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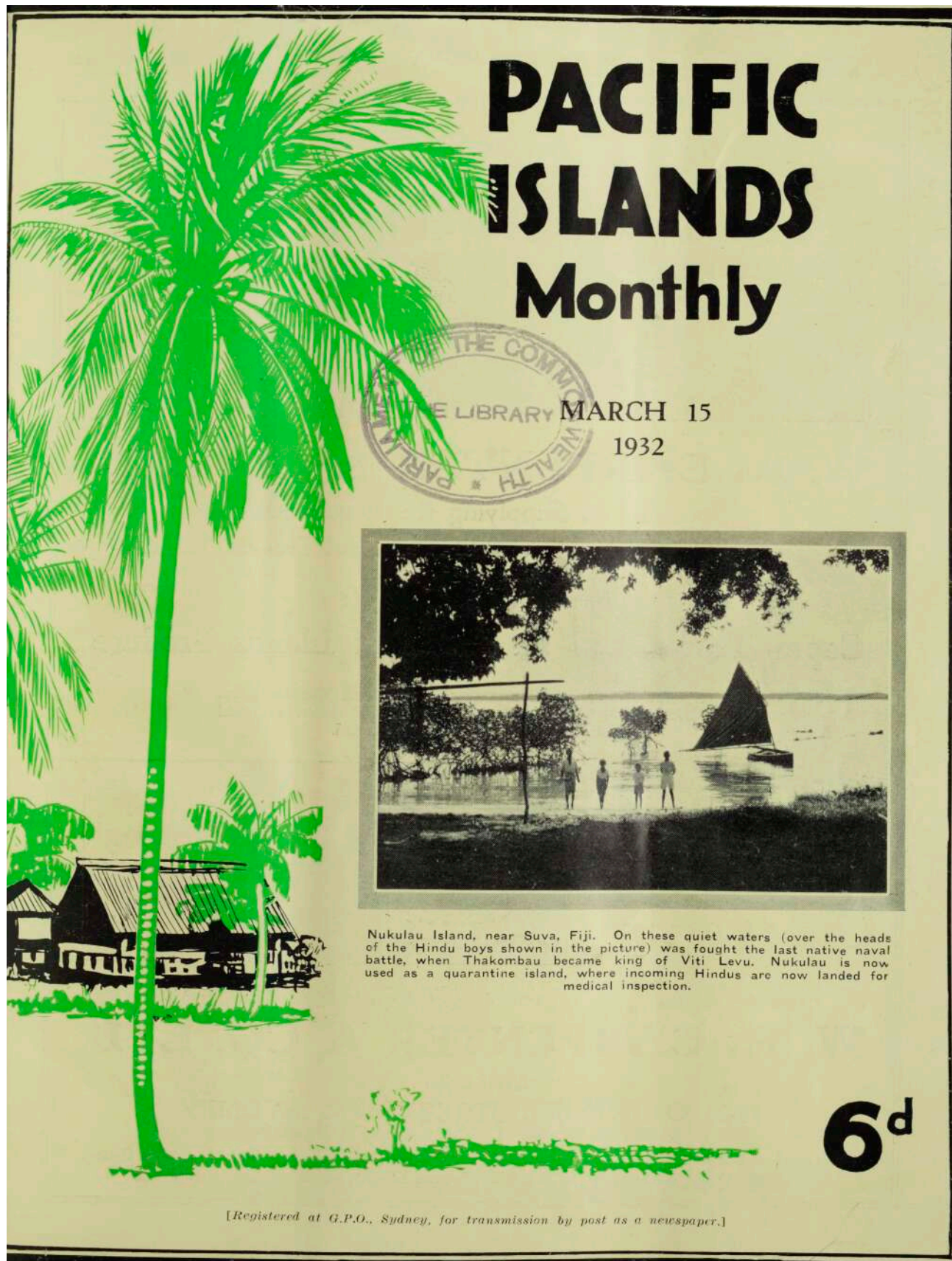
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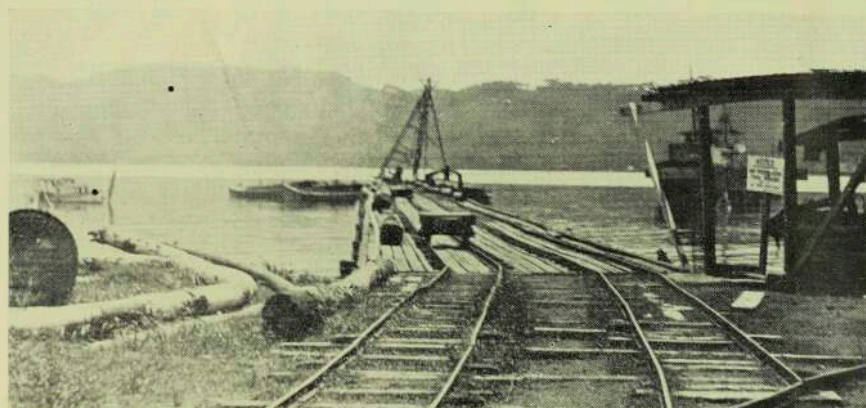
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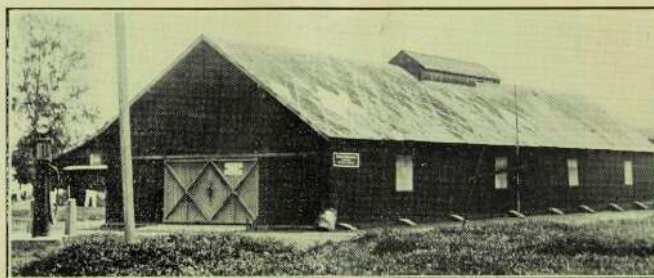
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March 15, 1932.

THE PACIFIC ISLANDS MONTHLY

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March 15, 1932.

THE PACIFIC ISLANDS MONTHLY

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COPRA MARKETING AND EXCHANGE.

More interesting information, bearing upon the problem of the cost of marketing copra on the world's markets, has been made available.

WHEN, in the February Issue of *The Pacific Islands Monthly*, we sought to explain the relationship between the local price of copra, allowing for transport costs, exchange, etc., and the weekly price quoted in London, which is c.i.f., we stirred up a hornets' nest.

Copra merchants have pointed out indignantly that our correspondents overlooked certain charges against copra; and that in seeking to assess a fair market price at Rabaul, we quoted the various charges (freight, handling, etc.) in Australian money, whereas those charges were in sterling—because they have to be paid in sterling.

We pointed out, in explanation, that the main item of cost referred to—namely, freight—was quoted at £3/5/-; and that as it is well-known that the merchants ship this copra to London at from £2/10/- to £2/15/- per ton, we assumed that the freight, quoted

at £3/5/-, was in Australian money; and that, therefore, it must be converted into sterling to get the prevailing rate of freight—namely, £2/10/- per ton.

The merchants have replied to this by stating that the £3/5/- freight charged against copra in Rabaul is calculated in sterling and not in Australian currency. The merchants, in order to get a special freight rate of around £2/10/- per ton sterling, must guarantee shipments from Rabaul totalling not less than 60,000 or 70,000 tons per annum; and as they are responsible for providing this tonnage, they are entitled to the benefit of the lower freight rate. Shippers by the "Bremerhaven," for instance, must pay at least £3/5/- sterling per ton.

This appears to be a reasonable argument and we therefore have pleasure in making it public.

In response to our invitation, Mr. W. R. Carpenter has provided us with the following figures showing, first, the amount per ton, which his firm is paying to planters for copra delivered in Rabaul; and, second, the amount per ton it is calculated planters, shipping independently, are receiving for their product.

As the usual method of independent shipment from New Guinea is per the "Bremerhaven," Mr. Carpenter has based his comparative calculations on a ton of copra bought by him in Rabaul; and another ton

shipped by the "Bremerhaven." The statement is as follows:—

Take copra at price as per "Sydney Morning Herald," 29/2/32, per ton in Europe	£16 10 0
Less deduction made by merchants	3 10 0
	£13 0 0
Plus bonus	0 10 0
Price per ton for copra delivered at Rabaul ..	13 10 0
Shipment Per "Bremerhaven."	
London price	£16 10 0
Freight, £3/5/- per ton, plus 10%	£3 11 6
Commission, etc., 3½% and loss of weight 6½%	1 13 0
	5 4 6
Plus exchange (less allowance for interest) 22%	2 9 6
	£13 15 0
Less duty 7/6, and wharfage 1/-	0 8 6
	£13 6 6

"Thus it will be seen," says Mr. Carpenter, "that the companies are paying to planters 3/6 per ton more than they get, if they ship direct themselves; and, in addition, they accept the risk of market, insurance (whilst in store awaiting shipment), rent (6d. per ton per week), handling charges, loss in weight whilst in store, interest and reclamations and—the greatest risk of all—a fall in the exchange rate, which may take place at any moment.

"The planter gets his money at once whilst, with shipment, he has to take his chance about payment.

"These figures, which cannot be challenged, put a different complexion upon the matter and show that those who ship are in a much worse position than those who sell.

"A glance at an account sales is very misleading, and gives the impression that it pays to ship; but

when one starts to make the correct deductions for loss in weight, interest, and all the other charges, the complexion alters."

In the calculations which we published in the February issue, it was indicated that, taking exchange into consideration, Islands merchants were covering their costs and providing for their profit by paying a local price of about £7 per ton less than the price of copra quoted week by week in London. Later information seems to bear this out.

But the figures we published in February did not go quite far enough in stating merchants' costs. The heavy cost of providing storage and shipping facilities was not taken into consideration and this, in the aggregate, is a substantial item. Neither was risk of market and exchange sufficiently emphasised.

From about the middle of 1930 until nearly the end of 1931, the copra market fell steadily and the Islands merchants, who bought in the Islands for sale in Europe or America, must have met heavy losses. If they did not, the fact is a tribute to their foresight and shrewdness: and men are entitled to reward for those qualities.

The point is that a certain unknown proportion of the £7 per ton, to which we referred, is unquestionably the merchant's profit. Some of the Islands producers think that the rate of profit is too high. Merchants, emphasising the enormous extent to which they support the Islands communities, and take the risks of market and exchange, declare that whatever profit they make is justified and earned. It is a matter of opinion. The discussion has had this value—that it has brought out for public consideration all the various details of costs charged against the marketing of copra; and if there is any means by which producers and merchants can get together for the elimination of some of the many costs of getting the product to the world's markets, there is little doubt there will be cordial co-operation from both sides.



A Suki village, far up the Fly River, Papua—typical of the region in which occurred the murders described in the February issue.

A NEW 'DROME.

To Assist N.G. Patrols.

From Our Own Correspondent.

WAU, N.G., Feb. 24.

ASSISTANT District Officer Penglase and Patrol Officer Sanson are out from the Morobe goldfield in the direction of Mt. Lawson, making efforts to get in touch with the few natives in that district, and have built a new 'drome at the base camp there.

Patrol Officer Sanson is an ex-war pilot and knows what is required in the making of a landing ground; but has had a good deal of difficulty in finding a suitable site. However, Captain Holden has had no difficulty in landing on the 'drome, and supplies are now being taken there regularly.

This, of course, makes unnecessary the employment of the usual large line of carriers between headquarters and the patrolling forces.

March 15, 1932.

THE PACIFIC ISLANDS MONTHLY

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MERAUKE OF TO-DAY

An Isolated Corner of Dutch New Guinea

From Our Own Correspondent.

THURSDAY IS., February 20.

COMMUNICATION between Dutch New Guinea and Thursday Island is of rare occurrence, and, though the two places are less than 200 miles apart, letters by the regular route take over two months to be delivered.

This is an instance of the great gulf which separates various parts of the island world, and is so typical of many parts of the Pacific.

