g agricultural officers there a scare.

Both had come from Samoa, wh has been troubled by the pest si 1909. Both were dead.

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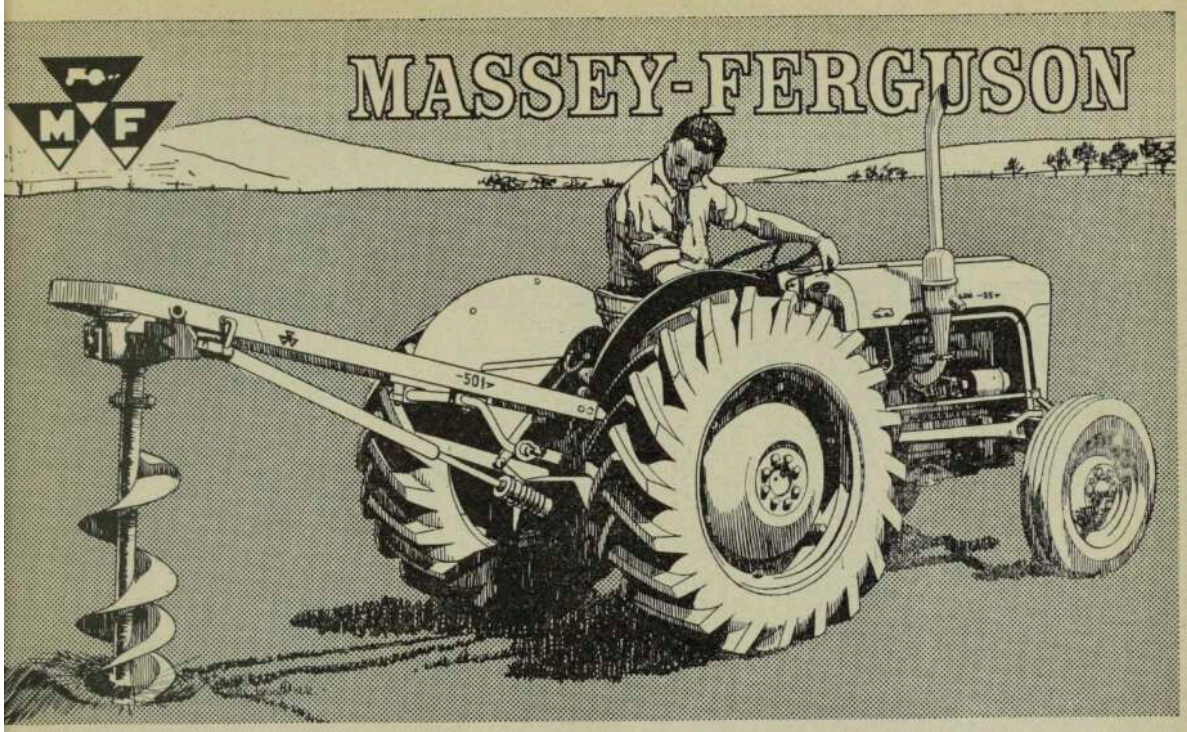

