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THE Pacific Islands Monthly

THE ONLY JOURNAL CIRCULATING THROUGHOUT THE ISLAND TERRITORIES AND GROUPS OF THE CENTRAL AND SOUTH PACIFIC.

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CHINESE LABOUR

Complaints In Samoa

INDUSTRIAL AND SOCIAL PROBLEMS

From Our Own Correspondent

APIA, July 15.

A GREAT problem for the European planters of Samoa has always been that of labour. The present rate of wages for the Chinese coolie is 2/- a day, and overhead expenses of about 15/- a month. The planters consider that these wages are far too high in comparison with other coconuts-producing countries, and that the Chinese coolies have of late years grown less and less efficient. The newly founded Planters' Association of Samoa is trying to get cheaper and more efficient labour imported; but, so far, there are no prospects of success.

Many planters have had to reduce their labour staffs and as a result a few hundred coolies are unemployed at present. They are loafing about in the Chinese quarters of Apia and only recently a coolie was knifed by another in one of the gambling and opium-smoking dens and fatally injured. The police seem to benevolently overlook the existence of the Chinese gangs and there are no raids nor any sort made to clean the vice out.

A complaint of long standing is that nearly 100 of the Chinese coolies who are brought to Samoa for the sole purpose of providing plantation labour have been granted the rights of citizens by the administration, and are free of the obligation to return to China. These so-called "free restricted citizens" have taken up all kinds of trades and professions—last-owners, drivers, salesmen, peddlers, bakers, mechanics, refreshment room owners, etc. and they constitute a serious competition to Europeans and half-castes, which is keenly resented. Sincere efforts are being made to induce the Government to repatriate these Chinese at a time when so many others are out of employment, but the administration has refused to accede to these requests.

A Chinese transport is expected in September next, to bring 200 new coolies and take about 400 old and unskilled coolies back to China. Many of the latter have been living with Samoan women and have numerous offspring. These women and children will have to return to their native land, and it is extremely doubtful whether they will find a hearty welcome there in these hard times.

LEVUKA

May no Longer be Port of Entry

Protests Against Economy Suggestion

From Our Own Correspondent

LEVUKA, July 15.

FROM various sources it is reported that a movement is on foot to close the port of Levuka, Fiji, as a port of entry. This action is proposed on the grounds of economy.

The Auckland Star recently stated: "There is a strong rumour that the Government is thinking of closing Levuka as a port of entry. At present, the shipping has decreased to such an extent that it seems a luxury to keep many public officers in the old capital, necessitating a considerable annual expenditure, and as a time when stringent economy is necessary. The closing of the port would mean extra expense to all vessels heading and discharging at Levuka, as they would have to come to Suva to clear."

Vigorous protests against the suggestion have appeared in 'The Polynesian Gazette, Levuka. In an editorial, this paper points out that Levuka, geographically, is

PAPUA'S SUBSIDY

Cut By £10,000

From Our Own Correspondent

PT. MORESBY, August 4.

THE Commonwealth grant towards the expenses of administration of the Territory of Papua, originally £50,000 per annum, has been reduced 30 per cent. for the year commencing July 1 last. This brings the amount down to £35,000 for last year and to £42,000 for the previous year.

The reduction is not as drastic as would at first appear, as during the past two years the subsidy had been reduced to £45,000 for last year and to £42,000 for the previous year.

N. G. Goldfield Is Strangled By Transport Costs

Why Has No Road Been Built?

Administration's Laissez Faire Policy May Seriously Affect Future of Territory

By R. W. HOBSON

The richest known goldfield in the world to-day is in New Guinea, awaiting development for the enrichment of New Guinea and the Mandatory Power (Australia). No country in the world needs gold more urgently than Australia.

Yet this great enterprise—the development of the New Guinea goldfields—is being strangled at birth. It is definitely being killed by lack of reasonable transport facilities. There is a strong suspicion that the absence of a road, five years after the opening of the field, is the result of greed, muddling and chicanery.

This is the story of the attempts made to build a road from the coast to the goldfields. It has been compiled from many sources. We believe it is the truth—grains of fact winnowed from a great mass of chaff. We have compiled it carefully, in the hope that the administrative shortsightedness (to use a mild term) it represents will receive the attention of the public and the Federal Government.

RABAU RESIDENTS GO NORTH

From Our Own Correspondent

RABAU, July 10.

Quite a number of our residents seem to be spending their turlough in the East and at places other than Australia now.

The round trip to China and Japan, by the E. & A. Line steamers, is becoming popular.

TAHITI AND THE "BOOTLEGGERS"

A Sensational Story

LIQUOR TRANSHIPMENT BUSINESS

From Our Own Correspondent

PAPEETE, July 25.

PEOPLE who are of serious mind are asked not to regard seriously a highly-coloured story which appeared recently in 'The Australian' weekly newspaper, about the operations of a "bootlegging syndicate" in Tahiti, an alleged battle on the steamer, 'Lake Galewood', and the holding up of Papeete by gangs of armed ruffians, primed in whisky fished from the vessel's hold.

All this was pure sensationalism, fabricated probably by a disgruntled sailor from the 'Lake Galewood', and published to the discredit of those concerned.

Apparently there was trouble on the 'Lake Galewood' at Papeete, for the story reached Tahiti on her return voyage. But it had nothing to do with the liquor cargo, which had all been safely landed here weeks before, without a single case being breached.

No doubt, also, the large cargo of whisky landed here was destined for the United States, though nobody could swear to the fact. What if it, anyhow? The distillers of Scotland and Ireland must have a shrewd idea of the ultimate destination of the great whisky cargoes going westward across the Atlantic, to say nothing of the Canadian distillers. But I have never heard anyone suggest that Scotland is a booze depot for Scarface Al Capone. The whole story is too ridiculous for words.

So far as Tahiti's transshipment business is concerned, it is well and efficiently conducted, like any other big and successful concern—so much so that one scarcely hears about it outside the Customs sheds.

BEFORE dealing with the lamentable story of the goldfields road (or lack of it) it perhaps would be well to recite the following pertinent facts:

1. In her present economic condition, Australia urgently needs gold. The whole continent, but more so, is being combed for gold. New Guinea is not part of Australia, but it is under Australian administration and is better developed partly by Australian enterprise and capital. The N.G. administration creates a royalty of 5 per cent. of the value of the gold won.
2. Estimate very widely—but it is calculated that there is at least £10,000,000 worth of gold on the discovered goldfields of N.G.—and the region is only partly explored. The industry, under ordinary conditions, possibly would not be worked out for 30 years.
3. The goldfields are only 40 miles from the coast, but the country is extraordinarily broken and rugged—so much so that no roads have been built and transport is carried out entirely by aeroplanes.
4. These aerial transport services are highly efficient, but their cost is enormous. It is calculated that 68 per cent. of the £100,000 of gold won from this field since 1925 has been absorbed by transport costs.
5. The huge cost of transport is crippling enterprise and actually stranding the industry before it has become established. The rates for aeroplanes carried from Salamua or Lae to Wan (40 to 50 miles) are £5 per passenger and 6d. per lb. for goods. A ton of rice, which costs £13 on the coast, is over £250 on the goldfield. Sugar is more than doubled in price. A bottle of beer costs about 8/-.
6. Obviously, under such conditions, only the highest-grade ore propositions can be profitably worked. If the field is to be dependent in the future on aerial transport, its value will be comparatively small and limited. Gold-bearing areas which otherwise would be profitable cannot be worked under present conditions.
7. If there were a road available, even if suitable only for slow, heavy transport, the production of gold from the N.G. fields might easily be from £250,000 to £1,000,000 yearly. The Administration's royalty on £100,000 would be £25,000—enough to pay interest on a road costing

(CONTINUED ON PAGE 2)

A View of Levuka

eminently suited to command the position of being the Colony's distributing centre and the export port for the copra industry. Levuka's facilities afford expeditious handling and economical working. It is the oldest port of the Colony and the centre of an important, productive and agricultural Province. It is the port for Ovalau, where great areas of pineapples are under cultivation. Levuka is the home port for the only vessels trading from Fiji to the Ellice Group and to the Islands of Wallis and Futuna.

The paper suggests that a deputation should be sent from Levuka to the Governor, in an endeavour to convince the Government of the folly of even considering such an action.

T.I.'S ELECTRIC LIGHT

Crowning 20 Years' Effort

From Our Own Correspondent

THURSDAY ISLAND, July 30.

THE electric lighting scheme is going steadily forward, and the installation of the engines is expected next month.

The power house is nearly completed and most of the wiring has been done. The townspeople are beginning to get ready for the festivities which will no doubt accompany the opening ceremonies.

The switching-on of the light will crown 20 years of steady work towards that end.

Influenza Epidemic at Rabaul

From Our Own Correspondent

RABAU, July 10.

AT the present time we have a very unpleasant form of gastric influenza among us which is causing a great deal of inconvenience in business, as both Europeans and natives are affected.

So far, about 400 indentured labourers are down, and the Rapinidik Native Hospital is taxed to its full capacity.

PLAN OF MOROBE GOLDFIELD, NEW GUINEA

MISS JESSICA HARCOURT

The beautiful theatrical and film star says: "I find mercolized wax invaluable and use it regularly. It is certainly a very good skin cream being ideal under powder."

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NEED FOR GOLDFIELDS ROAD

(CONTINUED FROM PAGE 1)

£100,000. Such a road would not only open up the goldfields—it would also permit the development of New Guinea's other basic natural resources.

S. Gullam Airways Ltd., the biggest service transport company, has made enormous profits. Its dividends have been huge and it has increased its capital from accumulated profits, two or three times. No one blames this company. Shrewdly and capably managed, and efficiently conducted, it must get big profits and build up big reserves, the shareholders, at any rate, have found the New Guinea Goldfields to be a bonanza. Good luck to them!

It is estimated that, once native labour instead of machines, a graded road from Salama to Wau could be built for £100,000. It would be a practicable, heavy-traffic road, maintained by native labour. The surfacing highway, for motor cars, could come later. Meanwhile, the aerial services would take care of passenger, mail and light, urgent, goods traffic.

Now, why has such a road not been built? The Administrator of the Territory, in his annual report to the League of Nations, in 1927, simply said the building of a road to the goldfields would be too costly, and with that brief statement the matter ended—so far as the official annual reports are concerned.

But a very great deal has happened to which no public references have been made.

An examination of the data submitted to this journal indicates:

- (a) There is a thoroughly practicable route available direct from Salama to Wau.
- (b) There is another practicable route, from Lae to Wau, via the Markham Valley, the Wampit Valley, the Upper Watut and the Bulolo.
- (c) If native labour is intelligently used, instead of expensive machines, the direct road from Salama to Wau can be built for less than £100,000. The Lae-Markham-Watut route would be much more expensive.
- (d) Powerful influences have been at work to prevent the building of any kind of road. The Administration, apparently anxious to do the right thing, has allowed itself to be scared off its duty (the building of a road) by talk of murderously heavy costs.

SEARCH STARTED IN 1926

The search for a practicable route commenced early in 1926, when the enormous potentialities of the new field were recognised. The Administrator engaged Mr. E. G. Sheldon to undertake the job. He was a skilled surveyor, experienced in plotting roads through rough country—he had spent 20 years surveying roads, etc., on the Dividing Range, in Queensland.

By the end of 1926, Mr. Sheldon had been over most of the country between the Bulolo and the coast. He said that a road from Salama to Wau was possible and practicable, and he was instructed to proceed with the job with all despatch. He seems to have gone ahead with enthusiasm and energy, because four months later (in April, 1927) it was reported that he had found his route and planned his road, all the way to Wau. It was officially stated that the grade would not exceed 1 in 12. There is reason to believe that it would not have exceeded 1 in 16.

During April and May, 1927, Sheldon used natives to cut a mile track,

with side cuttings, averaging 6 ft. wide, and this had reached a point 12 miles from Salama when a whole series of petty official interferences caused a hold-up in the work. A Mr. Cooper was sent to take charge of the track-cutting—but after two months' argument he resigned.

Sheldon carried on again. He appears to have cut a foot track right through to Wau (a road distance from Salama of 31 miles) and to have planned his grade cutting to a point 21 miles from Salama. Officialdom appears to have batted in again, there were more interferences—and finally, about September 1927, Sheldon was called off the job.

WAT VERSUS WATUT

No one knows why this work was discontinued, never to be resumed. But there is no doubt that "strings were pulled." Important gold companies had located themselves in the Watut area, 21 miles North-west of Wau; and they, apparently, were much impressed by the fact that a section of the officials, who were opposed to Sheldon, favoured a road from Salama via the Watut route. Let it be shown this way:

Sheldon's Route—Salama to Wau, 31 miles; additional, along Bulolo to Watut, 21 miles; total, 52 miles. Buang Route—Salama, via Buang and Snake rivers, to Watut, 35 miles; additional, along Bulolo to Wau, 21 miles; total, 56 miles.

Men of considerable influence were interested in the Watut route—Mr. Frank Anstey, M.P., and Mr. John Wren, for instance—and it was natural that if Buang route was practicable, they should want a section of the road to go first to the Watut. Presumably, they feared that if the Sheldon road, to Wau and Edie Creek, were built, it might never go on to Watut.

Mr. Sheldon seems to have been misled, for a time, by the Administration. One hears of him surveying township sites at Salama and Lae, while all sorts and conditions of gentlemen spent thousands of pounds of public money in trying to find a route through the precipitous ranges.

Before we leave the Sheldon road, let us put on record Mr. Sheldon's deliberate opinion of this route. It was given privately by him not long ago, and we have taken the liberty of quoting this:

"If anyone should want a road to the goldfield they can start and build it, and they won't have much trouble to complete it." Then follows particulars of the route, which he says he has surveyed, and that he has seen the ranges between Lae and Bu-Tou Rivers, and avoids the saturated watersheds— which proved to be the Waterloo of several other road-planners.

Mr. Sheldon gave that opinion in 1926. It has never been seriously challenged. Yet no further attempt has been made to build his road.

VARIOUS ROADSEEKERS

Now we come to an extraordinary series of events—attempt to find an alternative to the Sheldon route—strange vacillation and hesitancy by the Administration.

After Mr. Sheldon was pulled off his Salama-Wau survey, a Mr. Underwood, whose enthusiasm for the road appears to have been acquired in the motor industry, was given the task of finding a route. He could not make the grade, and resigned.

Next, the Administration gave the job to a Mr. Johnston, whose experience had been gained largely in the Burns, Philp stores. He ingeniously started on top of the range, and tried to work down.

Then a qualified surveyor, Mr. Livingston, was appointed and seriously tackled the Buang route. The Administrator (General Wisdom) was in Canberra about the end of 1927, and he very unwisely promised that a road would be constructed, via Buang, within a year. General Wisdom does not usually leap before he looks. What pressure was being put on him in Canberra, and by whom?