However, this terra incognita has been lately visited by a party of Thursday Islanders, who have just returned with what news is to be gleaned from the decaying town of Merauke. The occasion was a hunt after an alleged motor launch thief who, after various adventures on his voyage from Cairns, through Torres Straits, arrived at Merauke and was promptly detained by the authorities there. Constable Grant travelled over from Thursday Island in the Government ketch, *Melbidir* (which had been requisitioned by the police) for the purpose of bringing the wandering launch and her erring navigator back from whence they had started many months ago.

During some delay in the completion of the extradition papers, the less official members of the party went sight-seeing, and, if rumour be correct, succeeded in making themselves thoroughly at home, the only fly in the ointment being the question of exchange. On arrival, the pound note was found to be only worth nine guilders (15/-), but worse was to come. The next day, a notice at the post office informed the Australians that their money values had dropped considerably during the night; alas! it was now reduced to a few cents over seven guilders.

This portion of the Dutch Empire depends now on a single product—copra—so naturally the district cannot be said to be in a flourishing condition. There are no European plantations, and the whole output (3,000 sacks, were sent away in the last monthly steamer) comes from thickly-planted groves along the shore belonging to Malay, Papuan and Chinese owners. Taxes are paid in this currency, and we print a picture of a Kya Kya native arriving at headquarters with a few piles of copra strung on a piece of rope which he had culled from the trees in his back garden. Well! What a happy country! We only wish the Australian tax-gatherers would be satisfied with a bunch of flowers or a bag of mangoes.

THE STORY OF A DEAD CHINAMAN.

During the Australians' stay a murder was reported from a village only 15 miles away from the seat of government, and the Controleur kindly took some members of the party along with him for the double purpose of allowing them to see how the Dutch deal with primitive man's homicidal tendencies and of witnessing one of the two great

native festivals of the year—the Feast of the Pig—at a village on the way.

The natives reported the murder themselves, with the excuse that they had never eaten Chinaman before and this particular one happened to offer an opportunity of doing so. In spite of this, after the man was killed, they refrained from cooking him, apparently the novelty did not appeal to them so much when it came to the actual trial—a Merauke Chinaman would not prove too tempting.

After the evidence was all threshed out, it appeared that the victim, who was carrying a large assortment of trade goods, asked some natives to help him with them, and when they refused he hit one with a bamboo stick. The

SLIP FOR RABAU.

Messrs. Carpenter Tackle an Old Problem.

BY placing in Rabaul Harbour an up-to-date slip, capable of taking all vessels which regularly trade inter-island, Messrs. W. R. Carpenter and Co. have provided for a long-felt want in New Guinea.

The slip was made in Sydney after lengthy enquiries, and has been shipped to Rabaul. The idea of providing a slip to permit the overhaul of inter-island vessels near their own ports—instead of sending them on a 1,500 miles trip to Australian ports for overhaul—has been receiving attention for a long time; but the difficulty has been always the soft material (decomposed coral, etc.) which comprises the sloping shores of most Islands' harbours. It was not practicable to lay upon this bottom the rails which support the ap-



A Kya Kya pays his annual tax at Merauke, Dutch New Guinea, in copra. The coconuts (see left hand corner) have been split, dried and strung on rope, for easy carrying.

Kya Kya retaliated with a club and finished him. Gruesome as this tale is it shows how civilisation has advanced in the last few years when, undoubtedly, robbery and cannibalism would have been added to the crime.

The Feast of the Pig proved an amusing sight, in which hundreds of almost naked Kya Kyas, drawn from far and wide, took part. The dancing was said to be inferior to that of Torres Straits and all the women and children performed in a circle surrounded by the braves. What with the rattle of the drums, yelling of infants in their mothers' arms, and a squealing chorus from the pigs, a good deal of noise was produced, which is in accord with the best native entertainments and does not vary very much from many we have seen elsewhere.

paratus, which carries the ships out of the water on to dry land.

Messrs. Carpenter wrestled with the problem for some time, and eventually decided to lay down a special bottom on top of the natural bottom, to carry the rails. For this purpose, a surface of solid sheet iron, 250 feet by 20 feet, and five-eighths of an inch thick, was prepared and despatched, to become part of the slip; and the rails of the slip will be laid on top of that.

It is the intention of Messrs. Carpenter to place the slip at Toboy, on the shores of Rabaul Harbour, if that is practicable.

Don't worry when you stumble—remember a worm is about the only thing that can't fall down.

NEW BAKERY FOR RABAU.

FOR a good many years, there has been dissatisfaction in Rabaul with the quality of some of the local bakery service. Finally, Messrs. W. R. Carpenter and Co. have opened a modern bakery in Rabaul, and have reduced the price of bread considerably.

The slight disturbance in the New Guinea bread trade thus caused appears to have stirred up the Administration, with the result that the new bakery has been called upon to comply very strictly with the Ordinances regarding cleanliness, etc. The bakery manager has not complained, but he has made a public suggestion that it is only fair that the Chinese and other bakeries in Rabaul shall be forced to comply in the same strict fashion with the Government Ordinance.

ACCIDENT AT BULOLO.

From Our Own Correspondent.

WAU, N.G., February 24.

THE first serious accident at Bulolo happened on Saturday last, when J. J. Lennon, lorry driver, suffered a fractured pelvis.

Whilst unloading pipes, 4ft. 6in. in diameter and 20 to 30 feet long, from the truck, the natives holding the ropes, by which the pipes were being lowered, allowed too much slack, with the result that they were unable to hold the weight and a pipe started to career down the side of a hill.

When Mr. Lennon saw this he tried to stop the pipe, but was knocked down by it and his legs and pelvis were crushed. Fortunately, at the time, Mr. Lennon was standing near a stump, and this prevented the pipe from completely crushing him. A number of men working at the foot of the hill and in the road of the oncoming pipe were fortunate to escape.

DEATH OF BISHOP HERMEL AT PAPEETE.

PAPEETE, Feb. 23.

I HAVE to record, with deep regret, the death of his Excellency, the Reverend Monsignor Athanase Andre Etienne Hermel, third Vicar Apostolic of Tahiti, which took place in Papeete on February 20, after a long and painful illness. It was generally known here, some months ago, that the deceased gentleman underwent an unsuccessful operation for some serious internal malady, so that this sad event was not altogether unexpected.

Bishop Hermel was born in Fecamp, France, 59 years ago, of a family which has given many officers to the French navy for generations; his surviving brother now holds the rank of Commandant. He was educated in France, and latterly in Spain, and joined the order of the Sacre Coeur de Picpus. Arriving in Tahiti in 1903, he was appointed Bishop three years later at the age of 34, thereby gaining the distinction of being the youngest Catholic Bishop in the world at that time.

As an example of high courage, unflinching self-sacrifice, and devotion to duty, Bishop Hermel will long be remembered in Tahiti and the surrounding archipelagoes, for he was as sincerely loved by the wild people of the Tuamotu atolls as by their more sophisticated relatives in Papeete, and travelled there to see them under the most appalling difficulties.

To him also must be given the credit of re-building the boys' and girls' schools at Papeete, and the erection of similar edifices on the island of Raiatea. The part of Papeete now known as the Mission Quarter also came into existence owing to his generosity and breadth of outlook. This was a piece of jungle land formerly belonging to the Catholic fraternity, which was cut up into sections, sold on very easy terms and now forms one of the most desirable residential sections.

During his distinguished career in French Oceania, Bishop Hermel won many laurels, including the coveted red ribbon of the Legion d'Honneur.



SAMOAN PLANTER'S ENTERPRISE

From Our Own Correspondent.

APIA, February 5.

ONE of the oldest cocoa planters of Samoa, Mr. F. Jahnke, has just completed the erection of an up-to-date cocoa dryer at his Fasitovuta plantation.

This plant consists of a Gordon drier with grader, washer and electric light plant, and is a great improvement, installed at a considerable expense and showing the enterprise of the owner and his belief in the future of the industry.

A large number of planters and citizens assembled to celebrate the installation of the drier and a happy time was spent by the guests of Mr. Jahnke to whom complimentary speeches were addressed.

Herewith is a photograph of the group which gathered in front of Mr. Jahnke's house, to enjoy his hospitality.

March 15, 1932.

THE PACIFIC ISLANDS MONTHLY

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TERRIFIC HURRICANE

Damages Central New Caledonia and New Hebrides.

A VERY severe hurricane swept over the New Hebrides and New Caledonia on February 24, doing a considerable amount of damage, especially on the island of Epi, New Hebrides, and in the agricultural districts of Central New Caledonia.

IT is reported from Noumea that about 2,700 natives on Epi are completely destitute, and the plantations on the island, which comprise some of the finest in the group, have been badly damaged.

Rev. M. Frater, a Presbyterian missionary in the New Hebrides, has sent the following radio to the Melbourne office of his Mission:—

"Terrific hurricane. Houses unroofed. Ten churches down. Burumba launch lost."

The Governor of the Colony has sent an urgent appeal to France for financial help.

LAPEROUSE STRIKES HURRICANE.

The steamer "Laperouse," which was on her way from Noumea to Port Vila, struck a terrific wind, with high seas. However, she came through the encounter undamaged. A few glasses in the saloon were broken.

The purser, interviewed on the vessel's return to Sydney, said that coco-



The small town of Bourail, in Western New Caledonia, which suffered severely in the hurricane. It was built originally as a centre for convicts who had been released, but were not allowed to leave the island.

The message does not state whether the hurricane was confined to Epi, but it is regarded by the mission authorities as almost certain that the islands of Pauma and Ambrym were involved. Bourumba is the headquarters of the Mission on Epi.

It was also reported that the southern end of Mallicollo (N.H.) had suffered severely.

The full force of the hurricane struck Central New Caledonia and the villages Houailou, Canala, and Bourail are all in ruins. Other villages suffered severely. Settlers in the vicinity are stated to be destitute.

nut plantations on Epi had suffered considerably, and it was thought it would take at least three years for these plantations to recover.

Both the East and West Coasts of Central New Caledonia had been swept. The most serious damage was at the town of Bourail, where houses were unroofed and badly battered.

No estimates of the losses caused by the hurricane were known in Noumea when the vessel left on her return to Sydney. It was believed that the natives of both Epi and Central New Caledonia had suffered heavy losses.

CYCLONE NEAR TONGA.

IT has been briefly reported that on Saturday a cyclone passed over the Tongan group, travelling towards the south-east. The centre of the storm passed about 30 miles north of Vavau.

There are no details. The general direction of the hurricane suggests that the principle parts of both the Fijian and Tongan groups would escape; but, if the blow was at all long-lived, it may have affected Niue, which would be right in its path.

Miss Alice Mills, B.Sc., who is a member of the New Britain staff of the Methodist Missionary Society, is at present in Sydney on furlough. On her return to New Guinea, Miss Mills will work among the Chinese women and children in Rabaul.

Rev. A. H. Scriven, of the Methodist Missionary Society, has retired from mission work after 18 years in Papua. For most of that time, Mr. Scriven was stationed at Kiriwina.

MY CANNIBAL COOK.

By Mollie Lett.

HE appeared quite suddenly at the side of the track, as I was walking home through the scrub, one morning; and he followed me in silence to my palm-built, palm-thatched house.

While I breakfasted, he inspected the premises, carefully and critically, and eventually he announced that he had come to cook for me.

A long succession of *soi-disant* cooks had persuaded me that nothing could be much worse than their dirty incompetence. Yet, with the incurable optimism which keeps white residents struggling on in Papua, I hoped, always, that the next one might be better.

The new arrival looked comparatively intelligent for a Papuan bushman. So, sacking the existing failure, I showed him the kitchen and its utensils, and gave him instructions for lunch.

It was not a success. Sweet potatoes boiled in a billy, and allowed to grow cold in their water, do not make a tempting meal on a hot, tropical day; and even the impressive way in which he fished them out with his fingers, and laid them on a plate, did little to make them really appetising.

However, he was no worse than what I had been suffering for many months, and I kept him on.

He reached his apotheosis some weeks later, when four guests arrived unexpectedly for dinner. I had trained him a little, by this time, and I felt fairly confident as I handed him a supply of tinned soup, tinned fish, tinned meat, tinned vegetables and tinned plum-pudding.