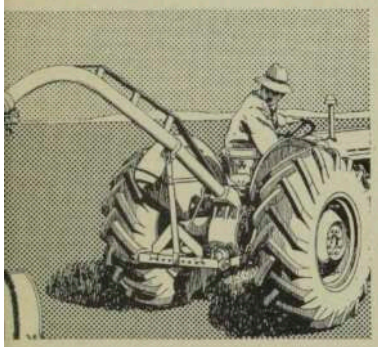

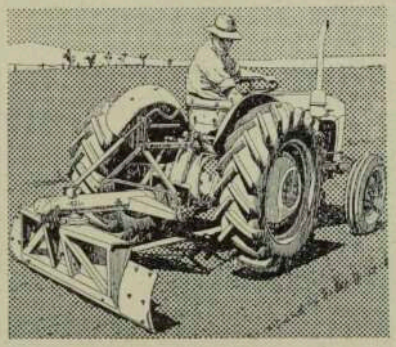

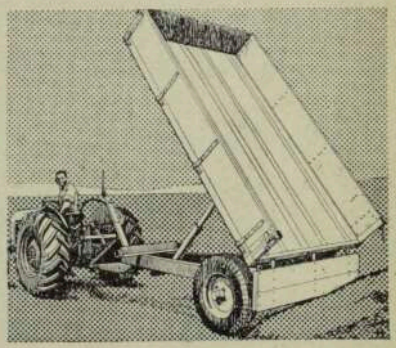

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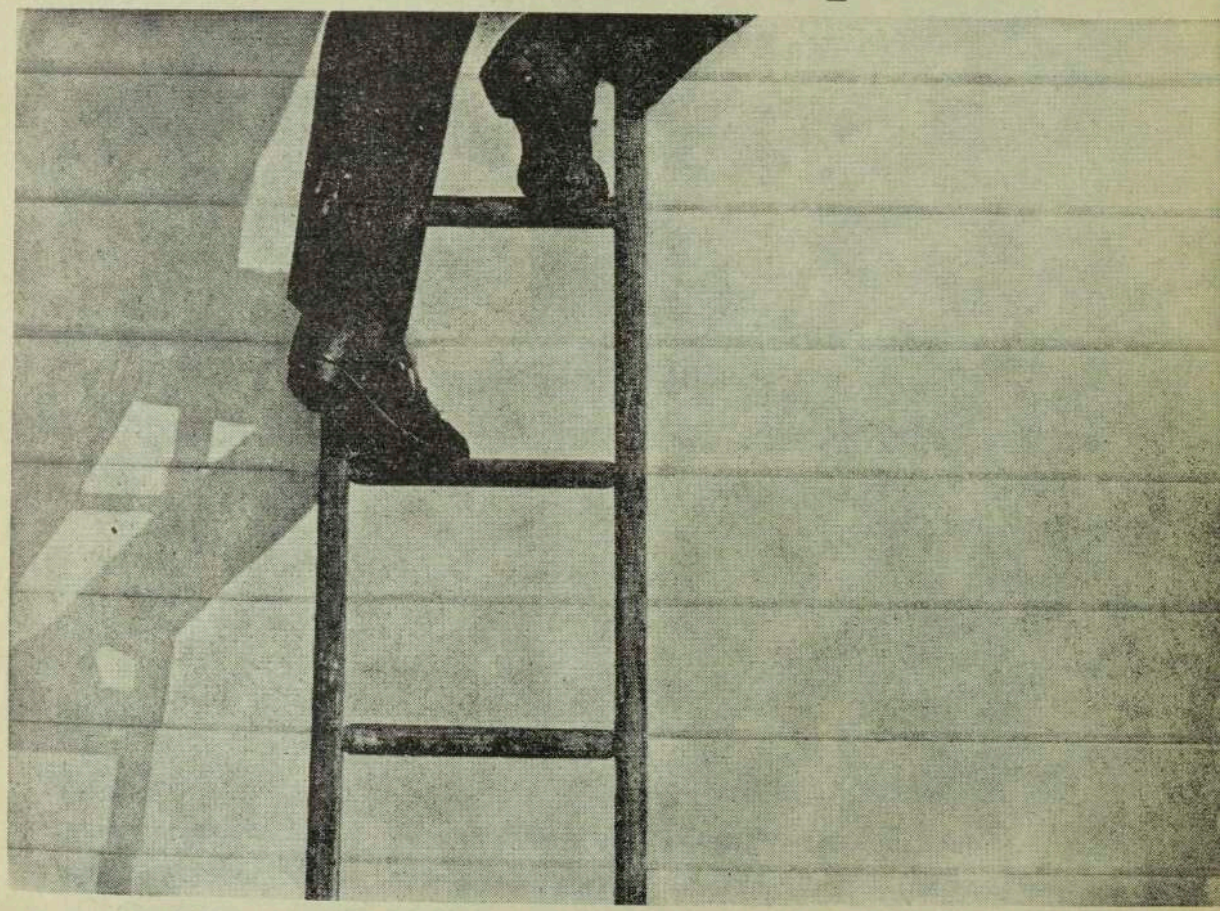