Just about this time a road master, Mr. Green (brother of Mr. Roland Green, M.P.) arrived in Salama, with full equipment, to start the building of a road along the Sheldon route, direct from Salama to Wau. He suddenly received radio instructions to divert his activities from the Sheldon to the Buang route. He examined the route and radioed that it was impossible.

The next development appears to have been the arrival of the Administrator himself. He received a personal report from Mr. Livingston on the Buang route, which was unfavourable.

MARKHAM-WAMPIT ROUTE

The Administrator, apparently, was by now regarding the road question as a nightmare. He brought Messrs. Sheldon and Livingston were told that they must find a route from the coast to Wau. They reported that the Markham Valley-Wampit route was practicable, but long and expensive (about 180 miles). About March, 1928, Sheldon started out to survey this route, and a gang under a young mining graduate commenced construction. There was no mule-trail and mudding—it is impossible, here, to

say whose was the fault—costs soared—and the Markham-Wampit scheme also collapsed.

Towards the end of 1928 (two years after the search for a road had seriously commenced) the Bulolo Dredging Co. engaged Mr. R. Wilson (Concrete Construction Ltd.) to plan a road along the Markham-Wampit route. He estimated £225,000 for a main road type—a pioneer road would have cost much less. The figures evidently scared the Bulolo Co.—it decided on aerial transport, and subsequently introduced its own fleet of high-class aeroplanes.

In 1928, New Guinea Goldfields Ltd., having acquired vast interests, commissioned a Mr. Jensen, a School of Mines graduate and former railway draftsman, to find a practicable route to the coast. He planned a railway, which was to run down the Buang route to the coast in about 90 miles, at an estimated cost, it was rumoured, of about £1,000,000. The railway would have taken two or three times that mileage to get the grade, and it would cost millions. The scheme was rejected.

Mr. Jensen then set out to get a road from Wau down to Lababia—a route on the coast, south of Salama, without a port—and he planned a route which is favoured by some. But it transpired, by shifting, treacherous country, and it ends at Lababia, which is of no use to shipping.

That about completes the lamentable story. While the Administration was hesitating and vacillating, probably swayed by the contending interests of powerful companies, the enterprising and highly-efficient Guinea Airways Ltd. and some smaller organisations, were helping to solve the problem of transport; and the Administration, with a sigh of relief, gave up the nightmare problem of the road. But did it escape from a nightmare by plunging into a drugged sleep?

ADMINISTRATION'S POLICY

The fact that the problem was solved at a transport cost that has already partially crippled the goldfields company, is held efficiently to have worried the Administration. It complacently reports: "Transport of goods and machinery is being efficiently carried out by aeroplanes." It calmly ignores the fact that (in the words of one of our correspondents) "the financial position is exhausted and outside finance is withering under the stress of transport costs."

It is said—but for this we cannot vouch—that the attitude of the Administration towards the goldfields is: "You private companies expect to get enormous profits out of Morobe. Very well, provide your own communications—It's your picnic!" If that really is the official policy—and it certainly fits in with events, and with the fact that the Administration placed a merciless 10 per cent. duty on all mining and aviation equipment entering the Territory—it is the most stupid and shortsighted policy in the history of gold-development.

WHAT GOLD CAN DO

History shows that the exploitation of gold has invariably followed by a rapid, profitable development of that country's agricultural and pastoral resources. No country in the tropics has more gold than New Guinea in natural wealth. An Administration with any wisdom or vision would use the providential discovery of gold and the development of the gold industry—which, probably, it has already done—to permanently establish great agricultural and allied industries throughout the Territory.

For instance, why should the Bulolo region not be developed—the direct one, from Wau to Salama, and the indirect and expensive one from Wau to the Markham Valley, and thence to Lae? The Salama-Lae road would make normal transport possible, and the connection between Wau and Watut would come, from sheer necessity (just as the road has been already built from Wau to Edie Creek); while the Watut-Markham Valley road enterprise would tend to open up the great Markham Valley-Ram region, lying north and east of the goldfields, to settlement and agriculture. Articles have been prepared, for publication in this journal, to show that the possibilities of developing this section of the New Guinea mainland, with its fertile soil, reliable rainfall and unlimited willing native labour, are tremendous. Why not use the goldfields money and transport facilities, from the adjoining mountains, to open up these rich valleys and wide plateaus?

TO SUM UP

Our investigations show that: The Sheldon road, Salama to Wau, about 50 miles, can be built in a few months with native labour at a cost of perhaps less than £100,000.

The Markham Valley-Wampit road can be built in a longer time, at a greater cost, because of its length, and the number of bad crossings; but it would be worth while, because it would help to open up the Markham Valley.

If no road is built, and present conditions continue, the present goldfields industry will not make anything like the progress anticipated. Road communication will give new impetus to prospecting and quickly bring new gold to the surface, and the enrichment of the whole Territory.

MELANESIA CO.

Progress of Transfer to B.P. Interests

NEGOTIATIONS for the acquisition by Burns, Philp interests of the property of the Melanesia Co., and those owned by Messrs. Jolley, McArthur and Griffith, which are associated with the Melanesia Co., are making steady progress.

Another small company, with a nominal capital of £10,000, was registered during the month by Burns, Philp directors, to take over the Rongai Plantation properties.

It is expected that the next step in this slow progress will be that the Melanesia Co., in London, will place in liquidation and that authority to take certain assets will be sent from London to the Melanesia Company representatives in Melbourne. Following upon that, it is probable that the various documents covering the transfer of ownership will be sent to Rabaul for registration and the Melanesia Co., which was originally registered in New Guinea, will thereupon be liquidated. Probably, a good many more months will elapse before the Melanesia properties are completely transferred to the new ownership. Meanwhile they are being conducted under temporary arrangements, for and on behalf of the newly-registered company.

Papuan Council Meets

4% Primage Imposed

Balancing the Budget

From Our Own Correspondent

PT. MORESBY, August 4.

THE annual session of the local Legislative Council commenced on July 13, when His Excellency the Lieutenant-Governor presided. All members of the Council, with the exception of the Hon. A. H. Burdett, were present. Interest in the session was centred mainly round the proposals of the Treasurer to balance his 1931-32 Budget by the imposition of a primage duty of 4 per cent. on all imports. The alternative proposal, was the reduction of civil servants' salaries.

The primage duty was passed eventually through all stages and assented to after the following additions had been made:

The Lieutenant-Governor may suspend operation for any specified period and may reduce the rate of duty for any specified period by proclamation.

Bills in relation to the Native Labour Ordinance were repealed and amended.

A Superannuation Bill was passed for making the services of a public servant for superannuation 28 years instead of 20 years. This amendment will affect only officers leaving the public service after the passing of the Bill. The export tax of 5 per cent. on opium previously included in the Export Duties Tariff, was lifted.

Certain suggestions by the non-official members that the Native Taxation Fund should be drawn upon to defray the expenses of those departments which were purely conducted in the natives' interests, were defeated by the votes of the official members.

Public Meeting Opposes Primage Duty

A public meeting of residents of Port Moresby and district was held on July 14 in the Institute Hall to consider the proposals of the Government Treasurer to balance his Budget by the imposition of a 4 per cent. primage duty on all imports.

A large number of representative citizens and three non-official members of the Council attended the meeting.

The chairman, in opening the meeting, explained that the object was to consider the imposition of this additional taxation and the possibility of recommending to the Government some other means as an alternative for the balancing of the Budget, which for 1931-32 showed a deficit of £7,600 to £8,000.

The alternative proposals put forward were:

1. Further economies in Government expenditure.
2. Payment from Native Taxation Fund of a fair amount, representing service rendered by the Administration for that fund for the benefit of natives.
3. Income tax with electric representation.

The primage tax it was considered would fall almost entirely on the commercial community and on long-distance traders and retailers. The meeting, therefore, on the grounds that it was unfair, flatly refused to endorse the proposal. It was stated, however, that there were no profits but only terrible losses, and this further burden could not be borne.

The meeting thought the case should be laid before the Government for a consideration of expenditure, with a view to its reduction where possible.

The minutes of the meeting have been communicated to the Commonwealth Government through the Lieutenant-Governor, Sir Hubert Murray.

Papuan Labour

Supply Exceeds the Demand

Indenture System Discussed

THE native labour question in Papua has taken on a new aspect of late years.

In his annual report, just published, the Lieut.-Governor, Sir Hubert Murray, says that the supply now exceeds demand, and you find "boys" walking out looking for work. Labourers can be employed now without indenture in certain cases, but it is a curious thing that both employers and employed often prefer the indenture system.

The labourer argues that, if he is "signed on" under contract of service, there can be no doubt about the rate of wages, or the date on which they are to be payable, or anything else—it is all provided in the contract or regulations. And the employer is equally appreciative of the certainty secured by the indenture system, and cannot be well satisfied with a labour force which may leave him at moment's notice. But according to the report furnished by the Commissioner of Native Affairs "free labour" is now becoming more popular.

"The great advantage that the employer has under the Papuan indenture system," states Sir Hubert, "is that it gives him a criminal remedy for a civil wrong; for by our ordinance a native labourer who, for instance, deserts or neglects his duty, may be punished with fine or imprisonment. These 'penal sanctions,' which, of course, are not peculiar to Papuan labour legislation and which apply to employer as well as employee, put the employer in a position to exercise great control over his labour force; and they have met with disapproval in many quarters, on the ground that, in case of a breach of contract, both parties should be left to their civil remedy.

SATISFYING A BREACH OF CONTRACT

"Theoretically, it is impossible to justify the enforcement of a civil claim by criminal procedure, and the first and very natural feeling of any one who has a regard for justice must be one of resentment against what he would regard as a gross abuse of the criminal law.

"But actual experience of the administration of a Territory such as Papua will induce him to modify this feeling very considerably and to realise that, if there is to be a contract at all, there must be a remedy for its breach, and that the civil remedy is useless where the defendant has no property of any value, except the few shillings that may be due to him for wages; he is not worth powder and shot, and so may break his contract with impunity and in fact it appears that he does break his contract with impunity in those countries where the penal sanctions are not in force—e.g., in the British Cameroons—and, I believe, the Federated Malay States.

"The only alternative that I can imagine would be to allow the employer to hold the judgment debt over the head of the labourer indefinitely, until it was satisfied; and this might easily lead to a form of debtor slavery which would be quite intolerable.

"Practical difficulties also arise in the case of a breach of contract by the employer.

"Admittedly, it is illogical to enforce a civil contract by criminal process; but, on the other hand, to bring up a sensitive race like the Papuans in the belief that contracts may be broken with impunity, seems to be hardly con-

SOME RELIEF

For Solomon Islands

High Commissioner's Decisions

From Our Own Correspondent

THE visit of the High Commissioner of the Western Pacific (Sir Murchison Fletcher) to the Solomon Islands, in July, was a huge social success. Whether economic and political results of any importance are to follow remains to be seen.

Thirteen requests were placed before His Excellency by the Planters and Commercial Association, and the answers appear to have been about as follows:

1. Economy of Government expenditure and a reduction of official salaries and pensions.—There is to be no reduction of official salaries; neither is to be taken when it is due; there is to be no "long leave" in future; consular allowances are to be accorded officials once every two years only.

2. What was the result of the inquiries made by the Labour Commission a considerable time ago?—Some doubt exists as to when this report will be available, if at all.

3. It was requested that employers should not be responsible for payment of the fares of indentured natives—disputed, not agreed to, and an intimation given that the word "indentured" is not liked by the Colonial Office.

4. Request that the duty on trade and home tobacco be reduced.—This is possible.

5. Complaints of labour to labour should be discontinued.—This was not favoured.

6. It was urged that the wages of indentured labour be reduced to 10/- per month.—This was regarded as probable.

7. It was suggested that the term of service of indentured labour be extended to three years.—Emphatically no. It was disclosed that the Colonial Office is inclined towards the abolition of "contract labour," and favours "peasant occupation"—whatever that may mean.

8. It was suggested that dynamite, for obtaining fresh fish for labour, be allowed.—No!

9. Remission of Crown Leases, if was asked should be either remitted or reduced.—It was indicated that there probably would be a remission of either two or three years' rent.

10. It was urged that Immigration Bond restrictions should be revised.—This is likely.

11. Permission was sought to import labour from outside the group.—This probably will be allowed; but only free labour.

12. The suggestion was made that the advice of the Advisory Council should receive more sympathetic consideration.—This is not likely.

13. It was asked that the quarantine regulations be revised.—They will be amended insofar that the company now placed on New Guinea ports will be lifted.

Meantime, so far as the economic situation is concerned, it seems the planter is still on the lobogean, and having the devil of a ride. So much so, in fact, that a Brisbane company, in the group for over 25 years, has just recalled its manager, to confer with him in an effort to arrest the descent into the chaos of oblivion.

Our old friend, the tax-gatherer, is again on the warpath; and with his proverbial lack of imagination demands another red corpse—this time, a toll tax of £1 p.s. on non-natives of the male variety.

sistent with the highest principles of administration. We realise that it is bad to be illogical; but we think that it would be very much worse to encourage our natives to break their contracts.

"Doubtless conditions are different in the Cameroons and the Federated Malay States, and the dilemma which I have indicated does not arise.

"The time will come for the repeal of the indenture system altogether, but in Papua it has not come yet, and in the meantime we may congratulate ourselves that the system works more smoothly every year, as employers and employed become more used to one another.

"The Commissioner reports that inspection by his officers, far from being resented as once was the case, is welcomed and even invited by plantation managers."

PROTECTION SOUGHT

For Cook Is. Fruit

N. ZEALAND CONSIDERING

THE report of the Cook Islands Administration for the year ending March 31, 1931, states that producers in the group have appealed to the N.Z. Government for protection against the heavy importations of citrus fruits and bananas from sources outside of the Dominion's territories. It is pointed out that at present New Zealand is importing from foreign countries citrus fruits to the value of about £75,000. Australia is coming into the market with extensive new citrus plantings and is able to swamp the New Zealand market at will. Bananas also are imported from Tahiti, Norfolk Island and Australia and in large quantities from Fiji; while Tonga is reported to be preparing to enter the trade with large shipments.

Given reasonable protection and suitable shipping facilities, it is believed that New Zealand's territories (Cook Islands, Niue and Western Samoa) would be able to provide the Dominion with all citrus fruits, orange juice, bananas, and tomatoes required, and the islands named would to a greater measure become self-supporting.

In the April issue of The Pacific Islands Monthly it was stated that the N.Z. Government was giving attention to the following proposals:

That a duty of 25/- per lb. be imposed on foreign bananas.

A duty of 10/- per lb. on bananas from outside of New Zealand Territory.