A variety of loud noises from the kitchen gave evidence that he was busy; and when the sounds died down I called for dinner. He brought it in a four-quart saucepan. Soup, pudding, fish, vegetables and meat had all been dumped in together, a little water added, and the mixture boiled and stirred to an incredibly revolting mess.

And he was hurt because we dined on biscuits and cheese!

He stayed with me for nearly a year and, finally, left as a protest against my introduction of a cat to the house. Almost daily incidents had shown me that the cat and he were not entirely at one. But I did not realise the depth of their antagonism until he approached me one evening, snorting with indignation, and carrying a half-chewed rat in his hand. He explained that this was not the first time that the abominable cat had robbed him of a valued delicacy, and laid down an ultimatum that either he or the cat must go.

I retained the cat.

"HAURAKI'S" SERVICE.

Sailing About End of April.

THE arrangement made between the Union Steamship Co. Ltd. and Messrs. W. R. Carpenter and Co. Ltd., under which the steamer "Hauraki" is to provide a cargo service between Australia, Suva, Rotuma and Vavau, will come into operation about the end of April.

TROPICALITIES

SOME of the Sydney newspapers will not discontinue their ridiculous stories about the South Sea Islands until some god, which dislikes sensation-mongers, puts them permanently out of existence. One Sunday paper, on March 5, published a "short story" about the wreck of a small vessel, when on a direct voyage from Sydney to the Solomons. The crew took to the long boat, rowed for about six hours, and landed in the Hermit group, among friendly natives. The Hermits are north of New Guinea. To get there, a ship bound for the Solomons would have to travel another 1,000 miles to the northward, and about 1,100 miles westward of its course. The yarn was entitled, "East of Samarai." The Hermits are about 800 miles north-west of Samarai!

MUCH of the work is done by monkeys, said Mrs. J. A. Innes, when I asked her about the servant problem in Salamaua, where she assists her husband in the management of hotel, store, etc. "Monkeys!" I nearly exclaimed—and then remembered that in New Guinea all very young native males are so described—evidently to distinguish them from the "boys." A "boy" is a native man in service—whether he is 20 or 60, he is still a "boy."

Mrs. Innes takes the keenest interest in her "monkeys," of which she has several in training. "They are Siassis, from near Eltapa," she said, "and they are the most impudent, mischievous little wretches one could find anywhere. Yet they are very loyal and intelligent and, properly handled, they are excellent houseboys. They are very cleanly in their habits and, if they were let, they would spend all their days in the surf. I have 'boys' from Madang, and some Kavieng 'Marys.' Really, if one is accustomed to handling natives, and sees to their welfare, the servant problem in New Guinea is not serious."

THE story in Sydney "Sun" of February 7, about Sir Hubert Murray (Lieut.-Governor of Papua) and his work—wherein his Excellency is pictured with topi, riding-trousers and giddy little whip—has excited much derision. "It is amusing and ridiculous," writes "Tropic." "If Sir Hubert had been sketched dressed in a flannel shirt, with a handkerchief round his neck, tweed trousers tucked inside his socks, a wide-brimmed felt hat and heavy boots, Papuans would have recognised him. In view of the work done by his predecessors, especially the late Sir William MacGregor, I cannot believe that Sir Hubert Murray said that 'there was no existing scheme of government' when he took charge. As a matter of fact, the way was well blazed for him by MacGregor, Le Hunte, Robinson and Barton. Sir Hubert's chief work has been connected with the native population."

NOT content with captaining affairs of State, the Solomon Islands Resident Commissioner (writes our Tulagi correspondent) is coming forth as

Captain of his Government yacht "Tulagi." He recently set out on a trip to the western end of the group, but "the weather proved untrue," as the song has it, and, as health also turned against him, he returned to port and later made the trip in the "Mataram."

IN connection with the retrenchment policy of the Samoan Administration, an amusing incident is told of an official, who, some time ago, publicly boasted of his ability to save a large amount of money for the administration by taking over the duties of a brother official, in addition to his own. Probably the beach wireless carried his suggestions to the right quarter. But the result was not quite as expected, for the enterprising one is to be retired shortly and the man he wanted to replace takes over his job.

FROM one end of the Pacific to the other, there is more bitter feeling displayed about liquor control than about any other subject. Within the last few months we have heard shouts of anger from Norfolk Island, Rarotonga, Samoa, and the Solomons concerning liquor regulations; and now trouble is bubbling up in New Guinea. In nearly every case, unpleasant incidents occur, not through any serious abuse of alcohol, but because of officialdom's interference with the right of all free men to drink liquor how and when they like. There is nothing quite so easy to take as an iced beer on a torrid afternoon; or a clean w. and s. at the end of a harsh day—and there is nothing more irritating than the self-assumed right of otherwise very worthy folk to forbid or regulate the consumption of liquor. "A little wine for the stomach's sake" has been the Anglo-Saxon rule, through 2,000 years of social evolution—and if you quote America to me, I shall say very rude things about Americans!

Certainly, we must protect the natives against our fiery liquors—although our anxiety in this regard is a little belated, in view of what we have bequeathed to them in the shape of fatal and filthy diseases. All of which is merely leading us up to the mild suggestion that, if the New Guinea Administration does not want to stir up a nest of hornets, it should apply its liquor ordinances with tact. British people will stand almost anything—the amazing career of Mr. Lang in New South Wales, for example—but when one tries to deprive them of their beer, one arouses a horde of furies.

NOTHING beyond a few obscure lines on a back page of a Sydney newspaper has been published to let the world know that one of the most important events in the history of New Guinea is about to occur—namely, the starting of the first big dredge on the Morobe goldfield. It is on the Bulolo River, some miles north-west of Wau. A second dredge is nearly ready to start, and a third is under construction in Sydney. Very soon six figures will be needed to compute the gold annually coming out of the Territory.

TAHITI NEWS.

Douglas Fairbanks Making a Film.

From Our Own Correspondent.

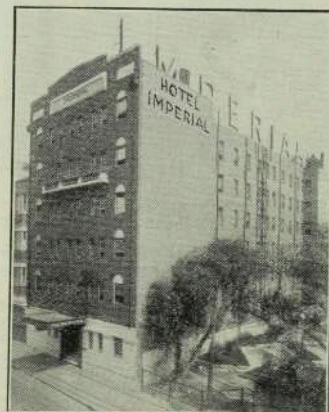
Papeete, Feb. 23.

THE recent arrival of the yacht "Cressida," from New York, has given rise to much admiring comment along the beach concerning her really beautiful lines and towering topsail-schooner rig.

She is here under charter to Messrs. Jennings, Dick and Noyes, who, with a party of friends and a crew of 22, are making a pleasure cruise through the Islands.

On arriving here yesterday from a side trip through the Leeward Group, the entire party proceeded to the beautiful residence of the late cinema director, Mr. Murnau, which they have engaged for a week, while the yacht is being overhauled. So delighted were they with the location that they wished to take the place for a longer term, but it had been already engaged from February 27 by Douglas Fairbanks, for a long period. Mr. Fairbanks is arriving with a large cast and equipment on the S.S. Makura, with the intention of filming a South Sea picture.

On February 25, we are expecting the yacht "Nourmahal," belonging to Mr. Vincent Astor, who, with a party of friends, expects to get some good big-game fishing here in the Islands.



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THE PACIFIC ISLANDS MONTHLY

9

SALAMAUA: Rapid Growth of the Goldfields Port.

THE suggestion that, owing to erosion by sea-action, it may be necessary to abandon the port of Salamaua, and seek another terminal point for the New Guinea goldfields road, is very strongly deprecated by Mrs. G. A. Innes, who is at present in Sydney. Mrs. Innes is the wife of a well-known business man, Mr. G. A. Innes, who conducts the hotel at Salamaua, the Salamaua Trading Company's store, and a number of allied industries. Mrs. Innes has been 12 years in New Guinea—four of them at Salamaua.

WITHIN the space of five years, says Mrs. Innes, very much money has been spent in the establishment of Salamaua, on its narrow, sandy isthmus, and there is now quite a considerable township.

There are the big stores of W. R. Carpenter & Co., Ltd. (three buildings), Burns, Philp & Co., Ltd. (three buildings), Salamaua Trading Co., Gregor McDonald, hotel containing 14 bedrooms, Bank of N.S.W., hospital, Government offices, buildings, and offices of Guinea Airways Ltd., and New

Guinea Goldfield, Ltd., and numerous private buildings. Two miles along the coast, connected by a very good road, is the aerodrome, through which regular communication is maintained with the goldfields. On the inner side of the isthmus, wharves have been built, and there is a good lighter service for the steamers, which anchor in security in the bay behind the isthmus.

Once, Salamaua was unhealthy—there was an unpleasant mangrove swamp at the mainland end of the isthmus. But Guinea Goldfields built a concrete re-

taining wall about it, and it is being converted into a park, where Mrs. Innes has already planted many citrus trees.

Two miles away, near the aerodrome, the hotel management have established 22 acres of vegetable gardens, to provide fresh food for the township.

"There has certainly been considerable erosion in recent times," says Mrs. Innes, "but we are sure the situation can be dealt with satisfactorily. Mr. Burley Gorman, one of the Trading Company's shareholders, who ran a store there many years ago, says that this erosion has been just as bad before. It is seasonal—according to the prevailing winds of a particular season. The shore is partly washed away in one season, and restored in the following season. He says that, on the last erosion, the tide came 8 or 10 feet further in than it does now.

"It should be much easier and cheaper to put down retaining walls, and build up Salamaua, than try to create a new port much further away from the goldfield.

"The question of a road is very im-



SALAMAUA, the port of the New Guinea goldfields, as seen from the air. The little town lies along the narrow isthmus. The surf breaks on the right-hand side; the wharves, off which oversea steamers anchor in safety, are on the left-hand side. The aerodrome is in the foreground, between the cloud masses—where the mouth of the Francisco River can also be seen. The dark, sullen mass of the New Guinea mainland, with clouds hiding the mountain-tops, can be seen across the bay, in the distance. Photo by Downing.

portant, of course. I hear a great deal of discussion about the various road routes, in Salamaua, and I have never heard anything to show that Mr. Sheldon's proposed road, direct from Salamaua to Wau, climbing the ranges between the Francisco and Butou rivers, cannot be built. Mr. Sheldon, as I understand it, claims that this is the shortest and cheapest route, and that the road following it can be cheaply maintained."

Mrs. Innes talked interestingly of the problems of conducting the hotel at Salamaua. The catering problem was solved when they established a cold store there, carrying a good reserve of meat, eggs, butter, etc. Eight feet from the salt water, on the beach, they sank a well, and it gives an ample supply of pure fresh water, to supplement the rain water stored in tanks. Extensive gardens, two miles out, provide vegetables and salads. A Chinese cook and plenty of native "boys" solve the hotel labour problem.

The aviation companies now run week-end excursions to Salamaua from the goldfields centres, and a week-end on the coast is now eagerly sought. Men from the Morobe plateau appreciate the fact that they can step from the hotel verandah on to an excellent surfing beach.

The ordinary comforts of life "down south" are fast being introduced to this rapidly developing country.

Ice and Aeroplanes Give Fresh Meat Thrice Daily to Morobe Goldfields.

SALAMAU has organised a fresh food service for the Morobe goldfields, N.G.

The Salamaua Trading Co., a few months ago, built cold stores which can hold six tons of food. The Sydney steamers now bring frozen meat, eggs, and other produce to Salamaua; three times a day, frozen food is placed on the aeroplanes at Salamaua; forty minutes later it is delivered, at Wau and other goldfields centres, to kitchen "boys" from the various messes and private residences. Fresh meat is being delivered daily by native runners to customers many miles away from the aerodromes.

This food supply promises to revolutionise southern conceptions of life on a New Guinea goldfield. The Morobe plateau is high and, as the bush is being cleared, conditions are not at all unpleasant for Europeans. The nights are cold. All sorts of European vegetables and fruits are being grown. Edie Creek field is now being described as the healthiest place in New Guinea.