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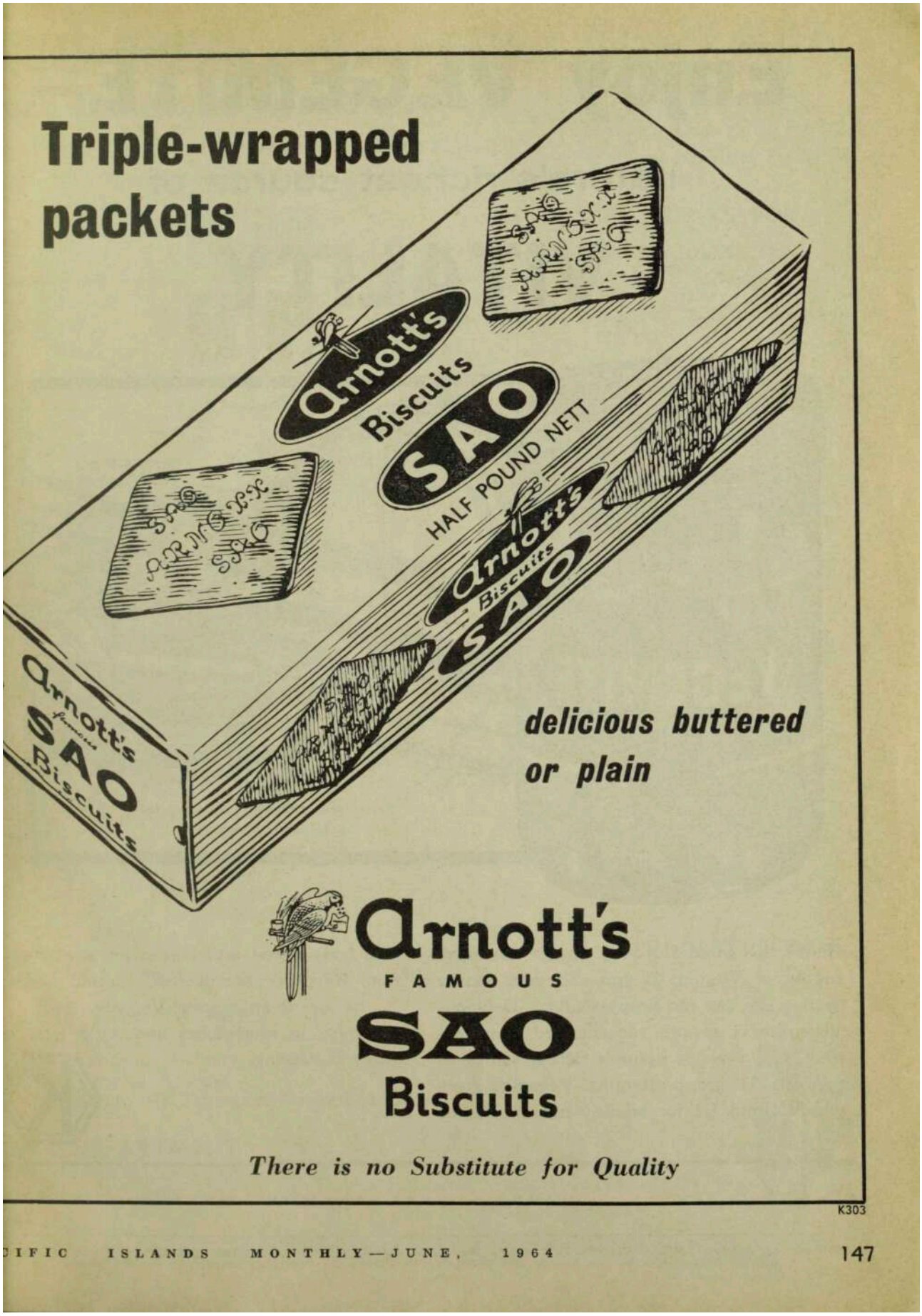

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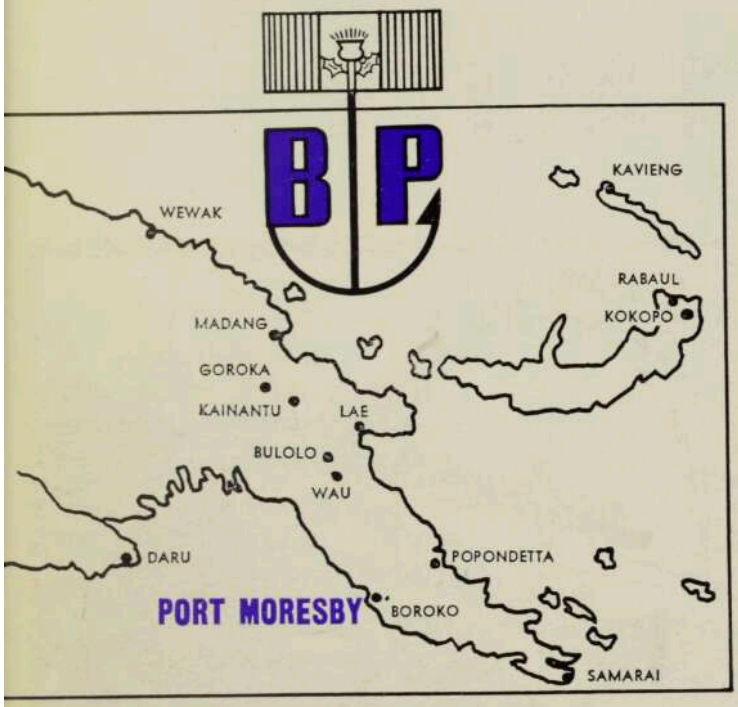

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