Similar duties on citrus fruits from April 1st onwards.

So far as is known no decision has been yet reached regarding the imposition of these duties.

Tongan Vegetables

Plea For New Markets

From Our Own Correspondent

NUKUALOFA, July 7. THE high market prices quoted for many products of the soil indigenous to Tonga during the over-ripe "off season," has caused local planters to think a little further than bananas.

Sweet potatoes (kumara) are here in abundance, when, in New Zealand and Australia, they are conspicuous by their absence. New potatoes are to be found on the dinner table in Tonga at a time when the housewife farther south is vainly struggling to make a six months old tuber look like a near-delicacy.

And maize! Corn seems to grow here anywhere, at any time, without effort, to say nothing of tomatoes and cabbages.

As at present 60 per cent. of our imports come from Australia and New Zealand, whilst only 2 per cent. of our exports enter those countries, there can be surely no deterring factor if we now hasten in a proper reciprocal spirit to give either the Dominion or the Commonwealth the benefit of our reasonable produce when it is out of season over there.

The little kingdom has quite a big schedule of ground products in a small way, and this should be an urge to the local Agricultural Department to get into close touch with like departments overseas, and by an interchange of countries arrive at a clear understanding.

We now know that New Zealand and Fiji have come to a very satisfactory trade agreement whereby, in exchange for preference on the part of Fiji, New Zealand allows practically all that group's fruit and vegetables into the Dominion free of duty.

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Enquiries in respect of the above are
invited from Planters, Cattle Owners,
Storekeepers and all Island Residents.**William Cooper & Nephews (Australia)
Limited**
4 O'CONNELL STREET - SYDNEY**COOK ISLANDS****Visit of N.Z. Flagship**

From Our Own Correspondent

BAROTONGA, July 18.
THE H.M.S. "Blonde", flagship of the New
Zealand squadron, flying the ensign of
Rear-Admiral Blake, D.R.E.D.O., drop-
ped anchor at Barotonga on July 8. The
cruiser remained four days and visited the
island of Moorea, her next call is at the island
of Raiatea, of Tahiti—on her way to the
mainland.The arrangements made for the entertain-
ment of the officers and men were all that
could be desired. Many private people placed
their cars at the disposal of the officers and
men. The residents of the island co-operated
with the Resident Commissioner in riving
to the occasion. The gifts of fruit made by
the native people to the flagship were on a
very liberal scale in conformity with their
time-honoured custom.The ship's orchestra and the brass band
played admirably at the dances, providing a
great much to the heart of the native race.
The orchestra later on, from the main-
land something new in the way of folk-dance,
etc., for local talent to catch on their shoes,
guitars, and so forth.An "At Home" was given aboard the flag-
ship by the Admiral to the residents of the
island.H.M.S. VERONICA ARRIVES
On July 18 H.M.S. Veronica anchored off
the reef, under the command of Commander
H. L. Morgan, C.M.G., D.S.O., who rendered
distinguished service at Napier (N.Z.) at the
time of the recent earthquake.H.M.S. Veronica remains at Barotonga until
the 22nd, after which she is scheduled to
visit the islands of Mangai, Atiu, Atihiti,
and Palmyra. Unfortunately, the visit
clashed with the arrival of the two mail
ships, so that some of the most interesting
of the local people to make the fullest pos-
sible arrangements in the direction of enter-
tainment.INTER-ISLAND SHIPPING
The schooner "Tara" returned to Barotonga
on June 27, from Penrhyn Island, Manihiki, and Rarotonga.Mr. Wilkinson, manager of Messrs A. B.
Dovell's branch store at Penrhyn Island, was
a passenger in Barotonga.The schooner "Tara", unfortunately, re-
turning to somewhat of a hand-to-mouth ex-
istence. Their own provisions trade in pearls,
mother-of-pearl, shell and copra has almost
gone by the board. The tragedy of copra is
all the more felt in the northern group, less
much as these islands are completely out-
side the fruit trade to New Zealand.The "Tara" returned to Barotonga on July 6.
The schooner "Tara", owned by the Cook
Islands Trading Company, left Penrhyn Is-
land on June 28 for Barotonga, with a ship-
ment of copra. On the way down she was
hindered for several days and was then
struck by troublesome storms. She
arrived at Barotonga on July 6, with a
load of copra. On the way down she was
hindered for several days and was then
struck by troublesome storms. She
arrived at Barotonga on July 6, with a
load of copra.PRIZE FOR ADMINISTRATION
Some complimentary remarks concerning
the local administration appear in The Aus-
tralian Star of June 17. One of the local
journalists, Mr. M. W. Green, is reported
to have said that the Administration, Judge
Ayson, has won the respect and admiration
of the people here.Considering that the life of the islands has
probably for hundreds of years run along in
a groove of an out-going commerce, and
having regard to the fact that the island
people do not easily grasp the significance of
new ideas even for their own best interests
—the fact that contentment reigns in the
group must be very satisfactory to those
charged with the task of winning the good
will and confidence of the people, both native
and European.FISH PLentiful
At this time of the year, when the weather
is much more settled than in summer, the
native fishermen proceed further out
beyond the reef and in greater numbers than
usual. Netting in the openings of the reef
and deep-sea line fishing yield fair quantities
of an appreciable variety of fish, and of
good size. The flying fish, so popular as
food both with the natives and Europeans,
are so lower to be found feeding off the
reef, having drifted to more northern waters
in summer.FRUIT-GROWERS' DISAPPOINTING
MONTH
The month has been somewhat disappoint-
ing as regards the shipping of fruit. The
usual mid-monthly boat from Auckland—the
"Wapiti"—did not make the trip, resulting in
a considerable quantity of tomatoes and or-
anges becoming too far advanced for holding
for the mail boat. Prices are low, particu-
larly for oranges. So far as Barotonga is
concerned, the orange crop is failed. It is
understood that quantities are available at
Manuka, Atiu and Mangai.**MR. LEO GORS****Death in Papua**

From Our Own Correspondent

PORT MORESBY, July 7.
MR. LEO GORS, a well known resi-
dent of Papua, died on his way
into Port Moresby, while on the vessel
H. A. S.He was, on June 17, on his way from
his plantation and had been suffering
from malaria for some time. Mr. Gors
was one of four notable brothers who
have been in the territory for over 30
years.Mr. Walter Gors, the eldest, arrived
as far back as Sir William MacGregor's
time. Besides holding positions
in the Government and with Burns
Phillip, the four brothers have all held
a considerable amount of property and
interests in the Territory.The deceased, Mr. Leo Gors, had
served nine years in the Public Service
and at the outbreak of war had served
in the A.I.F. Since then he had inter-
ested himself solely in the plantations
owned by himself and his brothers.Mr. Gors leaves a widow, two sisters
and a brother in the Territory.**NOTES FROM TONGA****Parliament Opens — Further Taxation Mooted —
Big Fish at Vavau**

From Our Own Correspondent.

NUKUALOFA, July 6

HER Majesty, the Queen of Tonga,
opened the 31st Session of the
Tongan Parliament on June 25,
and our Ministers and Representatives
are, at time of writing, wrestling with
those many problems that are common
to every Parliament at present.The executive, we learn, will present
its budget in the course of the coming
week, when it is expected that the
community will have full tidings of
further taxation.It is now generally known that the
duties will be increased on spirits, beer,
wines and tobacco, and that privately
owned motor cars (immune in the
kingdom up to the present) will be
added with a tax. Practically all of
the liquor increases will affect the
pockets of European residents only. The
tobacco increases, too, will mainly affect
the foreign resident, as the native usually
prefers his own leaf to the im-
ported article.Probably only one-fourth of the
revenue to be derived from cars will
come from native born.Thus, it will be seen that, to balance
the budget, the executive has been
particularly careful to protect the na-
tional at the expense of the foreigner
—and, once again, the Tongan will
"smile one time."**CUTS FOR CIVIL SERVANTS**Apart from the certainty of further
taxation to balance the budget, we
hear that civil servants as a body,
are particularly "jumpy" just now,
owing to a persistent rumour that
Parliament intends making a mass at-
tack on salaries.We may safely prophesy that the
civil servants will get hit to the tune
of a 10 per cent "cut" when the
estimates come under review.It is to be hoped that the executive
with this saving (about £4,000) will
devote it towards a progressive "Roads
Improvement" policy—that is, of course
providing there are any roads left to
improve by the time the powers that
be make up their minds to push on
with some sort of a roads policy.**"FOREIGN INVESTMENT" PLAN
CONTINUES**Notwithstanding the crying need for
increased development throughout the
kingdom, the Government, or its ex-
ecutive or financial advisers) seem tied
to the "Foreign Investment" plan.It is a fact that Tonga continues to
attract foreign capital in foreign countries
at 4 and 5 per cent, for the develop-
ment of those countries, while the little
kingdom itself needs money for devel-
opment. The surplus seems to go up
from year to year, and looks fine on
the Treasury balance sheet, but many
hold the opinion that farcical financiers
would, at the present time, de-
value the continuance of foreign invest-
ment.Two-thirds of the money at present
invested overseas, if it were devoted to
the kingdom's development, would
probably increase the country's pros-
perity; and the other third would be
an ample reserve for any contingency.**ZANE GREY AT TONGA**Zane Grey, author and deep-sea fisherman,
in his well-appointed yacht, has been an-
nounced to arrive at Nukualofa, searching
with rod and line to discover and land the
"big fish."Did he succeed? An extraordinary man,
curiously retiring and reticent for an author,
so one in the group seems to have been able
to get intimate speech with him at all. It
is said, though that before leaving he
did break a couple of records in the deep
waters of Vavau. What they were, and
how he caught them, will undoubtedly ap-
pear in print at the appointed time, under
the caption: "Mr. Toughest Tug in
Tonga." (All rights reserved.)**CLUB BALL**At Nukualofa, the "affairs" of the year in
the Nukualofa Club Ball, which began from
the Club's inception, in 1914, this annual function
has called forth volumes of praise for the
manifold spread, the superb lighting effects,
the glassy floor, the bewitching array of
assorted drinks, and the highest priced band
in the land.All this is historic, and the 40 or 50 couples
who were wont to arrive at their proper
dwellings in the early hours of the morning
after, would keep us talking about the first
time they had had for weeks following the
event.Also! This year's function, scheduled for
July 15, has already cast a gloom over the
stead. It is that the price of copra, coupled
with the recent regrettable death of the Pre-
sident, to say nothing of the loss of its secre-
tary of 13 years' standing, has thrown the
Club completely off its balance.Whatever the cause, the dread news has
gone forth that Messrs. demand that only
50 couples be provided for, which means that
some 20 or 30 couples, on "election night," will
be among the discarded and patronized members
of committee, in a state of terror at their
own tameness, are now bitterly arranging to
be away on all sorts of duties in other parts
of the island.**CHALMERS & O'LEARY, 73 Liverpool St., Sydney**IMPORTERS AND EXPORTERS OF OILS, COLOURS, BRUSHWARE AND
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of the Group, immediately following the ses-
sion of guests.One supposes that those unfortunate com-
mitteemen who can't wangle a temporary
transfer elsewhere, or anywhere, will at
least be provided with ear pads and boxing
gloves. They will need them.**WARSHIP'S VISIT**The H.M.S. Blonde has been with us for
a week and the usual round of en-
tertainment has taken up a good slice of the
official time.The main shore function was a race meet-
ing, scheduled for Saturday, July 4, but the
inclemency of the weather curtailed the
number of events and the whole outfit
was, unfortunately, rather a botch of
affair. A function held for the same evening
on the ship, had for the same reason to be
abandoned, and those who had been lucky
enough to receive invitations were reluc-
tantly compelled to relegate their "glad" at-
tires had to the lavender sheet. Your cor-
respondent, who had been at no little ex-
pense in getting his "glad" attire, was
left personally aggrieved at the
necessity.As occurred in Suva last year (according
to the correspondence to your island house)
there was here once again that undercurrent
of bitterness over invitations that seem oc-
casionally nowadays with the visit of every
warship. It would appear that, whereas at
recent years the Commodore's Aide used
to be sent to select a list of the European
residents to him, and which he was
wont to accept in full, the compiling
of the list has been lately delegated to any
ladies who happen to be energetic and worthy
for the time being in the eyes of the officers
of the ship. The result can hardly be said
to be satisfactory.Mrs. A. recalls that Mr. B. did not sub-
scribe to a golf fund, or make such worthy
object, and so Mr. and Mrs. A. were elimi-
nated; then she remembers that Mrs. C. centries
to recall her call on that poor lady, who
ruled out the whole sorry business resulting
in dissatisfaction which would be debated
did the responsible ladies pay more attention
to the broader values of social amusements as a
whole and forget, for the time being, at all
rate, those transitory, partial and disjointed
personal amusements which are always a source
of amazement and wonder to the mere mass
of the species.**5 SYMPTOMS
OF TINEA OR
TROPIC RINGWORM**TROPIC RINGWORM. This disease is very prevalent in a
Tropical or Semi-Tropical climate.**Highly Contagious**This disease is highly contagious and may
spread to other parts of the body—scalp, ears,
arms, hands, legs, etc.—if immediate steps
are not taken to destroy it. To the many
thousands who are suffering from these in-
famous skin diseases, "ANTINEA," the definite
cure, will come as a blessing.**For Itchy Itch
Use "Antinea"**"ANTINEA" is a specific preparation for Tine
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fungi, relieves discomfort, restores skin whole-
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TINEA" also relieves "CHOBIE ITCH," Ring
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The "Maui Pomare"

Government Will Not Sell

Claims On Behalf of Service

THE Prime Minister of New Zealand in replying to inquiries made by the Auckland Chamber of Commerce, has stated that there is no intention of inviting tenders for the purchase of the service carried on with the Government steamer, "Maui Pomare," and that a shipping service direct to Samoa and Niue to southern New Zealand, with insulated accommodation for fruit cargoes, is regarded by the Government as a permanent necessity.

The Prime Minister further stated that the payment of a subsidy to any private enterprise that may offer to take over the service would in no circumstances be considered, and that there was no intention on the part of the Government to sacrifice the vessel, which was running to a satisfactory timetable.

The South Island of New Zealand, apparently, is not slow to recognise the value of the direct connection the vessel affords with inland ports, and the recent suggestion, emanating from Auckland, that the vessel should be sold, has met with an emphatic protest from trading interests from Christchurch to the Bluff.

The Government's attitude in connection with this service has been clearly defined from time to time and has remained consistent since the inauguration of the service three years ago—namely that unless or until private enterprise supplies an equivalent service, with satisfactory guarantees as to its continuance, the Government intends to continue its operations.