One contrasts these conditions with life on Sudest Island (eastern New Guinea) thirty years ago, as described by Mrs. Elizabeth Mahony. There was a great gold-rush to Sudest Island; and behind Mrs. Mahony's trading station were the graves of 200 Europeans. Officially, the cause of death was fever; actually, it was ptomaine poison, the result of the careless handling of the canned foods of those days.

DICK ROCHE.

Mysterious Disappearance of Famous Bird-shooter in Dutch New Guinea.

Some further details of the manner in which Dick Roche, the famous Bird of Paradise shooter, lost his life in Dutch New Guinea some months ago, have come to hand by devious channels from Merauke and from Dobo, in the Aroes Islands (Dutch New Guinea).

ROCHE and a friend, Captain Monsted, made several attempts to get over from Merauke to Thursday Island in Roche's big launch, "Somerset," but the engine was bad and the rudder broke; so Monsted went over in a shark-fisher and Roche remained on the "Somerset" at Merauke. This was about July, 1931.



The late Mr. Dick Roche.

Shortly afterwards, a man named Palmer arrived at Merauke from Thursday Island in a motor-boat, which was

afterwards alleged to have been stolen. The two launches were lying close together and Roche and Palmer became friendly; and when Palmer was released by the police on parole, he went with Roche to the latter's plantation, where they tried to repair the "Somerset."

The two men were then given permission to go to the Koombe River. There, Roche left the party and started off by himself to walk to Okaba, which is near the mouth of the Deagol River. Palmer set to work on the "Somerset" and made a complete repair. Then, as Roche had not returned after an absence of 10 days, Palmer went to look for him.

It is not clear that Palmer saw Roche again; but information, through the Government official at Okaba, is that Roche was last heard of, living with a party of natives on the Bian River. It is reported that Roche asked the natives to take him across the river. They refused and, thereupon, he got into a canoe, without paddles or food, and pushed out into the stream, which runs swiftly and deeply to the sea, and is wide at that place. Searches were made, but no further sign of Roche was discovered. It was reported, at one time, that Roche was speared in a canoe on one of these rivers; but the foregoing report—namely, that he simply disappeared down the river—appears to be fairly well substantiated. The date is about August 22.

Roche's friend, Mr. "Chum" Jardine, went across from Dobo to Merauke about the end of September, and made enquiries, but Roche had then completely disappeared.

A Sydney friend of Dick Roche, Mr. J. W. Earnshaw, who spent some time in New Guinea with him, is inclined to ridicule the report that Roche disappeared in the manner described. Roche, he says, was a very clever and experienced bushman, who had found his way out of some extremely tight corners. He thinks it more likely that there was either foul play, or of which nothing has been reported, or that Roche has disappeared on some expedition of his own into the interior, as he was wont to do.

Efforts to Make Samoa Self-Contained

From Our Own Correspondent.

APIA, February 20.

IN the matter of foodstuffs for European consumption, a large portion of the present importations can be considered unnecessary, as they can be easily produced in Samoa.

This refers particularly to meats, fish, milk, butter, cheese, ham and bacon, vegetables and fruit. The only thing necessary is to stimulate production—and maybe the higher tariff duties now introduced will provide such a stimulant.

Flour, rice and sugar, of course, have to be imported, but, of these, the consumption on the part of the natives has

decreased to a considerable extent. Soap-making from coconut oil is practiced largely by Europeans and Samoans alike. Building materials and hardware are not needed at the present time, when building operations in the territory are practically at a standstill. The only large items of goods imported are drapery and clothing; and even these lines show a marked decline in quantities, as Europeans and Samoans have to confine their purchases to the absolute minimum.

It may be pointed out that portion of the material needed for banana cases, for exportation, is at present produced in Samoa from rubber (Ficus) trees and bush trees and they are apparently of quite satisfactory quality.

MARINE INDUSTRIES PROSPECTS IN TORRES STRAITS

From Our Own Correspondent.

THURSDAY IS., Feb. 29.
JANUARY and February are the busiest months of the year on Thursday Island. Engagement of crews, allotment to boats, victualling and overhaul of luggers are all crammed into the first few weeks of the year, and everyone is busy.

As soon as the worst of the North-west monsoon is seen to be over, a start is made on actual operations. The first to leave are the trochus and beche-de-mer boats, which work their way down the Barrier till a full cargo necessitates unloading at Cairns or other Southern ports. Later, the diving boats, the aristocrats of the fleet, will spread their wings and disperse to the various pearling grounds in the Straits. They are a little later than usual however; pearl shell is now restricted to amounts that can easily be got in seven months, so a longer lay up than formerly is the rule.

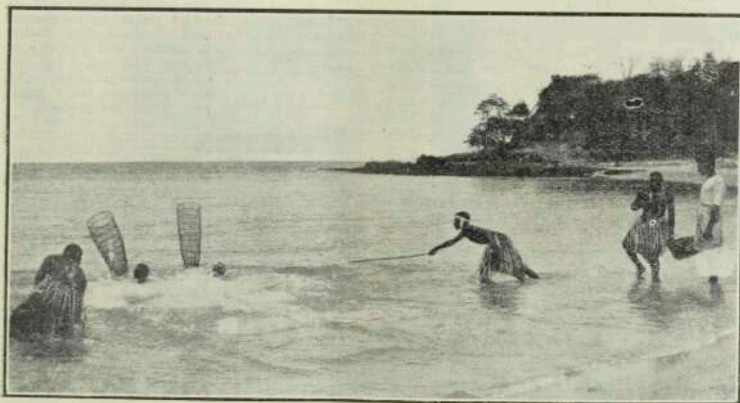
In addition to these well-tried industries, we have to announce the preliminary operations of a new one—the Murray Island Sardine Fishery. This subject is dealt with elsewhere.

Recruiting of Island boys by local pearlers is never an easy matter. This year it has been somewhat more unsatisfactory than usual, owing to the Aboriginal Department's claim to first rights in the choice of crews for co-

operative boats. This may be a just claim, so long as it does not over-ride an expressed preference by individual Islanders to sign on with independent owners. Dissatisfaction on this point was noted amongst the Straits boys to a greater extent than usual; we hope it will not lead to anything approaching the dissatisfaction existing among the natives of Samoa. There are signs that on a smaller scale it may.

Prospects for the year are not unfavourable. The effect of limiting pearl shell production has steadied the market, and reports from America, where Mr. Otto Gerdau is fostering the business and endeavouring to find new uses for M.O.P., are encouraging. We do not hear much about the artificial pearl shell, which was being manufactured experimentally in the U.S.A. two or three years ago. Perhaps the inventors have discovered that the natural product cannot be equalled (Nature sometimes guards her secrets closely) and if this is the case we have reason to feel relieved. Still scientists are persevering people, and cannot altogether be trusted to refrain from further trials.

Trochus and beche-de-mer prices (especially the latter) are up and down. Until the war clouds in the Far East disperse, no reliance can be placed on the markets for these products.



Sardine-Fishing on a Torres Strait island.

Aviator Bond Found in Monte Carlo.

GODFREY LEVINGTON BOND, a New Guinea aviator, who was returning via Singapore to his home in England for Christmas, and disappeared after having been seen on the Rome-Calais express, was found in a Monte Carlo apartment house at the end of February, suffering from loss of memory.

His wife, an actress, who is appearing in London in A. P. Herbert's new opera, "Derby Day," said it was clear

that her husband had been at Monte Carlo ever since he disappeared.

Bond was supposed to be in possession of a considerable quantity of gold dust, and his wife said she did not know whether he still had it. An uncle living at Nice took the man home.

Bond used to fly between Salamoa and the Edie Creek goldfields. He left New Guinea in November to spend Christmas in England with his wife and child.

Bond was known in aviation circles in Salamaua, Lae and Wau, but did not appear to have any regular connection with aviation. He was not—as previously described—a pilot in the regular goldfields service.

New Mission Body for Western Papua?

From Our Own Correspondent.

THURSDAY IS., Feb. 29.
A MEMBER of the Unevangelised Mission Society of Australia is at present in the Western Division of Papua, inspecting the Papuan Industries properties at Mediri and Dirimu. Mr. Lumsden, of the same Society, is expected to follow in March.

If a sale results, a new body of missionaries will commence operations in the Fly River district.

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TO THE EDITOR.

SIR,—In response to my enquiry from Mr. A. J. Vogan for definite information regarding any of our Methodist Missionaries trading in Papua—or elsewhere—he declines to put any one "on the mat"; but cites a specific case of an entirely different character, alleging that he had asked one of our senior missionaries, the Rev. M. K. Gilmour, Chairman of the Papua District, for a passage on our mission boat (by no means a "yacht") which was refused unless Mr. Vogan paid £25 for the trip and bought his goods at our stores.

The charge was so ridiculous that I came to the conclusion that our Chairman had been facetious and that Mr. Vogan had failed to interpret the joke. I radioed, however, to the Chairman of the District as follows:—"Vogan in Pacific Monthly states that you refused take him to Dobu unless he paid you £25 and bought provisions at our stores. Kindly comment."

To this the Chairman replied:—

"Vogan's statement as your telegram absolutely without foundation. Magistrate corroborates."

I had further information from the Rev. J. W. Dixon, who is now in Sydney and who was present at the interview with Mr. Vogan. Mr. Dixon states most definitely that nothing of this kind was said. The Chairman offered to take Mr. Vogan to Dobu as a guest, but stated that if Mr. Vogan desired to continue his trip to the Trobriands, he would have to ask him to pay for the fuel consumed on that portion of the trip—about £10. One would have thought that was a very fair and generous proposal.

I wish to say most definitely that the Methodist Missionary Society of Australasia does not allow trading of any kind by its missionaries, and should a case of infringement of this rule be established, the culprit would be most promptly dealt with by the Society. As

I have pointed out, we have small stores on some of our Stations, but they are only for the convenience of our native staff, and it is one of the rules that if a native missionary abuses the privilege and obtains goods for friends, the privilege is withdrawn. The question of the continuance of these stores was considered at the annual meeting of the Board of Missions held early in February last, and the whole question was remitted to the Papua District Synod for consideration and report.

As to the salaries of the European missionaries: the aim of the Board of Missions is to place its ministers on the Mission Field on a similar footing to the ministers here in the home work, and we think we have arrived at a fair basis. Certainly no one is overpaid.

I am sure that after this definite statement, Mr. Vogan, as a gentleman, will hasten to express his regret that he has published statements reflecting on an earnest body of men and women who are sincerely endeavouring to carry out their duty.

I am,

JOHN W. BURTON,
General Secretary, Methodist Missionary Society of Australasia.

Another Opinion.

Mr. Vogan has sent us a letter he has received from Mr. E. W. Harrison, Sebulugomwa, dated February 2, on this subject. Mr. Harrison "agrees with Mr. Vogan on most points; but not all of the Methodist Missionaries here are traders . . . The Mission stores at Salamo, Bunama, East Cape, and also Bwaidoga are available to any village native who has a shilling or two to spend and, as goods are sold at cost price in these stores, no trader can hope to compete with them. It is time this unfair competition on the part of the Methodist missionaries was terminated—it does the Society in question no credit."

RUMOUR OF GOLD

Solomons are Ready to Rush

From Our Own Correspondent.

TULAGI, February 10.

HUSH-HUSH rumours of a gold-find are going the rounds, and a section of the community stands trembling, with its front toe dug well into the ground, ready to make a blind rush to the scene of golden promise.

If there really is fire under the smoke, there will be little need of the proposed retrenchment in Administrative circles for two reasons: (1) that it will be unnecessary, and (2) it will be voluntary.

Even the merest promise of gold at a 75 per cent. premium (to say nothing of copra rushing back to a payable figure) is, to say the least, "thrilling"—as the flapper puts it. So perhaps it will be excusable if we prematurely sling our hats in the air and forget the woes of the world for a spasm.

B.-P. EXTEND.

Small Steamer for Apia-Suva Run.

THE inter-island steamer "Ralum," which was used by the old Melanesia Co., in New Guinea, and was subsequently taken over by Messrs. Burns, Philp, has been in Suva lately, undergoing a general overhaul.

She left Suva on March 11, for Levuka, and is there awaiting the return from a northerly cruise of the auxiliary schooner "Makoa."

It is intended to send the "Ralum" to the Gilbert Islands to maintain the service hitherto carried out by the "Makoa," while the "Makoa" is to be used to maintain a regular service between Apia and Suva.

It is believed that the entry of Messrs. Burns, Philp and Co. into the regular service between Samoa and Fiji is the result of the withdrawal of the "Tofua" from the Fiji-Samoa-Tonga run.

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of all kinds. If you have water to move you will find exactly the kind of pump in the "Nevertire" line. From the simple well pump to the powerful self-oiling "Bull-dog" we have the right type of pump at the right price, for every job.

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Put the wind to work for you. We have proved makes of mills available in all regular sizes, with or without towers. Tell us your water problem, and we can recommend the proper mill to do the work.

Enquiries

for any of these lines will have our careful attention. Prices will be quoted free of Australian Customs' Duty, in original cases.

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We shall be glad to hear from responsible Island parties willing to undertake the sale and representation of these lines. Write us.

Dangar, Gedye & Co. LIMITED

10-14 Young Street, Sydney

March 15, 1932.

THE PACIFIC ISLANDS MONTHLY

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NEW GUINEA AVIATION.

Freight War Continues.

From Our Own Correspondent.

WAU, N.G., Feb. 24.

THE freight war continues unabated. The two smaller concerns—Capt. Holden and Mr. Parer's Pacific Aerial Transport Ltd.—are offering goods and freights to their customers at the same rates as Guinea Airways and the Pacific Trading Co. P.A.T. advertise that goods will be delivered at Edie Creek from Salamaua at 6d. per lb.

Guinea Airways itself has not actually reduced prices, but the company known as the Pacific Trading Co., which is apparently a subsidiary of the big aerial company, offered goods at Wau at prices, which made it appear that it was obtaining freight for about 3d. per lb.

With goods delivered at Edie Creek for 6d. per lb., and allowing 1 1/3d. as the usual charge for cartage between Wau and Edie Creek, it would appear that P.A.T. has gone one better than the other firms for its customers, and is actually freighting goods to its customers at the Creek for 4 2/3d. per lb.

Guinea Airways stationed their passenger Junker and a Moth at Wau to cater for week-end trade between Bulolo and Wau, thus offering keen competition to Captain Holden.

On Sunday last, P.A.T. filled both its 'planes with passengers for a picnic trip to the new 'drome on the Waria, where a New Zealand company is starting operations. The Graina 'drome, on the Waria, is said to be as good as any in the Territory, and P.A.T. appears to be making a bid for the freighting for the new company.

PAPUAN MURDER.

Two Natives Sentenced.

From Our Own Correspondent.

PT. MORESBY, March 1.

TWO natives of Eofi, a district in the mountains, 50 miles north of Pt. Moresby, in the Central Division, were found guilty of murdering a native named Siloki, at the Central Court, before his Honor, Mr. Justice Gore, on February 24.

The murder appears to have been the result of the usual sorcery, one of the accused alleging Siloki had purpuri'd his father, who died soon after, and this crime was of the nature of a "pay-back," which is the motive of most crimes in Papua.

The body was found submerged in a creek, tied to a stake. After the arrest had taken place, one native admitted he had speared Siloki and that the other had broken his neck. The two natives were found guilty and sentenced to three years' imprisonment with hard labour. The Eofi district lies off the main road to Kokoda. The natives are not war-like, but primitive and superstitious, and their belief in sorcery is intense.

5 SYMPTOMS of TINEA or TROPIC RINGWORM



Perhaps you have inflammation, redness, or skin cracks between the toes, tiny itching blisters, white thick skin, which is always moist, or dry skin, which becomes scaly, accompanied by an unpleasant and characteristic odour. These are all definite symptoms of "TINEA" or TROPIC RINGWORM.

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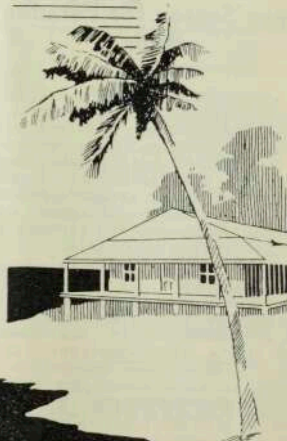
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and all other South Sea
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NEW GUINEA FIELD'S RICH PROSPECTS.

All Companies Hurrying on to Stage of Big Production.

From Our Own Correspondent.

WAU, N.G., Feb. 24.
NEW GUINEA GOLDFIELDS LTD. had no sooner completed the power line on the Morobe field, from the power-station to Kunai Creek, over Mt. Kaindi, than a land-slide occurred, which brought down five poles and tore down the line. The Company is now looking for another route, over which to carry the line to the Edie Creek workings.

The erection of the milling plant at Golden Ridges is going on apace, and crushing should be commenced about the middle of the year.

A good deal of difficulty has been met with in getting a substantial foundation for the mill site, but this has been now overcome, and it is hoped that the company will not receive any further setback in their efforts to get the mill in operation.

The present price of gold makes prospects for the companies operating on this field, look rosy; and with the Bulolo Company commencing operations in March and the N.G.G. Ltd., soon afterwards, it is hoped that production during the next year will reach the million mark.

Bulolo Gold Dredging brought in their first load of machinery for their dredges at the end of March of last year, and it is expected that the first dredge will be producing by the end of this March. All material for the second dredge, the keel of which was laid on February 8, is at Bulolo, so that there will be no delay in the building of this dredge. It will be similar in size to the one now completed.

Plans are completed for two further dredges, to work the lower areas of Bulowat; and a start has been made with the building of these machines in Sydney.

Mr. Godden, of the Placer Co., last week-end took a trip to the lower Watut area, which was recently pegged by a syndicate headed by Mr. A. Thompson, of Wau. This ground was previously pegged in what were known as the Babuaf Leases, and one of the Siamese tin dredging companies had a look at it some years ago. It is hoped that the ground will prove payable, as the area in that section is even greater than that held by Bulolo Gold Dredging Ltd.

A large area of the Bulolo, upstream from Koranga and alongside Wau, has recently been taken up as dredging claims, and efforts are being made to interest Placer Development in the area. If the upper Bulolo and Lower Watut areas should prove payable, it will not be many years before we see dredges operating along the rivers from Wau right down to Lae.

Day Dawn, on Edie Creek, is working three shifts, and the ore still remains remarkably rich. The reefs on the Day Dawn property are locally referred to as "the jeweller's shop." This company, which has a very small capital, must prove in the near future to be one of the outstanding dividend-payers of Australasian gold-mining companies.

His Honour the Administrator, the Secretary for Lands, and several other Government officials are to visit the goldfields in March and will be present at the official ceremony of the opening of the Bulolo dredge on March 21.

The greatest benefit of all would be to the prospectors, diggers and explorers, for it would give them an opportunity to pay their expenses, whilst prospecting and exploring new ground and territory which in itself may lead to further valuable gold and mineral finds.

Last of all, the Governments would gain a valuable supplement to their fading revenues in sales of licenses, customs duties, through larger circulation of money, and royalties or export duties, without any outlay or expense to themselves.

Already there are precedents as a guide, for in Australia it has been deemed necessary to throw open a season for shooting 'possums and koala bears, to find employment and alleviate the financial strain amongst the rural population; and both the koala bear and opossum are far more valuable fauna and more easily exterminated than the Paradise bird. In fact, it is generally recognised it is only the name that has protected the Paradise bird. Had it been known as the Gehenna bird, it would have received but little attention.

I am, etc.,

Papua.

P.N.C.

AUSTRALIAN RICE.

Fighting for Pacific Market.

THERE have been conflicting reports about the development of the Australian rice trade with Fiji.

It will be remembered that Australian rice was finding a ready market in New Caledonia, when it was abruptly shut out by the special action of France, who took this means of retaliating against the Australian tariff.

Australian shippers of rice then found a very good market in Fiji, where some 80,000 Hindus seek the cheaper classes of rice as a staple article of diet. Fiji grows a considerable quantity of rice—as is described in an article elsewhere in this issue—but it does not nearly meet the local demand. It was found that, owing to the exchange position, it was possible to sell partly-dressed Australian rice in Fiji for native use at about 111 per ton, f.o.b. Sydney—which price competed successfully with the importations from Burma.

This market has been developing in a healthy way, but there have been reports in Australia that, because Australian trade was favoured by the exchange position Australian rice shippers were really dumping and that the Fijian Government was inclined to take action. Australian interests more readily took alarm, because of the action of Fiji a few months ago in removing Australia from the British preferential tariff and placing her products on the middle-grade tariff. This, of course, was retaliation against Australia, because Australia has shut out Fiji bananas.

Our enquiries, so far, do not bear out the report that the Fiji Government will specially tax Australian rice. There is always the possibility of developments in that direction, however. Officially, Fiji is not at all friendly towards Australia, owing to the banana situation.

Open Season for Paradise Birds.

To the Editor.

Sir,—Owing to the wide world depression and the heavy fall in prices of all tropical products, it is imperative that the combined Administrations of Papua and the Mandated Territory should explore every available source to try and alleviate the financial losses and distress amongst the primary producers, planters, and traders.

In the Old World, owing to a change in fashions, there is at present a great demand for feathers and plumes. There is no reason why this could not be taken advantage of for the financial benefit of the whole community in the Pacific, by lifting the prohibition and declaring an open season for Birds of Paradise. Reasons are:

It would give the planters and traders a source of revenue to meet their heavy obligations.

All the business firms would gain by increasing the circulation of ready money and giving the unemployed the means of earning a living.

In a personal letter to the Editor of The Pacific Islands Monthly, Lt.-Col. T. Orde Lees, O.B.E., a well-known journalist and traveller, writing from Auckland on January 7, 1932, says:

I am a journalist, at present representing The Japan Advertiser, and formerly sole correspondent in Japan for The Times, London.

It was in June of last year that I first came across your very excellent publication; so well written, so well printed. Since then I have been able to secure every number, and it has been of immense value to me and has actually saved me pounds in planning a very extensive journey which has, so far, taken me to the Marianne Islands, the Carolines, Celebes, Halmahera, Bali, Java, Papua, New Caledonia, New Hebrides and Norfolk Island.

It has been due entirely to The P.I.M. that I have been able to find out the means of reaching several of the places I have visited and intend to visit, and that I have been able to pre-inform myself about the prevailing industries and topics in them.

Captain Bleeker, of the K.P.M. Le Maire, had not seen The P.I.M. until I showed it to him. He urged me to ask you to make it obtainable at the ports of the Dutch East Indies. Even in Japan it would have a fair sale. The Japanese officers of the N.Y.K. steamer were anxious to purchase copies.

March 15, 1932.

THE PACIFIC ISLANDS MONTHLY

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SOUTH SEA PERFUMES.

Promising Tahiti Industry.

From Our Own Correspondent.

Papeete, Feb. 23.

IN the line of new industries, we are interested to note that the old Tiki Products Co., manufacturers for several years of high-grade South Sea perfumes, has now passed into the control of Mr. Samuel Russell, of Papeete.

Mr. W. B. Jones, the perfumer and chemist, who, after more than ten years' research on the local flower odours, produced the well-known Tiare Tahiti and Hinano perfumes, and who was the original organiser of the company, will continue to be associated with the new organisation, in charge of manufacturing.