Despite the difficulties of the past the vessel has certainly rendered a very useful service. She has put Niue "on the map" by giving to that island its first regular service and thus enabled a banana trade to be developed. With her advent, the banana trade with Samoa became possible and has developed until, in the words of the Administrator of Samoa, it has become "a most valuable trade, the cessation of which would cause great loss, monetary and otherwise, to Samoa and, incidentally, to New Zealand."

The Norfolk Island service was also pioneered by the Cook Islands Department during the last few years and developed by the "Maui Pomare" into a prosperous trade, which has now been taken up by private enterprise. The future operations of the "Maui Pomare" service will be watched with interest. The vessel has certainly been dogged with ill luck. But there are many who commend the Government's enterprise in opening up new avenues of trade; persistence in maintaining the service in face of obstacles, and finding the way in providing insulated storage for its perishable cargo when private enterprise would provide nothing better than general cargo accommodation.

The total population (both European and native) of Niue Island, at December 31, 1930, was: Males, 1,828; females, 1,065; a total of 3,893.

PACIFIC AERIAL CO.

Standardising On Fokkers

THE Pacific Aerial Transport Co., which has been conducting a flying service on the New Guinea goldfields for some months, intends to standardise with Fokker planes.

Mr. E. C. N. Helton, a director of this transport company, who is at present in Sydney, told a representative of THE PACIFIC ISLANDS MONTHLY that the new Fokker arrived in Port Moresby on July 17, and it was expected that it would make its initial flight about August 17.

It is of the single-engine type, with a Bristol-Jupiter engine. The machine has accommodation for ten passengers and is capable of a 15-lift lift.

An order has been already placed for another Fokker of a similar type.

The Pacific Transport Co. has been carrying on its service with a Junker and a Moth. It operates direct from Salamoa aerodrome to Wau, the trip occupying 25 minutes.

Messrs. Parer, Rosa and Shoppe are the pilots for this company.

NEW GUINEA GOLD

Industry's Prospects

Geologist Says It Is Good for 20 Years

IT is hoped that the report of Mr. B. Dunstan (former Chief Government Geologist in Queensland) on the New Guinea goldfields, of which he recently made a close examination, will be published soon. At present he is in Papua, preparing a report on Papuan gold prospects.

Interviewed by a Brisbane newspaper on his way to Papua, in July, Mr. Dunstan said:

"The prospects of gold mining in New Guinea are particularly bright, and there are many years ahead in which the gold yields of New Guinea probably will be greater than any of the annual yields of the past. The Edie Creek and Bulolo River areas are going to produce a lot of gold when once the dredging machinery is all installed, and later on, we will see gold prospecting carried on more scientifically in the country beyond Edie Creek and towards the Papuan border, where, from all those who have gone through, reports indicate that gold exists over a very large area of country. So far, it has only been 'scratched,' and encouragement is given to parties to go there prospecting who have enough capital to stand a six months' or a 12 months' campaign."

"As a forecast, I anticipate that gold mining will be flourishing in New Guinea during the next 20 years, and perhaps a large timber industry will also be established."

"Consequently, I have been advocating road construction from the coast to Wau and Edie Creek, and the establishing of emergency landing grounds for planes on areas further up in the ranges, where only tracks are now known and which could be made the 'starting off' points for gold prospecting operations further inland."

Patrols Increased

On Morobe Goldfields

PEACEFUL PENETRATION METHODS

From Our Own Correspondent

RABAU, August 1.

THE six Kukukuku prisoners who were brought out to the coast by D.O. Feldt after he had been far inland investigating the murder of Hellmuth Baum, have escaped. They were moving the aerodrome lawn at Salamoa, and the native guard fell asleep. When he awoke the Kukukus had "gone bush."

It was really a happy solution of a difficult problem. They were Kukukus, of the tribe which killed Baum, but there was nothing to show that they had any share in the crime itself. But they were taught enough to ensure that they will now go back to their primitive community and let the latter know that white prospectors may not be attacked with impunity.

In view of the recent unrest in the Morobe district, the Administration, to enable the District Officer to cope with the situation, has increased his field staff, which now consists of two Assistant District Officers and four Patrol Officers.

The Native Constabulary has been also reinforced to the strength of a full division, which is made up as follows:

- 1 Brig-Major, 2nd class.
- 1 Brig-Major, 3rd class.
- 1 Section, each of which consists of 1 Sergeant, 1 Corporal, 2 Lance-Corporals and 20 Constables.

In the settled communities of the Morobe district, one Warrant Officer of European Constabulary is stationed at Salamoa, at Wau and at Edie Creek.

The dangerous area, which has been closed to the public, will be constantly and intensively patrolled by armed personnel of native police, in charge of experienced Patrol Officers, who will endeavour, by methods of peaceful penetration, to make friends with the natives and explain that fighting must cease, except in cases of protection of life and property.

By means of these Government patrols the cannibals become used to the presence of the white people and their methods, and so, as time passes (in the opinion of the officers of the Administration) it will be safe to allow free access to the closed areas.

This may take one, or perhaps two, years, and is rather costly to the Administration, but it is considered the best and only method of bringing civilised influences to bear on what are now nothing more or less than savage cannibals.

SET OF CURRENTS

In Torres Straits

INTERESTING DISCOVERIES

From Our Own Correspondent

THURSDAY IS., July 30.

SOME natives of the island of Bougainville (right up on the north-west border of Queensland, close to Dutch New Guinea) picked up on the beach recently a lifebelt with the name "Eulaile" painted on it.

Apparently it is a relic of the adventurous voyage of Captain Blyth early this year, from Thursday Island to Port Moresby, in a small launch of that name. It may be remembered that when he was in trouble off Naghir Island the captain sent a New Guinea boy ashore with a line in an attempt to secure the launch, but the effort was unsuccessful: a life-buoy was thrown over to aid the boy, who managed to reach shore safely and was later brought into Thursday Island.

The way in which the currents run in Torres Strait has always been a matter of interest, and from time to time various tide-current papers thrown over by American and Japanese ships in the Pacific are washed up in the central group of islands after their run of several hundred miles, indicating that the set of the current is in towards the Australian coast, probably up inside the Barrier, and that then the currents converge towards the Torres Strait.

By an arrangement made a couple of years ago (through the efforts of the Thursday Island branch of the Royal Geographical Society of Australia) copies of these "bottle papers" are now retained for information by the Defence Department.

In the case of the lifebuoy mentioned it had been carried up towards New Guinea and then along the channels separating Bougainville and adjacent islands from New Guinea itself.

There was, case, years ago, of a ship being carried up by these powerful currents, and deposited somewhere about the Fly River. She had been wrecked in the Eastern Fields, a dangerous place for navigators to the west of Murray Island, and a Thursday Island syndicate bought the vessel, as she lay. When they went out to collect her, she was missing, and later turned up in the Fly River.

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 An increase is noticeable in the Cook Islands in the planting of budded orange trees of approved varieties. It is becoming apparent each season that the Valencia Late and Washington Navel oranges, shipped to New Zealand, stand handling and keep better than the native seedling. This fact is being constantly brought under the notice of native growers. It is hoped that more extensive planting of approved varieties will result. Much of last season's surplus orange crop in the Cook Islands was utilised by the Rarotonga Pure Food Products Co. in the making of orange-juice.

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PACIFIC IS. ASSOCIATION

MOVEMENT LAUNCHED IN SYDNEY

PRELIMINARY steps to form a Pacific Islands Association were taken at a meeting held in Sydney on Wednesday, July 29. About 30 persons attended and a provisional committee was set up to get into touch with Islands residents, draw up a practicable scheme and a constitution, and submit same to a general meeting early in the new year, when, it is hoped, many Islands people will be in Australia on leave.

THE circular calling the meeting stated that the objects and purpose of the proposed Association were briefly as follows:

1. To provide an organization which will, in and when occasion demands, present the views of Pacific Islands residents and ex-residents.
2. To promote, if possible, periodical Conventions, at which there may be an interchange of views on numerous matters relating to Pacific Islands administration, trade, industrial and social conditions, by representatives of the various Islands groups and Territories.
3. To provide club-room facilities and a central address in Sydney for members, and particularly members from the Islands who are visiting Australia.
4. To provide facilities by which residents of the Pacific (and particularly retired Public Servants from New Guinea, Papua and other Australian Territories) may meet together socially.

Mr. R. W. Robson (editor of *The Pacific Islands Monthly*) was elected chairman for the evening meeting, and Mr. Jas. W. Balde (formerly of the Papuan civil service) acted as secretary.

Apologies for inability to attend were received from a large number of people, all of whom expressed their approval of the proposed Association and willingness to support it.

The chairman, on behalf of the Convenors, submitted the following statement of the objects and purpose of the proposed Association:

Within a comparatively short distance of Australia and New Zealand lie the following important Pacific Island groups and territories:

The Crown Colony of Fiji.
 Mandated Territory of New Guinea.
 Australian Territory of Papua.
 Mandated Territory of Samoa.
 British Protectorate of Tonga.
 French Colony of New Caledonia.
 British Protectorate of Solomon Islands.
 The Condominium of New Hebrides.
 Australian Territory of Norfolk Island.
 New Zealand Territory of Cook Islands.

In addition to various smaller groups and more distant, large territories, such as the Society and Marquesas Islands, the Marshall and Caroline, Philippines, Hawaii, etc.

Within the groups and territories close to New Zealand and Australia there is a land area larger than the two smallest Australian States; while population of 40,000; an Asiatic population of over 100,000; and a native population of about 1,200,000. These, for the most part, territories of vast undeveloped natural wealth, and the value of their export and import trade, in a small area, is about £12,000,000 sterling.

For many decades, the Pacific Islands were comparatively unknown to the business world, ground for descriptive writers and story-tellers, who pictured it as a region of beauty, romance and mystery. To-day, with the rapid development of the internal communication system, wireless and aviation, the Pacific Islands territories are coming quickly into prominence, as lands where capital can be profitably invested and Europeans comfortably settled. With the present depression passing development will be very rapid. Because it is essentially a region of primary production it provides a vast potential market for manufactured goods and particularly for the necessary products of Australia and New Zealand. Every native who abandons primitive life and carries a larvala and a knife, and grows canned beef, adds to that great and growing market.

Within the South and Central Pacific there are between 10 and 20 separate and more or less independent administrations, directed respectively from London, Paris, Washington, Tokyo, Canberra and Wellington. There is some communication between them, but the more part, they function quite independently of each other. There are only a few hundred miles between Suva and Noumea and Rakau; yet, if there is to be a development between the respective administrators of Fiji, New Caledonia and New Guinea, the channel of communication is via London, Paris, London and Canberra, and probably, back to London and Paris again. As it is quite well known to you, conditions of life in these various Islands territories are very similar, each administration has to deal with the same, or very similar problems affecting trade, production, settlement, education, health, labour, currency, communications, transport, and above all with matters affecting the welfare and protection of the native races. As development proceeds rapidly, and it certainly will in the future, such problems will arise more frequently and acutely, and the need for consultation will become more marked.

It is hoped that the Pacific Islands Association will provide machinery for holding periodical conferences, for the interchange of opinions and experience and the general discussion of the many subjects connected with present conditions and future development, affecting Pacific Islands territories in common. Such conferences might be held at suitable central points—Sydney, Auckland and Suva are three which suggest themselves. Some very able, broad-minded men

have been connected with the Pacific Islands territories in the past—some as administrators, some as missionaries, some as merchants, some as missionaries, some as merchants, some as missionaries, some as merchants. I have been connected with the Pacific Islands territories in the past—some as administrators, some as missionaries, some as merchants, some as missionaries, some as merchants. I have been connected with the Pacific Islands territories in the past—some as administrators, some as missionaries, some as merchants, some as missionaries, some as merchants.

One could speak for hours on the political importance of the Pacific Islands territories, in relation to the future of the Pacific. Quite recently, I have read the opinion of Sir Hubert Murray, Administrator of Papua, Sir Henry Smit, of Suva, and Mr. C. Brundage, editor of *The Sydney Morning Herald*, concerning the future of the Pacific. The thought occurred to me that it would be a fine thing if we could get men of this type together, in discussion in a broad way, the future of the Pacific Islands in relation to the future of the great nations—some of European and some of Asiatic culture—which lie around the Pacific.

That is the bigger idea behind the plan to form such an Association. It is a smaller, though very important, purpose to provide a central address in Sydney for information about the Pacific Islands—not only in connection with trade development and settlement opportunities, but also as a region of growing attractiveness to tourists. We have a plan, for submission to the Executive of the Association in due course, by which the Association, by catering for the demand for information, to provide headquarters and club-room facilities free of cost to the Association.

There is a definite demand for some sort of central office or club-room, preferably in Sydney, for the use of residents and ex-residents of the Pacific Islands—a place where they may meet and discuss in correspondence, when in Sydney, where they may see the various important newspapers and magazines, etc., relating to the Pacific territories. We have a plan, for submission to the Executive of the Association in due course, by which the Association, by catering for the demand for information, to provide headquarters and club-room facilities free of cost to the Association.

The following motion was presented for your consideration:
 The convenors wish to emphasize that there is no thought of making the Pacific Islands Association serve any interest or section. The object of the Association is to serve the interests of all who may be interested in the Pacific Islands, and to provide a central address in Sydney for information about the Pacific Islands—not only in connection with trade development and settlement opportunities, but also as a region of growing attractiveness to tourists. We have a plan, for submission to the Executive of the Association in due course, by which the Association, by catering for the demand for information, to provide headquarters and club-room facilities free of cost to the Association.

The following motion was moved by Mr. H. A. Ross (formerly of Papua):

That, in the opinion of this meeting, it is desirable that an organization be formed to serve the interests of all who may be interested in the Pacific Islands, and to provide a central address in Sydney for information about the Pacific Islands—not only in connection with trade development and settlement opportunities, but also as a region of growing attractiveness to tourists. We have a plan, for submission to the Executive of the Association in due course, by which the Association, by catering for the demand for information, to provide headquarters and club-room facilities free of cost to the Association.

Mrs. Elizabeth Mahony (formerly of Suva, in the Louside Archipelago) seconded the motion and commended the objects of the movement.

Mr. W. Bruce Ralston said that, while he was not an Islands resident, he was a very frequent visitor to New Caledonia, where he had various interests. There were possibilities of big developments in connection with the South Sea Islands, and an Association of the kind proposed could do much to assist in that direction. He laid particular stress on the importance of better communications.

Mrs. Hamilton Lewis (formerly of Papua) urged the importance of the proposed organization from the point of view of the women residents of the Pacific. A women's committee could do valuable work by looking after the children of Pacific residents, when they were coming to school in Australia and New Zealand, or departing therefrom. They could perform such functions as arranging hotel or flat accommodation, or private hospital accommodation, or making purchases for members coming down from the Islands. There was great scope for a women's bureau attached to the Association, and such an organization would be very valuable.