One of the most important and highly appreciated products of this concern is "Monol," a highly purified coconut oil, scented lightly with the odour of the Tiare Tahiti flower. In the early days this product was used almost exclusively by natives and whites alike for the beautifying and health-giving effect it has on the hair. Witness, for example, the exceptionally beautiful hair of the Polynesian women, who have been using coconut oil from childhood. It has recently, however, come into great demand by our sea-bathing tourists for the alleviation of sun-burn, especially as it has been found to convert the painful lobster-like shade to a fine tan. The great care used in the preparation of this product has resulted in an oil which never turns rancid, even under tropical conditions.

Mr. Jones announces that in a few months' time the company will market a pure coconut oil shampoo of similar high quality.

MISIMA GOLD.

£1 Recovery Per Ton in December.

From Our Own Correspondent.

PT. MORESBY, Feb. 20.

THE monthly report of New Misima Gold Mines Ltd., on the island of Misima, Eastern Papua, for December shows 884 tons put through the mill, yielding 653 tons of sand and 231 tons of slime; also 116 tons of crude ore were treated; making a total of 1,000 tons handled, for gold bullion valued at approximately £1,028/12/-, in addition to accumulated silver, 603 ozs. valued at approximately £50/5/-.

During the epidemic of influenza, 70 per cent. of the labour gangs were affected. There were four deaths and the work was considerably held up. Europeans were also handicapped. The epidemic was very severe.

Dividend No. 2, of 6d. per share, has been declared and is payable forthwith. A further substantial amount has been also placed to the reserve fund on fixed deposit at the Bank of New South Wales.



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halve the work — and they never fail to please. They are delicious buttered with cheese; they are equally delicious with ham or paste, fresh or stewed fruit.

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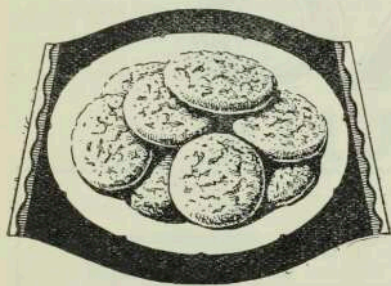


METHODIST FINANCE.**Missions Board Shows Good Figures.**

THE annual meeting of the Methodist Board of Missions held in February received a remarkable statement of accounts.

The very able treasurers, who control the affairs of this large organisation, appalled by the prospects of 1931, pruned their estimates a year ago with courage, and brutally cut down every available item of expenditure. Even then, they feared a crippling deficit. But for some reason, the voluntary gifts to the Mission organisation kept up in a remarkable way, so that when the treasurers washed up the year's accounts at the end of December, 1931, they found that the excess of income over expenditure was £6,934; while, out of the adjustment of certain reserve accounts, they gained another £3,500. The net result was that the general balance sheet, which showed on December 31, 1930, an accumulated deficit of £29,282, showed a deficit at the end of 1931 of only £18,806.

Exchange was a worry to the Board of Missions; but, through the goodwill of the British Society in London, they made arrangements by which moneys for India and Fiji were drawn from London, while the Australian Society, in each case, deposited the amount of the transfer in the Commonwealth Bank of Australia, plus 25 per cent. The amounts thus deposited are being held here, and if and when the exchange improves, they will be sent to Britain and, of course, a corresponding amount of the 25 per cent. will be saved.

**Biscuits filled with nuts**

Fresh and fragrant, deliciously "short" and tender, Joyce Nutty Crisps are filled with mellow-flavoured, finely crumbled nuts. They're baked to perfection, just like home-made.

Joyce Nutty Crisps

Joyce Gold Medal Biscuits are carefully packed to preserve their freshness. Write to P.O. Box 31, Camperdown, N.S.W., if unobtainable locally.

FPL 1.

NEW GUINEA LAWS.**Three Ordinances Under Review.**

MATTERS affecting the New Guinea Administration are contained in three ordinances, which, we understand, have been approved by the Administrator and the Minister, and now only await the sanction of the Federal Cabinet.

The most important ordinance is one which alters the law governing the advance of money to settlers in the Territory. Under the present ordinance, no person or firm may advance moneys without the sanction of the Minister if the total value of the properties in the Territory, on which such person or firm has already advanced money, exceeds £250,000. As pointed out in previous issues of this journal, this ordinance has been operating in a very embarrassing and harsh fashion, and, in the present state of national economics, it was desirable that there should be some amendment. We understand that the amendment alters the scope of the financial accommodation, which may be given, so that the limit is extended to £500,000, and in calculating the amount involved, the Administration must take the total of the sums advanced by a particular firm or person and not the total value of the properties on which advances have been made.

The second ordinance deals with the medical services in the Territory and seeks to remove certain difficulties and anomalies.

The remaining ordinance is one of very great importance to the interests which are seeking to develop the Morobe goldfields. Under the present law, the proportion of Australian, British and other capital in any company interested in the goldfields is fixed; and experience has shown that these proportions create certain difficulties. The new ordinance alters the proportions in such manner as to give relief and encouragement to British interests which, it is understood, are prepared to invest further considerable sums in the development of the goldfields.

TAURI GOLD.**Prospectors Still at Work.**

From Our Own Correspondent.

PT. MORESBY, Feb. 20.

PROSPECTING is still being carried on and prospectors are trying the upper reaches of the Tiveri and Tauri, in the interior of Papua, and are still optimistic that gold is there.

Mr. R. G. Speedie, patrol officer, came into Port Moresby recently from a trip to the head waters of the Tiveri. He was accompanied by Messrs. Sutherland and Brooks. They examined country around the head waters not previously explored, and found the whole of the country on the right bank of the river to be auriferous. Gold was found almost to the source and traces were found in nearly every small creek entering the river from the north, though in very small quantities.

Test holes were put down in the main river bed and on the adjoining flats, under great difficulties. No payable gold was found.

Mr. Speedie will escort another prospecting party, next month, up the western branch of the Tauri River, in what is practically unexplored country.

Mr. Speedie has remarked that any mineral wealth discovered there would have to be very rich, owing to the high costs of transport. The country he and the prospectors travelled over was rougher than any other he had encountered before in Papua.

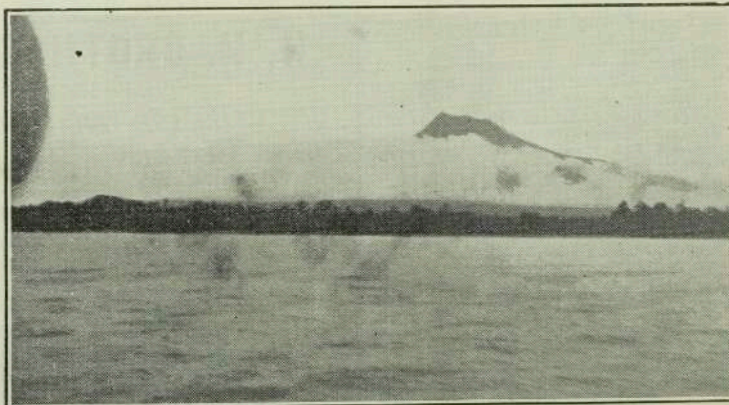
"Stella Polaris" to Visit Apia.

From Our Own Correspondent.

APIA, February 2.

THE tourist motor yacht "Stella Polaris" on a world cruise will call at Apia on February 9 with 75 tourists on board.

An elaborate programme of entertainment has been prepared by the Administration Secretariat, which is in charge of arrangements. The programme includes escorting the boat in by a Samoan band with 40 rowers, and inspection of points of interest like Government House, Avele Agricultural School and Stevenson's tomb.



"The Father," one of the highest mountains in New Britain—as seen above the clouds by the camera of Mr. Travers Black, when that gentleman was sailing along the coast of the great island, recently.

March 15, 1932.

THE PACIFIC ISLANDS MONTHLY

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Review of Conditions in Tonga

[To the Editor.]

Sir,—There has appeared in your paper many conflicting versions of conditions in Tonga and I would like to present to your readers what I consider an unbiased view of conditions as I see them.

To begin with commerce, trade is undoubtedly bad, in common with other countries but, though there is little prospect of any rapid improvement, and unemployment among the Europeans is increasing, the possibilities are not so bad as they looked six months ago.

The banana venture of the Government has made a promising start and has already put a considerable sum of money in circulation. The last shipment was of over 4,000 cases and future shipments will show a considerable increase over this figure.

THE PRICE OF COPRA.

The price of copra has increased in Britain, and exchange is still in our favour but buyers are slow in passing this increase on to the producer. The present price, paid locally, is £7 per ton, and 1/- for 33lbs. green. With £14/5/- at home, and exchange showing another £1/15/-, the margin must net a very nice profit. In view of this, and the high prices still being charged to the natives, one would doubt if merchants are doing as much to assist the economic rehabilitation of the country as would be expected.

The native population, full and bye, does not appear to feel the effect of the depression as much as the small traders and European planters, or as the working classes do in the Dominions. They, in Tonga, have plenty of food and comfortable shelters, although the cash available for luxuries has been sadly reduced.

The general impression left, after associating with them for the last twelve months is that, provided the yam crop does not fail and they can raise nine dollars Government tax per annum, they still enjoy life and are not worrying a great deal about the state of Denmark—or the state of Tonga, for that matter. A happy-go-lucky race! It is no wonder that their chiefs subjected them almost to a state of slavery in the old days, and it is highly probable that they would be again subjected were the guiding hand of the European removed.

GOVERNMENT SERVANTS.

Government officials, provided they can keep their jobs, have nothing to complain about for, though the salaries paid here are small as compared with those paid for similar positions in other Governments, they are lucky to have them now. At present, they are on the box seat, but this is more or less as it should be for, during the bonanza years of the past, while traders and planters were making rich returns and natives were receiving top prices for their produce, the Government official was the poor relation, with little hope of putting anything away for a rainy day.

Well, the rainy day has arrived, and the Europeans are now threatened with wholesale retrenchment; a policy which

has little to commend it, either economically or from the point of efficiency. The Public Works Dept. affords an interesting example of the difference between European and Tongan administration. This department, under the Hon. A. B. Wallace, was most efficiently conducted; but since his retirement the running of the Department has sadly depreciated.

VALUE OF EDUCATION.

The policy of educating the natives to govern their own country is a laudable one; but in a matter of this sort it is wise to hasten slowly, and any attempt to exchange European for native administrators at this stage of their advancement is bound to end disastrously, particularly at the present time, when men of experience are so essential. Several Tongan chiefs have been to colleges in the Dominions for periods of from four to six years, most of which time was spent in learning English. Starting as they did, without even a primary schooling, they learned little of value to them in the positions they were later called upon to fill in the Government. I cannot recollect having ever heard of one who had reached Matriculation standard. A better system has been in force of latter years, but so far the system has not produced any native of outstanding ability.

To sum up, I should say that while Tonga is feeling the effects of the prevailing hard times, she does not suffer to anything like the extent of most other countries. Her inhabitants are in no danger of starvation and, in this mild climate, the terrors of exposure are nil, even were no shelter obtainable.

In the words of your correspondent, "Tonga is not a bad little place to be in just now."

I am, etc.,

FAKAMATAALA.

Nukualofa,

February 6, 1932.

GOVERNMENT COMPETITION IN PAPUA.

[To the Editor.]

Sir,—In the December number of "The Pacific Islands Monthly," on page 22, in an article entitled, "Vigorous Papuan Company," it is stated that, "The Administration trades and runs coastal vessels in direct competition with private enterprise."

You are mistaken; the Government does nothing of the kind, nor has it ever done so.

I am, etc.,

H. W. CHAMPION.

Pt. Moresby,

January 5, 1932.

EDITORIAL NOTE: We are sorry, if we have inadvertently misrepresented the position. But Papuan residents certainly do refer, in conversation to the freight service supplied by Government vessels on the coast of Papua. And in the last gazetted statement of the Territory's accounts, under the heading of "Miscellaneous receipts," we find: "Earnings of Government vessels, six months to December 31, 1930, £217/10/3; to December 31, 1931, £53." So there is some excuse for our error.

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N.G. GOLDFIELDS DEVELOPMENTS

First Dredge is Ready. — Second Building. — Third on Order.

EVERYTHING is now in readiness on the New Guinea goldfields for the starting of the No. 1 dredge of Bulolo Gold Dredging Ltd. The date for the commencement is March 21, and the official starting will be performed by Brig.-Gen. E. A. Wisdom, Administrator of the Territory.

FOLLOWING a memorandum to shareholders of both Placer Development Ltd. and Bulolo Gold Dredging Ltd. regarding the sale of the Bulowat and Burnside areas, in New Guinea, by Placer to Bulolo, a further memorandum was issued on February 29 concerning arrangements for financing the dredging operations on these areas. It was previously mentioned that two dredges would be installed on the property.

In the latest memorandum, it is stated that the Bulolo directors considered that, without jeopardising the originally contemplated dividends, the cost of equipping the newly-acquired areas could be met from dredging profits, augmented by the proceeds of an issue of the comparatively small number of 65,000 new shares.

"In line with this," the memorandum continues, "the Bulolo directors now advise that they have accepted from Oroville Dredging Company Limited and the International Mining Corporation an offer to take, at a net price of six United States dollars per share, the whole of the above issue. The price of six United States dollars represented in Canadian Currency \$6.90, in English Currency £1/14/10, and in Australian Currency £2/3/7.

"Oroville Dredging Company Limited, which is an old established English corporation in which the Consolidated Goldfields of South Africa Limited is substantially interested, is one of the world's most successful gold dredging companies and, with its properties in Colombia now nearing exhaustion, it was desirous of becoming interested in Bulolo. The International Mining Corporation, which is of New York, shared with the Consolidated Goldfields Company in the original Bulolo financing. Of the new issue of 65,000 shares, the Oroville Company has taken 55,000, and the International Mining Corporation the balance.

"While the directors of the Bulolo Company welcome the co-operation of the Oroville Company, and the further co-operation of the International Mining Corporation, they regret that it was found inadvisable to offer the new issue for subscription pro rata by all shareholders. Consideration of the existing exchange position, which at present seriously handicaps Australian subscribers, and the very disturbed world financial conditions, influenced them in their decision to follow the course adopted. Furthermore, an issue to all shareholders would have entailed delay, which in the interests of the Company it was desirable to avoid. The modesty of the sum of the present new issue of capital and of the issue of paid up

shares that will be made to satisfy the Placer Company's sale consideration is very satisfactory in light of the large profit value of the new areas to be equipped.

"Placing of the order for construction of the pontoon and much of the superstructure for the No. 3 Dredge, arrangements for which were in train, has now been effected—the work has been entrusted to Poole and Steel Limited, of Sydney, who built the previous pontoons. All equipment required for the extension of the power line to the Bulowat area has also been ordered, so that electric power for construction workshops may be supplied to the new areas as fast as possible.

"As to the advantages to accrue to the Bulolo and Placer Companies respectively, the Bulolo position will be improved by a very substantial increase in the originally estimated investment return (theoretically by approximately 40 per cent.) as soon as the new areas are equipped, and by some increase in the life of the operation. The increase in the monthly yardage to be dredged will contribute to this enhancement of return by its effect in re-

ducing the dredging costs. As the Placer Company will be paid in Bulolo shares, and is already a large shareholder in the Bulolo Company, it will profit from the satisfactory terms to the Bulolo Company upon which that Company is acquiring the new areas. A further benefit to the Bulolo Company is the acquisition by it from the Placer Company, as part of the terms of sale and purchase, of such development possibilities as may be found to exist in the two dredging claims shown on the plan attached to the fifth annual report of the Placer Company as the Placer West area. A further benefit to the Placer Company is its acquisition from the Bulolo Company of the right to recover gold from the undredgable area of about ten acres located at the Southern end of the Bulolo original area and immediately to the North of the Arnolds Leases already owned by the Placer Company.

"The settlement as between the two Companies of the terms of sale and purchase proved a difficult one. The arrangement, as set out in the previous Memorandum to the shareholders of both Companies, whereby the final share consideration that will pass to the Placer Company will be dependent on the actual gold recoveries and working costs on the original Bulolo area and also on the Bulowat Burnside areas, was considered to be the fairest and technically the soundest method of determining the matter. Seventy-five thousand fully paid shares of Bulolo Gold Dredging Limited will be allotted to the Placer Company two months after the first of the additional dredges commences operating on the new areas, and a like number two months after the second dredge commences operating thereon, while, after dredging has proceeded for two years on these areas there will, on a basis that has been agreed upon, be a further and final allotment of shares to the vendor Company."

BURNS, PHILP

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Niue.

Code Address: "Burnsouth."

March 15, 1932.

THE PACIFIC ISLANDS MONTHLY

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FIJI RICE MILL

To Operate on New Basis.

From Our Own Correspondent.

SUVA, February 16.

FOR the past ten years or so, the Fiji Government has operated a rice mill at Suva, and has each year purchased for milling all the paddy available in the Colony.

This has been done with the object of encouraging the growing of rice in the Colony to supply the Colony's needs, and originated from the very bad grueling the Colony received through having to purchase much rice outside the Colony, at times of high prices. It is estimated that some 11,000 tons of rice are consumed in Fiji yearly.

The Government now proposes to withdraw from the rice business and the use of the mill has been on offer at a low figure. Local business men, however, have been unwilling to take over the mill, which is by no means efficient. The Government will have to resume operations, but, this year, instead of buying the rice outright, it will make a small payment at the time the paddy is delivered, and later will divide the profit.

By next year, the Indian's idea of the value of his paddy will thus be down closer to world parity, and there will not be the same reluctance to sell at low prices.

Any business man attempting to take over the mill this year would find this reluctance to sell one of his biggest obstacles. In any case, it is economically sounder for the Indian, in the cane districts, to buy paddy and let his family turn it into rice, rather than to buy the rice itself. The landed cost of rice from Rangoon is about £13/14/- a ton, after payment of duty and freight, whereas the grower in Rangoon is only getting about £8 per ton f.o.b. There is thus a natural protection of nearly £6 a ton in favour of the grower in Fiji, and this is more than sufficient to enable the Indian to make rice-growing in Fiji a paying proposition.

News from Solomons

From Our Own Correspondent.

TULAGI, February 10.

TWO of our leading citizens in J. C. M. Scott, Manager for B.P., Makambo, and Mr. Bertie Johnstone (who does his best, at all times, to keep us cool and healthy per medium of ice and fresh foods), go South by this "Mataram" with the good wishes and envy of the community to "Open the Bridge." Mr. Widdie, Inspector of Plantations for Levers, went earlier on the "Macdhui," to confer with Mr. Lang about the same operation. Randwick bookies will need to keep their wits trimmed, to keep level with two of this trio. Mr. Johnstone, especially, has a fair for having a fiver on 20 to 1 winners. Mr. Scott will most likely confine his investments to shares in Mr. Whiddon's Industries, Unlimited. The city address of all three is likely to be "The Winter Garden."

So far as this month has gone, J. Pluvius is on his Throne with a vengeance, for soaking, as well as cut-and-dog, rains has been the order, accompanied by erratic squalls, which these days pass us a "Nor-west" blow. Weather-doctors have had us on edge for a few days, by telling us that a cyclone was centred off Samarai, making its way eastward. But, so far, our natural magic has stood us in good stead.

GIZO TRAGEDY

Popular Resident Disappears
When Launch Catches Fire.

From Our Own Correspondent.

GIZO, February 15.

THE sombre cloud of tragedy overshadowed Gizo, in the Solomons, when the s.s. "Mataram" arrived there on February 14.

Mr. L. C. McMahon, accountant with Messrs. Burns, Philp & Co., was returning to port on one of the company's launches from a business trip when, on the night of February 10, fire broke out in the engine-room. The benzine tank appears to have exploded within a few minutes of the outbreak, and soon the launch was enveloped in flames.

The two natives, who comprised the crew, jumped overboard and, after swimming for several hours, landed on a small island, from which they were rescued on the following morning by a passing canoe and conveyed to Gizo.

On the matter being reported to him, the District Officer (Mr. C. Wilson) immediately despatched two Government launches to search in the vicinity of the island, on which the boys had landed. On the following day, a more extensive search was carried out, but no trace of the missing white man or the launch was found.

The night on which the tragedy occurred was wet and stormy, and all hope of Mr. McMahon having survived has been abandoned.

The natives, who escaped, state that the white man was calm and self-possessed and, when satisfied that nothing more could be done to extinguish the fire, ordered the natives to save themselves. Once in the water, buffeted by wind, rain and seas, they saw nothing more of the burning launch or of Mr. McMahon.

Mr. McMahon, who came from Brisbane, had been in the service of Messrs. Burns, Philp for a number of years. He was highly respected in the district, and his many friends are greatly distressed at his untimely end.

Opening Up New Lands—

Airways have made transport over this type of country possible.



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All that makes mining possible has been carried in by those aircraft, and where freight is the problem Guinea Airways can organize and maintain dependable air transport.

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Lae - - - Salamaua

DO WE WANT A CHINESE-POLYNESIAN POPULATION?

Pan-Pacific Union Secretary Defends Hawaiian Half-castes.

We have received, from Mr. A. Y. Satterthwaite, secretary of the Pan-Pacific Union, Honolulu, a friendly letter, dated January 25, 1932, dealing with a subject of great and growing importance to all Pacific territories. The letter is as follows.

"IN your August number (writes Mr. Satterthwaite) there is an editorial entitled, 'Chinese in Samoa.' 'Perhaps we have misunderstood this editorial but, as it stands, Hawaii takes exception to the sentence:

"It may be a desirable and necessary thing that Chinese labour be introduced temporarily, for the economic development of the Polynesian territories; but if the practice is to be attended by social consequences of the kind described elsewhere in this issue, and which have been only too tragically illustrated in Hawaii and Tahiti, then the economic advantage is immeasurably outweighed by the sin against the Polynesian race."

"We object especially to the reference to Hawaii. We are not prepared to discuss the situation in Tahiti.

"Chinese and Hawaiian mixtures in Hawaii have produced some of our most brilliant and desirable citizens. The following paragraph appeared in a brochure called 'Every Child,' dealing with primary and preparatory education throughout the world, and written by George William Gerwig, eminent educator on the staff of the Frick Foundation at Pittsburgh:

"Outside of United States, on the continent, the best thing surveyed educationally was the McKinley High School, at Honolulu, together with its related primary schools. This is the most successful approach to the problem of really and wisely helping a cosmopolitan group of people toward self-development and self-control, in the world. We were told on good authority that the blend in Hawaii between Chinese thoroughness and stability and Hawaiian alertness and adaptability was producing a genuinely fine stock of people. The American Model School is working better in Hawaii than anywhere else off the continent."

"McKinley High School has nearly 3,000 students and is a very interesting institution. The same could probably be said of the University of Hawaii, which many of the McKinley High School graduates attend.

"Just now, Hawaii has a pretty bad record all over the world, but do not allow anyone to think even for one moment that our present trouble is a result of racial antagonism, despite the fact that the Hearst papers are ridiculously publishing right and left the statement that our trouble is due to Japanese propaganda. It is entirely the result of lax law observance on the part of the majority of us.

"I trust that this information will be of interest to your paper, which we find valuable and interesting."

EDITORIAL NOTE:

The foregoing communication raises issues of some concern to all residents of the Pacific Islands; and they may be summarised in the following questions:—

Is it necessary, for the future economic development of the Pacific Islands, that an Asiatic population be introduced?

If it is necessary, which race should be introduced to the British territory—Japanese, Chinese, Indians, or Tonkinese?

In considering the relative desirableness of these races as immigrants, should we give greater weight to their social rather than their economic value—that is, is the incoming race expected to blend with the indigenous race, and which mixture is likely to give the best citizens? Or is it to be regarded simply as a race of workers and peasants?

Are the British right, in officially opposing miscegenation in these Pacific Islands; or is it a sounder policy to permit a mixture of foreign blood? In this connection, would the same policy be applicable to both Polynesian and Melanesian races?