Mr. J. W. Balde declared that the practical usefulness of the Association was almost limitless, and he believed it would be heartily supported by Islands residents.

Various speakers emphasized that from the beginning, the Association must be regarded as an organization

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Alcoholic liquors imported into the Mandated Territory of New Guinea for the 12 months from June 30, 1929, were valued at over £230,000.

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Ale, beer, stout, cider, etc.	£17,295
Australia	201
United Kingdom	1,971
Germany	1,971
Spirits	175
Australia	1,971
United Kingdom	6,329
France	1,388
Wines	1,388
Australia	1,388
France	1,388

Customs Duty collected on the importation of these liquors amounted to no less than £38,500.

The rate of duty is—

Ale, beer, stout, etc.	2/6 per gallon
Cider and cherry	1/6 per gallon
Spirits	30/- per gallon
Wines, etc.	12/- per gallon
Wines, sparkling	20/- per gallon

for the benefit and help of Islands residents, rather than of ex-residents. The interest and co-operation of the latter were essential, however, as much of the executive work would have to be done by members resident in Australia and New Zealand.

The motion was carried unanimously. The meeting agreed to the appointment, until the first regular general meeting, of a provisional committee with power to add to its numbers, so that it may be representative of the various Islands groups and territories.

The hon. secretary, pro tem, is Mr. Jas. W. Balde, P.O. Box 3408 R, General Post Office, Sydney.

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EASTERN POLYNESIA

Mecca of Big-game Fishermen — Trading Conditions — July Fete: Were Dull This Year

From Our Own Correspondent.

PAPEETE, July 17.

REGRET to record the death, very suddenly, in California, of Capt. Mitchell, the well known fisherman, who for many years had accompanied Mr. Zane Grey on his various expeditions. The deceased gentleman had just left Tahiti to join his wife and family after a stay of several months at the Islands. Heart failure is stated to have been the cause of his unexpected demise. Capt. Mitchell was about 65 years of age.

The waters adjacent to Tahiti, and the Society Group generally, are becoming noteworthy as a playground for big game fishermen, and several enthusiastic amateurs now make Tahiti their sporting headquarters. Some good catches have been made, apart from the record black marlin mentioned in one of my previous letters.

Mr. Jasper Moore, who recently bought a home in Tahiti, and now runs a high-power, twin-engine launch, was the luck a few days ago to land a sail fish weighing about 151 lbs. The fish measured 28 inch over ten feet in length, had a sail spread of 38½ inches, and took fifty minutes to land. The world's record fish of this species, which weighed 170 lbs., was captured by the late Capt. Mitchell, also in these waters, off the island of Raiatea.

To anglers interested in sword-fishing and kindred sport, Tahiti certainly has a good deal to recommend it, especially to those who would prefer a warm and comfortable climate to make holiday in. Here the temperature is very seldom oppressively hot, even on land, and never so at sea; and, during the season of trade winds, from April to November, the weather is apt to be uniformly pleasant and breezy, with only an occasional off day. Baited, the sail bait for sword fish, can be had all the year round, but are most plentiful from November to March. Part of this sort is, of course, only for well-to-do, necessitating as it does expensive tackle and boats, but the essentials, such as hook, line, assistants, gasoline, and accommodation, would appear to be much cheaper than

in some other places—New Zealand for example. Moreover, a fishing trip in this locality may easily be combined with holiday-making of a different variety, for both Tahiti and Moorea, as well as other high islands of the Society group, have plenty of entrances for small craft, and the natives ashore, besides being most hospitable, can upon occasion provide entertainment of a unique sort.

Our monthly mail steamers, the Makura and Maungani, which arrive a couple of days apart, from San Francisco and Wellington, respectively, brought over 50 passengers for Tahiti. A good number of these have found accommodation at the Blue Lagoon Hotel, including Mr. Vanashe, president of the New Zealand Law Society, and Mr. Gramman, Australasian representative of the old established firm of Sandeman and Co., of Edinburgh.

THE DEPRESSION

Commercial conditions show no improvement since my last letter. One large French house, the Compagnie Navale et Commerciale de l'Océanie, closely allied to Ballande and Co., who formerly owned large mining and other interests in New Caledonia, is in process of liquidation, and some of the



Sailfish, weighing 150 lbs., caught by Mr. Jasper Moore, at Tahiti.

smaller merchants are in consequence replenishing stocks at less than landed cost, instead of importing more.

Another sign of the times is that the Banque de l'Indo Chine has notified its clients that they will no longer be allowed the 15 per cent. interest on current accounts that they have been accustomed to.

Nevertheless, our local schooners and trading craft continue to comb the Tuamotu Archipelago for copra, and return to Papeete loaded to the rails with its odorous commodity. Naturally, the natives in these far-away islands will continue to make copra so long as vessels go there to pick it up and buy it from them, but the native in most cases has no capital investment to worry about. It is the white planter, with overhead and wage bill to meet, who is feeling the pinch most during the present slump.

Major Douglas, who may be remembered in connection with the St. George research expedition to the South Seas some years ago, is spending a honeymoon on the neighbouring island of Moorea, where he has leased Lord Haddins' residence, on Opunohu Bay.

The New Zealand schooner yacht, "Valkyre," which has been tied up in

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The trap involves the use of a special glass vase—the D. S. D. (D. S. D. is a registered trade mark)—and a kerosene tin. The vase, which is globe-shaped, has a small round hole on top and a large one on the bottom. The edges of the bottom hole is turned in to form a lip inside, about three inches deep. This lip is filled with water. A piece of gauze is fixed over the top hole. The vase is then placed over a kerosene tin, which contains a little water and a bait. The flies are captured in the lip of the vase, after they have gained entrance to the kerosene tin in pursuit of the bait.

Experiments made in the country, in New South Wales, show that one such trap to every 1,000 acres of land is very effective. It is hoped that this trap, if proved efficient, will be introduced into all the islands group and will be successful in ridding the Pacific of some of the germ carrying flies.

Papeete Bay for some months, owing to a variety of difficulties, has now been taken over on a long-term charter by Mr. Preston Moore, together with her owner, Mr. Gillins, who remains as skipper. Mr. Moore plans to use the Valkyrie for inter-island tourist traffic, thus providing a more comfortable means of travel to out-of-the-way islands than has hitherto been available.

PAPEETE EN FETE

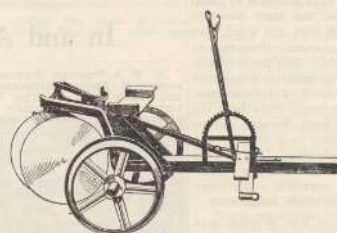
The Cinquenaire fetes have been in full swing for some days past, and attracted a fairly large crowd, in spite of the prevailing shortage of cash. Luckily, the Administration came to the rescue with substantial sums as prizes for the various events, and the French warship, Bellatrix, was also brought into service to provide free transportation for natives who wished to come in from outlying districts. Nevertheless, there was lack of the old-time spontaneity and zest in the celebrations. Some of us can remember the days when the end of a July fete would find three-quarters of French Oceania camped along the Papeete waterfront, and the road aside deep in conflict. But the Tahitian July is not dead by any means—far from it.

Perhaps the most spectacular event on the present occasion, and the one that evoked most enthusiasm, was a long procession of decorated vehicles resplendent in richly coloured foliage and purple bougainvillea, and odorons with fringed canopies, and other strange vermines that only the Islands can produce. Some of these equipages had mammoth superstructures of greenery, brown-skinned singing girls and bouquets of lovely children.

The official part of the programme ends to-day, but the celebrations, in time-honoured style, will probably continue in a sporadic fashion and peter out finally with the departure of the mail boat for San Francisco on the 21st.

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NORFOLK ISLAND IN LUCK'S WAY

The entry of Messrs. Burns, Philp into the New Caledonian trade, particularly if it is attended by the establishment of a branch store in Noumea, is likely to be strongly resented by the French interests. Such a development, however, may be regarded as certain, sooner or later. It is the general belief that fairly soon the New Hebrides will

At present there are 13 planes engaged in transporting passengers and

The Administration, however, has ascertained that public opinion in the two Territories is strongly against the suggested amalgamation of the two services. Each Territory wants its own steamer, as at present, and apparently would rather have the two services maintained, instead of one steamer service and reduced rates.

Negotiations are still going on, but it is not expected that there will be any material alteration in the present New Guinea and Papanuan timetables.

The only other plane on the field is the well-known Sydney air-liner, Canberra. This single-engined machine has been flying since June. Captain Holden is the pilot.

From Our Own Correspondent

This situation we are advised to prepare to meet. Some of us say it would not be an unmixed evil to be cast upon our own resources, for a while at any rate.

RABAU, July 10.

After a Long Chase

SHELL IN HATCHES

TROPHY FOR RABAU

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MAURICE G. d'Almeida, whose d-

He took up the Islands run of Fiji, Samoa, Tonga and New Caledonia for Paterson, Laing and Bruce, when the



Mr. J. A. G. d'Alpuget.

firm was known as Lark Song and Co. and, at the same time, did consist of good business for Holdsworth, Mather, Wunderlich, Westphal and Clark (Ginger) and Brunton (Horn).

In the early days of his visits to Samoa, he knew Robert Louis Stevenson and was the proud possessor of volumes of French poems given to him by R.L.S. who was a great student of the French classics and who loved to read

French classics and who loved to converse in French. "Dal's" library still holds the books enhanced with the R.L.S.'s modest book-plate—his visiting card. One is a rare edition of Fontaine's fables, illustrated with steel

"Dal" was a friend of the old Samoan chief, Mataafa, who opposed the united powers — England, Germany and America — during the Samoan war of the nineties. He had a warm appreciation of the work of the missionaries.

ation of the proud old native, who settled down to the dictum of the Powers, which gave most of Samoa to Germany and the rest to America, and made young Tammara the big child.

made young Tamassee the big chief while the proud old chief's heart was given only to England—if he must have foreign rule—and his pride of tribe was bruised at the young chief's ha-

"Dal," however, contended that it was Matnafa's religion that made him

so honourably submissive, because he was a most exemplary Catholic. Matiafa presented "Dai" with a handsome Malacca cane sent to him by the Emperor of Germany.

FIGHTING THE 'FLU IN TONGA.
When pneumonic influenza scourged

the world. Mr. d'Alpuget was in Nukualofa, Tonga. The Medical Officer of the Tonga group became alarmed at the news of the ravages of the plague and set out for Fiji to replenish his medical stores. Alas! the vessel that took him away left the plague in its

The first case developed three days after the steamer departed. "Dal" took charge of the depleted medical stock and dispensed, while Mr. McCowan, the then British Consul, motored on

the then British Consul, motored out into the villages to seek outbreaks among the natives. On these excursions he was often accompanied by "Dai," and was reinforced by buckets of thick hot soup. Often they rendered first aid to the sick, buried the dead and brought in little orphans to the missions.

The head Marist Sister of the Roman Catholic Mission supplemented the scanty supply of medicines from potions brewed from her herb garden. Every native came to the dispensary.

dally to receive a tonic, and "Dad" often laughingly said it was not the tonic but the moral effect of it that did them good. Tonga was shut off from the world for six weeks during that troublous time, without any med-

(CONTINUED ON PAGE 12)

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The following are the Norfolk Island Customs figures for June, 1931:

Year	From Aust.	From N.Z.
1930	£2,800	Nil
1931	2,550	£1,071

Year	To Aust.	To N.Z.
1930	£1,945	Nil
1931	38	£1,113

Year	From Aust.	From N.Z.
1930	£4,549	£1,591
1931	2,098	483

Year	To Aust.	To N.Z.
1930	£1,881	£848
1931	120	1,563

The following are the returns for July:

Year	From Aust.	From N.Z.
1930	£4,549	£1,591
1931	2,098	483

Year	To Aust.	To N.Z.
1930	£1,881	£848
1931	120	1,563

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A PLAN FOR TORRES STRAITS

From Our Own Correspondent

THURSDAY IS, July 25.

AT the extreme north of Australia, between Thursday Island and New Guinea, lie the Torres Straits islands inhabited by about 3,500 people of native and mixed blood. These islands are under the administration of the Queensland Government and come within the defined boundaries of that State, although some of them are within a couple of miles of New Guinea itself.

On the larger islands are white Government teachers, who in addition to the charge of the schools, also have various duties to perform in connection with the general work of the islands. The people are largely self-supporting, and the Torres Straits Islanders are regarded as a valuable asset to the Commonwealth, both from economic and other points of view. Strategically (to mention one thing) they occupy an important position.

So far as the commercial aspect is concerned, most of the men are engaged in marine industries; some of them own their own fishing vessels, there is a fleet of over thirty boats (cutters and luggers) bought by the people and controlled by the Protector of Aborigines, and a number find ready employment on the fishing and pearling boats owned by Thursday Island companies. Some of the men are engaged in the export of produce to 230,000 worth of marine produce is brought in annually from the island-owned fleet alone, and indirectly, as well as in direct local taxation, the Islanders contribute a good deal towards the revenue of the country.

When the Queensland Home Secretary and other Government officials visited the Islands in June, they had opportunity of seeing the great development that has taken place during the past few years and, incidentally, also became aware of the effect that the impact of other civilisation is having upon those who were, not so very long ago, reckoned with the head-hunters of New Guinea.

There are a number of problems arising in the Islands which will have to be dealt with wisely and understandingly, and these are acquiring a knowledge of "white man ways," which is not always productive of good, will not make the position any the less difficult. It is sometimes surprising to find newspapers and magazines of the most unexpected variety in native homes brought back by boys who have been "working South"; and a Government official was taken aback the other day when a native asked him for the latest information concerning certain political happenings in another State.

One of the pressing problems just now in these Islands is lack of proper communication. The Government ketch visits at intervals, but is frequently called off the regular itinerary to go elsewhere. Teachers and others depend upon the Government boat for their mails and supplies, and also look to the fishing luggers and the Mission ketch to assist in establishing touch with Thursday Island, the headquarters. But there is nothing whatever in the way of facilities for getting a message through quickly—no wireless, not even a heliograph signalling outfit. Islands on which white officials reside are from 30 to 120 miles distant from Thursday Island, so that there should not be insuperable difficulties in arranging for some system of ready communication.

Some time back, a local man proposed to the authorities that the islands be equipped with portable wireless outfits, similar to those used with so much success in outback Queensland and in North Australia. The machine is worked by treadle where no other power is available; it has a range of at least 400 miles, and requires only an operating skill of 12 words per minute.

One difficulty, however, is that at present (being a privately-run idea, worked by the Australian Inland Mission) there is only one "Mother Station" available at Cloncurry, which is too far away for the islands; but if arrangements could be made to link up with the Government stations, at such places as Thursday Island, there seems to be no reason why the idea should not be adopted for the Torres Straits islands, as well as for the isolated settlers' mission stations down the Gulf and along the East coast, and even on some of the luggers that travel long distances from home. The Home Secretary has been approached on the matter to see if something can be done.

On more than one occasion European officials or their families have been seriously ill on an island and cut off absolutely from touch with the outside world; no boats were available, and there was no form of communication whatever. As some of these have

Conquering Leprosy

What Nauru is Doing

Steady Decline in Cases

SOON after the administration of the phosphate island of Nauru was taken over by Britain, Australia and New Zealand, under the League of Nations mandate, in 1920 it was discovered that leprosy was making extraordinary and highly alarming inroads upon the native population.

The official figures published in the last annual report show that cases of the disease were reported as follows:

1920	4	1926	187
1921	10	1927	174
1922	10	1928	132
1923	131	1929	132
1924	193	1930	95
1925	189		

The Nauru administration, during the past ten years, has made determined efforts to cope with the disease and has created an organisation equipped with the most modern methods. As a result, medical science, as indicated by the above figures, is slowly but surely winning the stubborn battle. Each month the whole native population is inspected by a medical officer with a view to discovering the first signs of leprosy. Suspicious cases are dealt with immediately and this early treatment is undoubtedly proving effective in combating the disease.

The Administrator, Mr. W. A. Newman, gives the following details relating to the treatment of leprosy, and we publish same for the information of other Pacific administrations interested in this subject:

Treatment of Leprosy.—The majority of the patients are treated with intra-muscular injections of Bacterium of Oleum (Hydnocarpus Whistiana), and in certain selected cases with Potassium Iodide orally. The treatment with Potassium Iodide is however discontinued if reaction proves severe or prolonged, or if corresponding improvement in condition is not readily forthcoming.

Barty and obstinate cases have been treated with subcutaneous injections of a 3 per cent. solution of phenol. Asepsis is a derivative of Hydnocarpus oil and of the lower melting point fatty acids of Oleum (Hydnocarpus Whistiana), with the critical properties removed. Asepsis has an advantage over other anti-leprosy drugs in that it is exported in powder form and is ready for use after the necessary quantity has been dissolved in distilled water. It was thought, because of ease of export and its simplicity in preparation, that Asepsis might follow the general application of Oleum (Hydnocarpus Whistiana).

Intradermal Leprosin Test.—The Administration has been in communication with the Director of the Leprosy Research Laboratory of the British Tropical Medicine and Hygiene at Oxford, and has also had the advice and assistance of Sir Leonard Rogers, an eminent authority in Leprosy Research. Realising that the solution of the problem depends on a great extent on early diagnosis, the intradermal leprosin test is being applied on this island under carefully recorded conditions, and it is believed that the results will prove of practical value not only in Nauru, but elsewhere. Particular with regard to the results of this test will be available for inclusion in the next annual report.

As Nauru is an almost completely isolated phosphate island, the medical officers have had a unique opportunity of making very thorough tests of leprosy treatment. Consequently, the Nauru campaign on the anti-leprosy campaign are awaited with keen interest by other experts interested in this class of investigation.

young children it is easily understood what a boon some such system of communication as the above might prove.

It has been suggested that the Thursday Island station could be equipped with the necessary instruments for wireless telephony, and the islands and other remote places linked up in that way; this might possibly be even better than the Morse sets. Perhaps the suggestion might commend itself to the wireless company, and a definite system inaugurated by them to help meet the need.

Water Shortage Feared

Port Moresby's Low Rainfall

From Our Own Correspondent

PORT MORESBY, July 7.

THE water question is causing uneasiness to the Public Works Department in Port Moresby. The rainfall for 1930-31 reached only to 18.48 inches—the general average being 34 inches for the year.

In order to arrange a supplementary supply the Department is cleaning up a spring and is laying a pipe line to a standard in Konedobu, near the town. Port Moresby has a water catchment with a reservoir on the slope of one of the hills near the town. The water supply is drawn off in pipes and is sold at the rate of £1 a 1,500 gallons to residents. The problem would be serious without this supply.



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PLEA FOR PEACE IN SAMOA

Study of 40 Years History May Assist Administrator in Solving Problem

Affairs in Samoa are at a critical stage. The new Administrator, Brig.-General Hart, is sincerely and tactfully trying to reconcile the old conflicting interests and bring harmony and order to the distressed country. All true friends of Samoa wish him well. But certain officials—gentlemen of hopeless bias and bitter prejudices—are using their influence, consciously or unconsciously, to defeat the Administrator. Apparently, they think that all the concessions should be on one side.

The Pacific Islands Monthly, in this matter, is entirely neutral. It has said, and maintains, that there have been grave faults—indeed, stupidity and almost criminal obstinacy—on both sides. Therefore, it hesitated in publishing the following article, because of the writer's distinct bias. But the writer of it has lived 40 years in Samoa, and is entitled to express an opinion; and his most interesting summary of Samoan history, with its direct bearing on the present political situation, demands the attention of both sides. It is hoped that its publication may do something to offset the obstructiveness of officialdom, and help the Administrator.

Written for The Pacific Islands Monthly by G.E.F.

THERE is no earthly reason why the people of Western Samoa, and those who have the mandatory control should not be on the best of terms.

They would have been, but for the attempt of New Zealand to govern and administer Samoa without the Samoan people. A government consisting of paid nominees of the Administrator can hardly be called representative.

If those nominees had realised they had certain responsibilities to the people they were supposed to represent, all would have been well. Unfortunately, they apparently feared that they were not supposed to give offence to an Administrator who controlled their positions. Samoa had its Native Parliament, but it was a docile Parliament under the control of an authority who did not tolerate opposition. This is the cause of most of the trouble.

There is an Opposition Party in Samoa, known as the "Mau." This party consisting of more than 90 per cent. of the people, has been declared by "Order in Council" in New Zealand, a "sedition organisation," and disloyal. Whom they are disloyal to is a mystery. They claim that they are really standing up for their country, its traditions and institutions. The 10 per cent. of the people whom the N.Z. authorities describe as loyal, consist of those who are nominees of the Administration, are in the pay of the Government, a few who take no side; and a number of native pastors who are not supposed to take or show any active part in politics.

QUARREL ABOUT KINGSHIP

If the New Zealand authorities had reviewed the Samoan trouble in the light of Samoan history—as history repeats itself, and it is the mistakes of the past that guide the future—they would have discovered the real cause of the national unrest.

In 1899 Maitoa, the king of Samoa, recognised by the then three controlling Powers, died. A treaty made at Berlin in 1889, for the government of the Samoan Islands by Great Britain, United States and Germany, provided that in the event of the King dying, the Samoans themselves were to select their new king. In the event of there being more than one claimant, the choice was to be made by the Chief Justice, who was appointed and paid by the three Powers.

There were two claimants for the vacant throne. Mataafa was an elderly chief of renown, who had been a great warrior, as well as an orator. On account of his age and distinction he was considered far more suitable to fill the vacant throne than Tasi Maitoa, son of the deceased king, who at the time was a schoolboy, quite inexperienced in affairs of state, and was being educated at a London Mission school. According to Samoan custom, a lad is considered a minor until such time as he comes of age and succeeds to certain titles. He had a small following, which would have been smaller still if his claim had not been supported by the British and American Consuls and

the Protestant missions. The only chief of importance who supported Maitoa at the time was Tamasese, father of the Tamasese who was fatally shot in Apia on December 1, 1929.

"TAU ASO TASI"

While the Chief Justice was listening to the claims of the two claimants, the Maitoa section were congregated in and around Apia; but they were all being encircled by the Mataafa adherents. When Chief Justice Chambers gave his final decision in favour of Maitoa, Mataafa's adherents, estimated at about 76 per cent. of the people, rushed the Maitoa adherents, defeated them in what is known as the "Tau Aso Tasi" (one day battle) and looted all they had.

Tamasese, although he put up a brave fight, was defeated. He made his last stand, before he retreated. In front of my building, which was riddled with shot.

I and my family got away to the London Mission house, as soon as the firing started. The Mission, where I found quite a number of people sheltering, was guarded by a body of marines from H.M.S. Porpoise, under the command of Lieut. Guy Gaunt. Captain Sturdee was in command of the Porpoise, the only British warship in harbour, and was very short-handed, as he not only had to guard the British Consulate, but the United States Consulate as well. Both Sturdee and Gaunt were afterwards famous in the Great War. Maitoa was also sheltering in the Mission and there was a chance of the place being attacked if the Mataafa people (who were victorious from the start) had known that Maitoa was there.

As a matter of precaution, men from the Porpoise laid a mine under the wooden building of the Mission house, which could have been blown up at any time if the Matafaans had made an attack from that direction. There was also a mine under the adjacent building, the Tivoli hotel. The Samoans were all armed in those days. Every now and again a native would rush inside the Mission compound, only to be ordered out by the guard.

For the attack of Maitoa, about 9 o'clock that evening it was decided to get him on board of the Porpoise. This was done by Mr. Housham (a Queensland), Norman Macdonald and another volunteer, who got him down to the beach during the darkness. A full in the fighting, and into a dinghy with out any oars. He was paddled off to the ship by the use of some of the boards used as a mine for the dinghy.

The Mataafa people afterwards took charge and set up a provisional Government, which for the time being was recognised by the Consuls.

It was some time before warships arrived—there being no radio communication in those days. As soon as they did arrive, the Admiral (Kurtz) on board of the United States warship, Philadelphia, took charge, as senior officer. A message was sent to Mataafa and his people to surrender, and as

they refused to do so, a bombardment was carried out daily, for a time. The adherents of Maitoa were collected and went out daily, together with men from the warships, in search of the Mataafa parties.

THREE-POWERS COMMISSION

When the three Powers realised what was going on, a big mail boat was chartered and sent out, post haste, with a representative from each Power. As soon as they arrived a truce was called and they met the leading natives of both parties. Before their arrival, however, Maitoa, to support the decision of the Chief Justice, was brought ashore from the Porpoise and was proclaimed King by Admiral Kurtz and British officers at Mulidun. After that, he was again taken on board of the Porpoise. Tamasese, his main supporter, was at the same time proclaimed a kind of vice-king.

The representatives of the three Powers were not only successful in stopping the war, but were the means of getting the natives to promise to live in peace and friendship together, and to disarm.

It was left to the King of Sweden to arbitrate as to who was responsible for the war in Samoa, and who should pay any claims. His decision was that Britain and the United States were responsible and these two countries were to pay the claims. Germany, the other Power, was exonerated, as the Germans had refused to co-operate with the British and Americans in a matter that was purely Samoan—the selection of a king.

In those days, nationals of the various European Powers interested in Samoa had to stand by their Consuls, whether they thought they were right or not. If they did not do so, they were looked upon as disloyal—the same as those who, through better knowledge of the true situation, are classed and treated as disloyal in the present misunderstanding.

The three representatives of the Great Powers, realising that the dispute and fighting were caused by the claim to the kingship, persuaded the natives that the kingship, the cause of all the friction, should be abolished for ever. Maitoa, the unpopular candidate, was called upon to abdicate. The Samoans all agreed to live in peace and friendship together.

PROMISE TO SAMOANS

The kingship, the cause of war, having been abolished, there was no need for the Samoans to remain disarmed. Without any pressure, the Samoans willingly consented to hand over their firearms to the representatives of the three Powers, on the promise that they would be paid for all they surrendered.

This was done—and I never saw such a miscellaneous assortment of firearms ranging from old blunderbusses, converted flintlocks, Tower of London muskets, to the most modern repeaters.

The Samoans were told by this Commission that, in future, any political disputes that might arise would be settled through the medium of the Courts or by arbitration. That has been remembered by the Samoans, and forgotten or ignored by N.Z.

Trouble, or what can be looked upon as a misunderstanding, began to arise by the attitude of the Mandatory Power towards the Samoans. Has arisen more on account of the Power's ignorance of the incidents I have related than anything else. The way in which it first started has been too slight to altogether. According to the New Zealand authorities, everybody is in the wrong except themselves. That it is impossible for those whom they have appointed to administer and govern Samoa to either make mistakes or err in judgment.

More than 90 per cent. of the Samoans have sent in petition after petition, requesting that the whole trouble in Samoa be given a fair hearing and adjusted. Nothing has been done however. Those who have attempted to assist them have, like Messrs. Gurr, Nelson and Smyth, been deported without trial. The New Zealand solicitors, Mr. T. B. Slipper and Mr. Fitzherbert, have had their licenses cancelled and have been unable to defend natives of the Mau when important cases were pending. Native witnesses have been prevented from coming in and giving evidence on important occasions, as at the inquest regarding the shooting that took place when a number of natives were killed and the high chief Tamasese was mortally wounded. Natives have been imprisoned for collecting funds to pay legal and other expenses in prosecuting their claims.

The firm of O. M. Nelson and Co. have been fined £5,000 for forwarding moneys collected by natives for defence purposes to Mr. Nelson, their Attorney in New Zealand. Nearly the whole of the Samoan population have been declared seditious, because they stick together and demand, through the only channels open to them, that certain grievances be adjusted. All these matters, in the first place, could have been easily adjusted at a round-table conference, without loss of prestige to either side.

SAMOANS ARE EDUCATED

Missions established themselves in Samoa more than a century ago. There is not one per cent. of the Samoans who cannot read or write in his own language. They are all Christians, and literate. All ideas of fighting or war they gave up more than 30 years ago when they willingly surrendered their firearms. In an appeal case sent to New Zealand, a learned Judge ruled that His Majesty, the King, had no

jurisdiction in Samoa. Yet all warrants are issued in the "name of the King," and all official stationery is marked "On His Majesty's Service"—thereby throwing the onus on the Crown of all the harshness that has been practised in Samoa.

General Hart, the new Administrator, it is hoped, will soon discover the true cause of the unhappy state of affairs, and will, by the exercise of tact and diplomacy, once more restore the prestige of New Zealand in Samoa. But he will not be able to accomplish such while officials who have taken a responsible part in past proceedings are still on his staff. The Administrator has a hard row to hoe.

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EPIDEMIC IN SAMOA

A stubborn epidemic of dysentery has existed in Western Samoa since January. It is confined mostly to the natives. From January 20 to May 31, 147 cases have been treated at Apia Hospital, with 3 per cent. of deaths. Medicines and disinfectants, and bacteriological examinations are given free on application to the hospital.

The death rate among Papuan laborers during 1929-1930 was 1.308. Of this, the death rate from disease was only .88.

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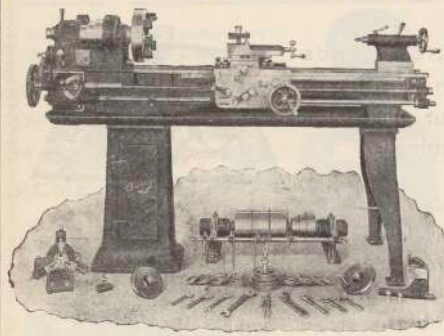
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N. Guinea News**Earth Tremors Continue—Landslides at Aitape**

From Our Own Correspondent

RABAU, August 9.
IN and about Rabaul we have had a continuation of the series of earth tremors and on July 23 it was reported from Manus district that heavy sea disturbances had occurred, accompanied by great clouds of steam.

A new reef appeared about 2 miles long off Baluan, which is an island about 25 miles south-east of Manus.

A severe earthquake occurred at Aitape on August 7 and lasted about 40 seconds. Minor shocks continued until the morning of August 8. The foundations of 12 bungalows and six tanks were damaged by landslides but no casualties were reported.

The Planters and Traders' Association held their annual conference in Rabaul from July 13 to 20. Representatives from Kieta and Kavieng attended.

COPRA EXPORTS INCREASE

The following is a comparative statement of copra exports from the Territory:

	1930	1931
January	7,997	5,882
February	4,000	4,000
March	3,263	5,528
April	3,476	5,871
May	4,750	2,250
June	3,968	7,951
	30,557	39,600

The figures are rather surprising in view of the fact that at the low prices offering to natives for green copra and nuts, they would not sell, with a resulting heavy fall off in the receipts of trade copra from natives.

The increase is accounted for by plantation copra, new places coming into bearing and the natural increase in production from the older places.

NEW MOTOR VESSEL

Last month the M.V. Drina, which was formerly a river steamer in Tasmania, arrived, and is now carrying copra and general cargo in the Territory.

The Drina, which has been practically rebuilt and refitted, has had five banks Morse full Diesel engines installed.

PERSONAL

Mrs. Wisdom, the wife of Mr. Honour, the Administrator, is still progressing slowly but favorably, at Namanua Hospital.

Mr. W. O'Riordan, a resident of some years standing, left the Territory a couple of weeks ago, by the St. Albans, to live in Sydney.

Mr. O'Riordan, who is Acting-Manager of the Melanesian Company, will later return to O'Riordan in Sydney, when he can finalize his business interests in the Territory.

Mr. N. H. Welch, our popular and well-respected only private motorist, left by the St. Albans, for Australia, on last week's holiday.

During the absence of Dr. Welch, Dr. Spence, who has resigned from the service of the Territory, is attending to the duties of Dr. Welch, and we understand, upon the return of the latter, they will enter into partnership.

By the Marston, recently, Mr. Colin Bell arrived to take charge of the Shell Company's interests in this Territory. Mr. Bell, who has been in charge of the Shell Company's interests in Australia, will take over other duties of the Company.

Mr. E. Richardson, the Chief Collector of Customs, together with Mrs. Richardson, returned from leave in Australia, by the Tunda. At Newmarket Mr. Richardson met with an accident on the ship's gangway, and fell to his death.

Mr. V. A. Charlton, who just completed his term of service with the Administration, as architect to the Public Works Department, left for the East, by the Tunda.

Mr. and Mrs. Ellis, together with their son, who left for the East by the Tunda, on holiday leave.

Mr. D. Waugh, District Officer at Kavieng, together with Mrs. Waugh, returned from Australia, from leave.

Mr. "Pat" Savage, Director of Stores and Supplies for the Administration, together with Mrs. Savage, returned from leave in Australia, by the Maohua.

A lady who is very popular on the goldfields, Mrs. Doris Ruston, of "Cliffside," Port Moresby, also returned by the Maohua, after a couple of months' absence in Australia.

On June 22, the B.V. Southern Cross arrived, bringing Bishop McPherson, the Bishop of Melanesia, with his staff, on a visit of inspection of the Anglican activities in this Territory.

The newly appointed Bishop Wade, of the Roman Catholic Church, is at present at Vanuatu, on a visit of inspection and business connected with the Roman Catholic Mission.

The popular manager of the Bank of New South Wales at Rabaul, Mr. Arne Hamilton, has returned and resumed duty, after an absence of nearly four months. Mr. Hamilton arrived per S.S. Nellore, looking very fit and well.

Mr. Self, of the Sydney office of the Bank of New South Wales, who came up to relieve Mr. Hamilton, returned to Sydney per M.V. Thermopylae.

Mrs. Maclean, the wife of the shipping manager for Messrs. W. R. Carpenter and Co. in Rabaul, has returned per M.V. Thermopylae, after a holiday of some months in Australia.

Mrs. Pickering, the wife of the manager of the Vacuum Oil Company in the Territory, also returned per M.V. Thermopylae, after six months' absence in Australia. During Mrs. Pickering's absence in Australia, she experienced a good deal of illness, but now looks well.

Miss Joy Pickering, who has been at school for some years, at the Rose Bay Convent, returned to Rabaul with her mother.

Dr. Hingworth has resigned from the Administration and, with Mrs. Hingworth, re-

LABOUR CONDITIONS**New Regulations in Papua—EMPLOYERS' OBJECTIONS**

From Our Own Correspondent

PT. MORESBY, August 4.
THREE measures in relation to native labour have been recently passed by the Legislative Council, which sat in July. They have caused no little commotion from planters and employers of native labour.

Up to the present employers of native labour have been charged a fee of 6/- on making a contract of service.

The new regulation adds to the present fee a further charge of 3d. in the £ on the amount the native will earn under the contract, bringing the fee for the signing on of a native at 10/- a month for 2 years up to 9/-.

This new measure is in addition to a former one, whereby employers unable to procure assured guarantees must pay their wages in advance, together with the native's return passage to his village.

The Government announces the additional fee is to be placed to the credit account of a separate fund, to provide against possible default by employers in the payment of their wages, an added precaution to the former regulation.

The second measure states that all casual labourers will now be considered as being engaged under the Native Labour Ordinances. This means that all the provisions of the ordinance apply to casual as well as indentured labourers.

It is said the main objection to this measure is that a clause in the ordinance insists that all wages be paid to casuals in the presence of a magistrate. This entails inconvenience and delay to many plantations in the divisions which are three to four days distant from Government stations.

The last measure provides for advances to be made to natives on their contracts up to an amount equal to one-third of their wages. For the last year or two natives have been unable to obtain any advances whatever, even under long contracts of two to three years. This has been found to be unsatisfactory, both for the native as well as the employer.

The Government considers the first two regulations consistent with the uncertainty of the market values of today and the depressed state of the plantations, and enforces them only as a provision against possible default, not in anticipation, but in preparation for such emergencies.

The employers and planters, on the other hand, complain that these new labour conditions, together with the enforced primary duty, have added to their ever-increasing difficulties, making their position well nigh insupportable and that they are suffering inordinately and are forced to shoulder a burden which should be shared by the community in general.

turned to Australia, per M.V. Thermopylae. Their movements are uncertain, but the fact is that they have left the Territory and commenced in private practice.

Mrs. R. Moore and two children, of Moko Plantation, Jukok, York Islands, returned to Rabaul per S.S. Nellore, after an absence of six months.

Mr. E. Roberts, of Rabaul, and Mr. E. Roberts, of Port Moresby, both returned per S.S. Nellore, from Australia.

SOCIAL.
On July 24, Mr. F. L. Flannery gave a dinner at the Club, in honor of Mr. Valer, near Rabaul. This home, which is right on the sea shore, on the Kokopo road, was beautifully decorated and, indeed, about 100 guests were invited and dancing was carried on to the music supplied by the Rabaul Orchestra. A very enjoyable time was spent by the guests.

Mr. and Mrs. W. W. Wain, the wife of Mr. Honour, the Chief Justice, acted as hostess for Mr. Flannery.

Death of Mr. d'Alpuget
(CONTINUED FROM PAGE 9)

num herbals, yet the mortality rate was infinitesimal in comparison to Samoa, with its N.Z. Army of Occupation.

The Queen of Tonga wrote "Dal" a personal letter of thanks, endorsed with the Royal seal, for his services during that trying time.

Mr. d'Alpuget made his last trip to the Islands in March of this year, but an attack of bronchitis brought him back to Sydney late in April, without completing his usual round. Although never really well since then, he did the round of his business houses up to the week he died.

In youth, he went in for a good deal of sport and was a crack shot. He was also a strong swimmer. Among the many who shared his funeral was Mr. Leon Cohen, a Sydney solicitor, whom he rescued from drowning when he was a small boy.

Although a good Australian, who brought up his family to be Australian citizens, "Dal" was never naturalized. His pride of race was too strong to allow him to give up his nationality.

He was the oldest member of the French community in Sydney, and always generously assisted all French projects, as well as every other charity.

He was a great earner, but a better spender, and he gave so generously that he died comparatively a poor man, except in friendship.

BREMERHAVEN**PLANTERS RADIO TO PRIME MINISTER****ISSUES SOMEWHAT MIXED**

THE application made to the Federal Government, in June, to impose some restriction upon the foreign-owned overseas ships which visit the outports of the Territory of New Guinea, was considered by the Planters' Association of New Guinea at its annual council meeting in Rabaul, on July 20, and the following radio message was despatched to the Prime Minister:

This Association enters an emphatic protest against any interference with the sea-borne trade of this Territory, as any such interference will be inimical to the best interests of the Government and the community.

Most of the overseas shipping services has been of inestimable value to the Territory.

In a lengthy letter to the Prime Minister, which followed this radio message, the Association protests strongly against the suggestion that the coastwise provisions of the Navigation Act be reimposed on the Territory. It says that its attitude is the same as it was in February, 1929, when the Navigation Act question previously arose, and it reiterates that it is opposed to any restriction upon overseas shipping facilities—foreign or otherwise—available to the Territory.

The Association makes the point that the Territory is suffering very much owing to the low prices of copra; that it is extremely desirable that no further handicap be placed on the shipment of copra direct to the world markets; and that the foreign shipping facilities to which objection has been taken, give the New Guinea producers increased facilities for getting their copra overseas. They insist that it is undesirable that the export of New Guinea copra be forced through Australian channels: First, because this adds to the freight rates; and second because many of the goods, the copra producer requires, can be obtained directly and more cheaply from markets other than Australia. The letter continues:

"Until recent months, these facilities existed to a very limited extent and were totally inadequate to the requirements of the Territory. The extension lately of the activities of foreign shipping companies to the Territory is supplying an imperative demand. Should those facilities be withdrawn or curtailed the reaction upon the copra industry and the community will be most harmful."

It is apparent that the Planters' Association has been given a wrong conception of the request that has been made by the Federal Government. There is no attempt being made to prevent the German steamers, Bremerhaven, from visiting the Territory, or to force copra shipments through Australia.

What is asked is that this vessel, which is cheaply manned and staffed, and, it is believed, subsidized, shall not be permitted to visit the outports of New Guinea, which would impose an unfair handicap upon the Australian companies. It is pointed out that the latter maintain Australian wage standards and conditions and if they are forced to compete with the German steamer in the outports, they must abandon their standards. They are quite prepared to meet the Germans on equal terms in the chief port of Rabaul. There is no suggestion that direct shipments of copra from New Guinea to the world's markets should be abandoned.

The question, as was explained at length in the last issue of this journal, is entirely one relating to the amount of the freight between the outports and Rabaul. When the producer deals with the Australian companies he is obliged to pay the freight. When he deals with the German ship, which goes to the outports, that amount of freight is saved. Under existing conditions, the Australian companies cannot send ships to the outports to pick up copra in the same way that the Germans do. If they are forced to do so in order to hold their trade against the German competition, they will be obliged to employ Asiatic or native labour and abandon the wage standards and conditions which they have hitherto maintained.

RADIO POPULAR IN COOK ISLANDS

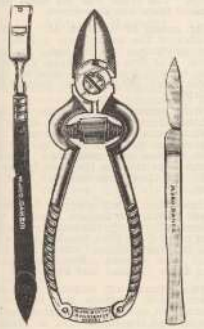
An example of how popular radio is becoming in the Pacific is provided by the fact that in the Cook Islands, where the white population is comparatively small, there were 15 radio receiving licenses issued last year. For the previous 12 months, only five licenses were issued.

Fourteen more foreign ships visited Papua in 1929-30 than in 1928-29. Statistics show that the number of vessels that entered and cleared at the ports of the Territory were 180 (157 British and 23 foreign). The shipping in 1928-29 was 171 (162 British and 9 foreign).

NEW GUINEA BANK
FIGURES

An abstract of average liabilities and assets of the Commonwealth Bank in the Territory of New Guinea for the quarter ended June 30, 1931, compared with those of the previous quarter, and of the corresponding quarter of 1930 as follows:

	Quarter ended June 30	30	30	30
	1930	1931	1931	1930
Deposits—				
Savings interest	199,347	93,287	99,000	
Non-interest	38,799	39,619	44,523	
Cash and bullion	4,281	19,985	12,253	
Loans	4,856	3,911	3,498	

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PAPUAN NEWS

Experiments with Castor Oil Seeds and Soya Bean—
Local Coffee in Demand—Improving Coastal Service

From Our Own Correspondent.

PT. MORESBY, August 4. **S**INCE the excitement and interest caused by the passing of the Prime Minister's Bill (referred to elsewhere) has died down, there is little to report. Market values remain about the same. A good deal of interest is still centred round mining and the Tauri gold field.

Members of the Mahony's Gold Syndicate have returned from the field with good reports and are still optimistic. Mr. Dunstan, the mining expert and former Chief Government Geologist for Queensland, has arrived and is proceeding, together with Mr. H. Garbutt, to the field, to make his report on the leases taken up recently. In the Warden's Court last month, nine applications for mining leases on the Tauri field were heard and all applications were recommended for approval, subject to survey.

Since the report of the discovery of a reef formation, the field is receiving more serious consideration. There have been several applications for exemption of leases for a period of six months, the applicants desiring time to raise capital to provide machinery and to have the ground examined by experts.

SUCCESS OF NEW CROPS

The efforts in sisal hemp and millet have been found unsatisfactory, owing to various difficulties, financial and otherwise, but it is satisfactory to learn that castor oil seeds, soya beans and tobacco are being tried, with good hopes and promises of a ready market. All are being grown a few miles outside Port Moresby and by the Laloki River, and are being given every encouragement by the firms in the town and the Government.

Papuan coffee and desiccated coconut are in quite good favour with the householders of the Territory. Though coffee is in the early stages of production, it is interesting to notice that there is an eager demand for it locally, on account of its freshness and good quality.

SHIPPING MOVEMENTS

The Mataran arrived in Port Moresby on July 30, at 10.15 a.m., with a heavy weather, with very little cargo from Sydney and few passengers.

The steamer Alybank arrived the previous Tuesday—July 28—and loaded 1,200 bags of copra for export, and the following Tuesday for Rabaul.

The "L" ship called in on her way to Noumea, New Hebrides and Rabaul, bringing cargo and the new P.O. place for the Pacific Transport Co.

Li. Bay Pater arrived in Port Moresby on Tuesday, July 27, with a cargo of copra.

In order to economise the Government is transferring the Government launch, Everal, to Samarai, and withdrawing the Valala and

Correspondent.

Guitana from the East and South-east divisions, laying up the Valala and selling the Guitana. The Valala, later on, is to be fitted out with a crude oil engine and sent to the Western Division to replace the launch there which is used for navigational purposes.

ALTERATION TO MAIL SERVICE?

Readers have been startled by the Administration for a new coastal mail service, embracing a monthly call at selected points on the coast, from Samarai to Daru. Since Burns, Phipps and Co. withdrew from the coast, the service has been carried on by the Steamships Trading Co., of Port Moresby and Samarai. As this progressive firm is the only local concern capable of maintaining such a service, it is likely that they will again secure the contract.

The present system calls for a service from Port Moresby to Daru, on the north-west coast, via Samarai, with a subsidiary service embracing points from Port Moresby to Daru.

The proposed alteration offers a considerable improvement on the old service and would almost certainly result in greater efficiency and convenience to shippers along the coast.

At present, the S.S. Papuan Chief (Steamships Trading Co. Ltd.) makes regular trips from Port Moresby via coastal calls to Samarai, and back by same route, then Port Moresby via coastal calls to Daru and back, full trip occupying about one month.

SOCIAL

The Golf Club dinner, presided over by the Captain, His Honor Mr. Justice Gore, was held at the Puma Hotel on July 19, after 25 members of the Club being present.

The dinner was the outcome of a match played in the afternoon between two teams of 12 each, chosen by the President and Captain, the winning team being the hosts of the evening.

Mr. Justice Gore proposed the toast of the winner of the Golf Cup, Mr. J. H. Clay, and in presenting the Cup he expressed his pleasure in the interest taken in the tournament and the interest given to the game by the spectators.

It was agreed that the dinner was the most successful one held in Port Moresby for many years.

The Annual Dinner of the Papuan Club was held at the Club on July 25, and presided over by the President, Mr. G. A. London.

In spite of the depressed times a very successful dance was held at the Jubilee Hall by the Church of England Ladies' Guild.

PERSONAL ITEMS

The Hon. E. C. Harris, Treasurer of the Territory, accompanied by his wife and small daughter, left by the Albatross, for Europe. Mr. Harris is going on vacation leave for nine months.

Capt. Blumner, who returned by the Matapan, has been appointed to the position of District Officer of the Gulf Division, and will leave shortly for Kereka, the Government station in that division.

EVENTS IN NEW CALEDONIA

Correspondent.

Gratiemehrun with Monsieur J. Delahou, the doctor on the Laprouse. Mr. W. B. Rainsford, chartered accountant, is expected by the next Laprouse, on a business visit from Sydney.

Monsieur and Madame Max Bruninghausen are at present on holiday in the Colony. Madame Bruninghausen is Miss Louise Desarnauds of Sydney.

BOY SCOUTS.

The Boy Scout movement has been represented at Noumea for some considerable time by a strong troop under the leadership of the scoutmaster, Monsieur Henri Meyer. The troop recently gave a display which was very well received.

The scout movement counts a number of adherents in France and is also popular throughout the French colonies. It would be interesting if troops could be formed in other centres in the Pacific and eventually a combined gathering of island troops held, irrespective of nationality.

STABILISATION OF CATTLE PRICES.

A movement has been instituted by pastoralists to stabilise the price of meat, so that a better return will be assured to pastoralists.

It is generally considered that the supply at present exceeds the demand, and it will be interesting to see whether pastoralists can get together solidly with a view to maintaining a price level. Indications are at present that prices are rather on the downward grade.

COLONIAL EXHIBITION.

The large exhibition of French colonial activities instituted at Paris is attracting a good deal of attention and has been well supported by the different constituents of the French Colonial Empire. New Caledonia is well represented at the exhibition, and it is anticipated that a good deal of publicity and interest in the Colony will result from its participation.

FIFTIETH ANNIVERSARY OF EDUCATION.

The celebration in connection with this anniversary was a great success, and it is

estimated that no less than 1,250 children took part in the procession which marched through the streets of Noumea. In the evening a largely attended dinner was held at the Hotel Grand Central, when the Governor occupied the place of honour.

LIGHTING OF THE COAST.

A commission has been formed by the Governor to go into the question of increasing the lighting facilities along the coast of New Caledonia. It is considered that a good deal of work is necessary in this direction, and it is felt that the commission will present a useful report with a view to carrying out such work as is required. Money will be provided from the first instalment of the large loan now being negotiated for the Colony in France.

RESIDENT COMMISSIONER FOR THE NEW HEBRIDES.

M. Carleff recently passed through Noumea on his way to Vila to take up his post as the French Resident Commissioner for the New Hebrides. During his stay at Noumea he was the guest of honour at a dinner, which was also attended by the Governor and Mademoiselle Guyon.

M. Carleff, who is a Corsican, was surrounded by many of his compatriots, and it was the local Association of Corsicans which arranged the reception.

JAPANESE CONSUL-GENERAL.

The Japanese Consul-General for Australia has visited New Caledonia, in order to go into Japanese affairs generally in the Colony. There are more than 1,000 Japanese citizens in New Caledonia, and they constitute an important section of the community.

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Rabaul Social Notes

From Our Own Correspondent

RABAU, July 10.

Possibly the recent low price levels reached in the copra market have set our hostesses and hosts thinking hard, as social functions have been very rare during the past few weeks.

Even about the clubs and hotels quietness seems to prevail to an extent unknown in the past.

Salamos, Edie Creek and the Bulolo appear to be the only places at present where money is plentiful, and there one round of social functions follows close upon another.

On June 25, the Rev. P. Bishop arranged a garden party in the St. George's Church grounds, by which a large number of residents were enabled to meet his Lordship, the Bishop of Melanesia, Bishop Melnyk.

A delightful birthday party was given by Mrs. G. Schmidt, at her home, "Rainbow Plantation," in the Kokopo district, on June 25. The party was in honour of the birthday of her daughter, Brigitte. After the guests had partaken of a dainty tea, Mr. D. B. Porritt, as a family friend, was asked to announce the engagement of Miss Brigitte Schmidt, daughter of the late Mr. Walter Schmidt, and Mrs. G. Schmidt of "Rainbow," to Mr. Graham Mitchell, son of Mr. T. Mitchell, of Colobore, New Zealand.

On June 25, a very enjoyable social dance was given by the members of the W.R.O. Club, who entertained quite a number of guests to celebrate the arrival of a new piano, which was a gift from Mr. W. B. Carpenter.

Mrs. G. Judd and Mrs. J. J. Gilmore entertained a large number of friends recently at Winaurunga, where novel competitions, tennis and bridge were the order of the afternoon.

NEWSLETTER FROM FIJI

INDIAN COMMUNITY NOW MORE CONTENTED—FIJI'S COST OF LIVING—THE THREAT TO LEVUKA—ROY SCOUT ENTHUSIASM—UNION CO. VERSUS MATSON.

From Our Own Correspondent

SUVA, August 7.

SUVA seems to be fortunate in its central position in the Southern Pacific, so that large mail steamers, warships and small yachts usually make it a port of call. Recent visitors included the Chilean training ship, "General Baquedano" and the "Nomad" from San Francisco. The Chileans were a very general crowd and stayed for about 10 days before leaving for Sydney.

The "Nomad" belongs to a young man called Pease, connected with the California Packing Corporation. She is a small craft—not much larger than the average 20 ton cutter in the islands—and we understand the Harbourmaster has advised them that she is rather on the light side to go from here to Sydney.

INDIANS WITHOUT GRIEVANCES

The Indian position in Fiji is vastly different from that pictured in Australian papers, where often those who desire to further the doctrine of White Australia hold up Fiji as a lurid example of unrest.

In actual fact, there are not more than 40 to 45 cases of crime a year, which are sufficiently serious to find their way from the District Commissioners' Courts to the Supreme Court. There is no poverty and no oppression, and so the Indians flourish exceedingly.

The Indian, however, is akin to the Irishman, in that he is unhappy unless he has a grievance.

We notice that in recent years, since the Colonial Sugar Refining Co. adopted the policy of breaking up plantations and replacing them by settlements of Indian tenant farmers, the Indian population is much more contented. Since the Indians were given elected representation in the Legislative Council they have made no use of it; in fact, nowadays, they probably have forgotten about it. The Indian members withdrew two years ago from Council, since they said that they wanted all elected members to be elected from a common roll of Europeans, Indians, etc.

However, the common roll has faded into the background as an Indian grievance. To-day, their grievances are religious differences among themselves, Hindus versus Moslems, etc. These religious differences have been accentuated by the fact that the Moslems cut away from the rest of the Indians, and instead of joining in with the common roll they have gone to the other extreme by asking for separate representation in the Legislative Council for Moslems.

GROCERY PRICES

There has been an amusing correspondence in The PIM Times, which originated in a letter from "House Wife," in which she quoted prices ruling elsewhere for groceries, and corresponding prices in Suva.

This brought forth indignant rejoinders from the two Big Firms, in which they quoted their selling prices and showed what little margin, if any, they were making. A third firm, however, scored the honours, some couple of days later, by saying they had been too busy attending to their customers to write letters, but they were glad to note their competitors' prices were now down almost to the level of their own.

Some of the prices may be interesting to your readers in other parts of the Pacific. Here they are:

Matches—10/6 gross.
Four—4/- for 25 lbs.
White sugar—3/- per lb.
Bread—5/- per loaf.
Jam—1/2 per 24oz. tin.
Onions—1/2 per lb.
Keweenaw—2/- per case.

The last direct steamer from London brought back one of Suva's interesting personalities in Dr. Hamilton Beattie.

MIXED RACES

Chinese in Tahiti

From Our Own Correspondent

PAPEETE, July 20.

THE ten-yearly census of French Oceania was taken on June 30, and it will be exceedingly interesting to learn just what changes have taken place in the population during the past decade. The great epidemic of 1918 took a heavy toll of the natives, and since that date the Chinese element has obviously increased very considerably. Of late years, also, numbers of Chinese women have entered the islands, and their prolific offspring, now growing up, will later on be French citizens.

Marriages between Chinese and Natives are surprisingly few, and temporary alliances are by no means common as generally supposed. Chinese half-castes are almost negligible numbers, but at times they come to my observation display qualities of industry and thrift entirely lacking in the average native. Some of the half-caste Chinese girls are remarkably attractive.

On the other hand, the European and the Polynesian appear to find a mutual attraction and mingle freely together, so that there is now a comparatively large and increasing element in the population of Tahiti of mixed parentage, but with varying degrees of European and native blood.

As a class, these people are attractive, handsome and ambitious. They fill subordinate Government positions, and engage in commerce and other island activities within the limits of their opportunities. In Tahiti, at any rate, the pure native, without a dash of European blood, is probably now in the minority.

The value of imports into Papeete for 1929-30 was £372,818, an increase of £12,647 over the previous year. The exports showed an almost equal decrease, being £344,775, as compared with £337,365.

TUNG OIL

Where Trees Are Being Cultivated

Scientist's Interesting Lecture

SEVERAL important points regarding the cultivation of tung oil trees of the *Alseodaphne Fordii* variety, were dealt with by Mr. A. B. Penfold, C.S.I.R., at the Sydney Technological Association, in a lantern lecture before the Royal Society of N.S.W., early this month. Tung oil is in great and growing demand in the world for paint and varnish manufacture.

He showed by means of slides the poor class of country used in China—the home of tung oil—for the growing of the *Fordii* trees, emphasising that the Chinese could not afford to plant on good ground, suitable for edible crops. The crude way the seeds were treated there was also shown.

By means of a chart, Mr. Penfold illustrated the tremendous increase in the cultivation of the trees in America. The first experimental distribution of seed was in 1905, and by 1930 there were 550,000 trees planted in Florida.

With regard to cultivation in the British Empire, a plan was made in 1902 to plant seeds in Hongkong. The plantation was increased in size in 1904, but was later abandoned. Experiments were made in the West Indies in 1911, but these also met with no success.

Since then, much progress had been made within the Empire. Among the places where experiments are being now carried out were, besides Australia, the Solomon Islands, Alfapa and Raihau (New Guinea), Woodlark Island and Buna (Papua) and Fiji.

The lecturer was satisfied from experiments in Australia, that the Commonwealth could produce the *Alseodaphne Fordii*, and the main work at present was to discover in what locality it would grow best. The oil from the Australian trees was equivalent to that produced in America and China.

In reply to questions from members, Mr. Penfold said that the oil cake from the seeds contained a poisonous substance, and its only use, so far as he knew, was that it could be put into the ground as a fertiliser. The leaves were not poisonous.

A member drew Mr. Penfold's attention to the fact that the leaves of one of the trees shown on the slides were perforated, and he asked whether this had been caused by pests.

The lecturer replied that the perforated leaves were due to wind, as the trees were growing in an exposed position. From his observations he had found that the trees were particularly free from attacks by insects and fungus growths.

EXPERIMENTS WITH MONTANA

At the conclusion of the lecture, the President of the Society, Mr. E. Ciochi, who is also Curator of the National Herbarium, Sydney, said that there were four kinds of tung oil trees and it was the opinion of chemists that the *Fordii* was the most profitable to cultivate. Mr. Penfold had done valuable work by trying to popularise the tree in Australia and thus create an important industry in the future. They now had seeds of the Montana variety planted in the Sydney Botanic Gardens. He hoped that something might be done in grafting the two varieties. He had learnt that the *Fordii* plants had been unsuccessful in Papua, and he thought that the Montana might be more suitable for that climate. Montana seeds had been already sent there.

Mr. Ciochi considered that there was quite a future for tung oil, as it contained certain properties that linseed oil did not possess. A big market could be found in Great Britain and Canada, where the trees could not be grown.

PARASITES SAVE ORANGE TREES

The parasites (chalcid flies) which were introduced to Aitutaki, Cook Islands, to combat the citrus scale, are doing excellent work.

The orange trees, which were dying, are now in strong growth and are rapidly recovering from the depredations of the citrus scale.

THE SHIPPING WAR

We have just heard that the C.P.R. and the Australasian and the Niagara from the Union Co. Presumably, the stage is being set for the struggle for supremacy between American and British shipping interests in the Pacific. To us, it means better service and possibly some other interesting developments.

The new Matson boats will commence running from next year.

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