The foregoing points give some indication of the ramifications of the subject. The New Zealand administrators of Western Samoa are now vigorously active in preventing cohabitation between Chinese immigrants and Samoan women, which had been going on at a startling rate. The British administrators of Fiji, on the other hand, have found it unnecessary to interfere between the Fijian and the Hindu immigrants—there is practically no miscegenation. Thousands of Japanese are settling down in the Caroline, Marshall and Mariana groups, and are not mixing with the indigenous natives. But there is a large and growing population of Chinese-Polynesian half-castes in Tahiti and Hawaii.

Two further questions naturally arise: Are Chinese and Polynesians naturally attracted towards one another?

Is the resulting half-caste population desirable from the point of view of citizenship?

It is in that connection that our Hawaiian friend's contribution to the discussion is so valuable. He is emphatically in favour of the Chinese-Hawaiian mixture.

When we wrote, in August, of the "tragic" results of Chinese immigration in Hawaii and Tahiti, we did not intend to condemn the half-castes. As a matter of fact, we have met, in Rarotonga and Tahiti, Chinese-Polynesians of great physical attractiveness and mental ability. But, as a matter of policy, we do advocate the maintenance of

Samoan Retrenchments

Staffs Being Further Reduced.

From Our Own Correspondent.

APIA, February 12.

ACCORDING to an official statement of the Administration, the retrenchments since the start of the current financial year (April 1, 1931, to March 31, 1932), amount to £8,500, not including the 10 per cent. on salaries of European officials.

The total sum saved in expenditure will probably amount to something like £15,000, or about 10 per cent. of the expenditure in the last financial year to March 31, 1931. The drop in revenue, however, may be confidently predicted to be much more than 10 per cent., so that further retrenchment will be unavoidable.

Amongst further retirements of Government officials are reported some in the Medical Department, Public Works Department and Police Department.

The present officer-in-charge of Apia wireless station, Mr. Dunwoodie, will also take charge of the post office. This is a very popular appointment, as Mr. Dunwoodie, who has served in Samoa since 1914, is highly esteemed.

SOLOMONS COPRA.

Large Export Causes Surprise.

From Our Own Correspondent.

TULAGI, February 10.

IT is said that our output of copra at the end of March will be very little, if anything, short of the previous year's total—which, to say the least, is astonishing on a number of accounts:—

(1) The native has produced very little.

(2) The largest producer is said to be 400 tons down as a result of nut-fall.

(3) A number are not producing to full capacity.

(4) Some are not producing at all.

It follows that, had the depression not depressed, there would have been a very substantial increase in our exports; even in spite of nut-fall.

The nut-fall bug, or whatever it is that causes the damage, is still at large, and naturally we will all feel very much easier when it is run to earth or "treed"—as we used to say when 'possum hunting.

racial purity in the Pacific, and we do regard it as a tragedy that the pure Polynesian stock of Tahiti and Hawaii is so rapidly disappearing.

The great god Progress must be served, we suppose; but why should it be necessary, in the process, to sacrifice the Polynesian peoples, who have contributed so much of charm and romance to the Pacific isles—and really made of them the place "where life is different"? Life in Polynesia without the Polynesians will not be "different"—no matter how desirable Chinese-Polynesians may be.

March 15, 1932.

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BRITISH SILVER

Banks Allow Only Small Premium in Sydney.

A NEW Hebrides trader, desiring to trade with Australia, and get the benefit of the exchange premium, found himself unable to transfer a credit to Sydney by the usual means. There is no direct bank communication between the New Hebrides and Australia.

Our friend, therefore, collected £14 in British silver (being unable to get bank notes) and shipped it to his credit in Sydney, in belief that he would get the benefit of the exchange (25 per cent.). To his surprise he was credited with only £15 Australian—representing £1 exchange premium. He expected to receive at least £3 exchange premium.

He has sent us the "foreign exchange slip" he received from the Commonwealth Bank, Sydney. It shows:

10 per cent. on £14	£1 8 0
Less Customs charges, cartage, etc.	0 8 0

Balance	£1 0 0
---------------	--------

We took this up at once with the Commonwealth Bank; and we were curtly informed that the bank "never" allows more than 10 per cent. exchange premium on "foreign silver currency." Yet there are many people in Sydney who gladly would receive this British currency and allow 20 per cent. for it.

Then we wanted to know about that 8/- charge. The bank was not helpful, so we went to the Customs House. There we were advised: "There is no duty or privilege to pay on bullion or specie coming into Australia. The Customs charges shown on the exchange slip from the bank are Customs agent's clearing charges, plus cartage."

Messrs. Thos. Cook & Sons, Ltd., advised us that they would allow no more than 11½ per cent. on such British silver—which means that they would make over 12 per cent. profit on it, less handling costs, if any. Yet such silver is in constant demand by people about to travel to Britain, who will pay up to 20 per cent. for it, to avoid the bank transfer rate of 25 per cent.

In these circumstances, Islands residents who wish to establish credits in Sydney by shipping British silver should avoid the regular banking channels. If they have no other channel through which they may operate, they may communicate with Pacific Publications Ltd., who will endeavour to make suitable arrangements on their behalf.

APIA CHAMBER OF COMMERCE.

Again Functioning.

From Our Own Correspondent.

APIA, February 12. SOME months ago, the Administrator, in a speech, pointed with regret to the absence of an institution representative of commercial interests of Samoa, and which, in the present difficult economic situation, could co-operate with the Administration and act in an advisory capacity generally.

The hint has been taken and, as a result, a new Chamber of Commerce

(the old Chamber had been defunct for a number of years) was properly constituted.

The following officers were elected at a meeting on January 11:—

Mr. A. S. Smyth (Morris, Hedstrom, Ltd.), President.

Mr. T. H. Carruthers, Vice-President.

Mr. W. M. Burnett, Secretary.

Mr. A. F. Small (B.N.Z.), Treasurer.

Committee: Messrs. R. H. Brown (B.P. S.S. Co., Ltd.), H. W. Moors (O. F. Nelson, Ltd.), P. Fabricius, J. S. Cosser (Union S.S. Co.) and E. F. Paul (Gold Star Transportation Co., Ltd.).

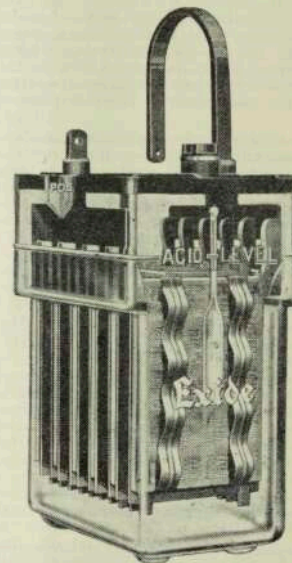
The Chamber has become active right away and will wait on the Administrator shortly to present the Chamber's views on the new duties, copra export tax, and other matters of interest.

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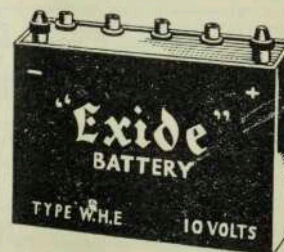


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FORGOTTEN MISSIONARIES OF 1847

French and Germans Who Worked Heroically in
New Guinea Seventy Years Ago.

By Mollie Lett.

THOUGH we pay homage to the earlier missionaries and pioneers in Papua, who endured such overwhelming privations and trials, yet the missionaries of to-day, who live in the remoter districts under more peaceful conditions, still deserve their tribute of praise.

Their tenacity of purpose and energy are remarkable in the face of the stifling inertia of the native, as is also their undiverted attention to a campaign which must become, at the best of times, disheartening. To convert to Christianity the Papuan—steeped in superstitions and fettered by sorcery—must be a thankless task, and the result, after a life's work, but skin deep and superficial.

For very many years now, the different missionaries in Papua have carried on their work. Though the famous missionary and explorer, Dr. Chalmers (Tamate) is invariably quoted as being the pioneer of all Papuan missionaries, yet the palm should go to yet earlier men—to the heroic Marists who, as far back as 1847, landed on the Papuan shores.

It is interesting to read a report of 1890 by Sir William MacGregor, in which he writes of an expedition in 1899 to Murua (Woodlark) Island, one of the Louisiade and D'Entrecasteaux group, east of Papua. When he was questioning the Guasopa people on the island, they spoke of the missionaries there, of long ago, whom they recollected well. Makavasi, a Guasopa man, was asked by Sir William whether he knew the language of these missionaries. He promptly replied, "Travaillez comme ça"; but beyond these three words, his mind was a blank. He remembered nothing of their ways or teachings.

These Marist missionaries, according to the "Histoire de la première Mission Catholique au vicariat de Melanesie," by Verquet, Bishop of Antiphras, arrived on the brig "Anonyme" at Woodlark (Murua) on the 15th September, 1847, and the priests Fremont, Montroussier, Thomassin and Willien joined them in 1848. Their Bishop left later in 1848 for Rook Island, taking the two priests Montroussier and Thomassin behind, alone. The Bishop and Willien died of fever.

Thomassin and Montroussier struggled on alone, under great hardships, at Murua, but made no impression on the natives, failing utterly in their endeavours.

In 1851 Montroussier, who had been at work at Guasopa since 1847, wrote: "We are still sowing in tears. To this day we have had no other consolation than to suffer and accomplish the Will of God. You are acquainted with our trials. The islanders resist grace and we find ourselves without anything to do—although we do not decline work."

Eventually, in 1852, Murua was abandoned, though some Italian missionaries, under Pere Paul Reina, made vain attempts, after the Marists, for a short

time. Of these later missionaries, the natives of Murua had no recollection.

"It is pitiful to think that, except for the words 'Travaillez comme ça'—these words, no doubt repeated daily, hopelessly, by these priests—are (writes Sir William MacGregor) the only remembrance of the teachings of these men who laboured five years with devotion which seems to have been admirable in a work which they had recognised to be hopeless."

Of later missionaries, one finds in the writings of 1862 of Alfred Russel Wallace, the famous explorer and naturalist, referring to two German missionaries. While exploring the north-west shores of Papua (Dutch New Guinea) in 1858 in search of Paradise Birds, he discovered them, settled on the island of Mansinam, off Dorey Harbour. Their names were Otto and Greisler. Greisler was assisted by his young wife. Wallace mentions that they had been there two years and that Otto had already learnt to speak the Papuan language with fluency and had begun translating some portions of the Bible (1858). It appears the only converts they had made were women and children—the children attending school but making little progress.

"There is one feature of this mission," Wallace wrote, "which I believe will materially interfere with its moral effect. The missionaries are allowed to trade to eke out the very small salaries granted them from Europe and, of course, are obliged to carry out the trade principle of buying cheap and selling dear, in order to make a profit. The natives must look upon the missionaries with some suspicion and cannot feel so sure of their teachings being disinterested."

The first thing to be done, Wallace thought, was for the missionaries to convince the natives that "they come among them for their benefit alone and not for any private ends." He strongly disapproved of the tradings of these men. He goes on to express how, in his opinion, a missionary station should be run, and he regretted "the superficial varnish of religion" that was meted out to this savage race.

In the meantime, poor Otto and Greisler pursued their difficult and

heart-rending task—seventy-four years ago, in a country which to-day is not without its dangers—while Wallace, like a ship in the night, passed by with all his criticisms back to civilisation and its comforts. For he writes, later on: "It was a great treat to me to find myself back again in my comfortable home, enjoying milk in my tea and coffee, fresh bread and butter and fowl! New Guinea had quite used me up."

It is easy to criticise. Can anything be more praiseworthy than the hopeless persistence and courage of these Marists and of Otto and Greisler in their attempts to benefit the wild Papuan of 1847 and 1858—quite out of touch with the world, when isolation amounted almost to banishment—when, unvisited and solitary, they carried on without any hope of success.

Popular Official Leaves Apia

Round of Farewell Functions.

From Our Own Correspondent.

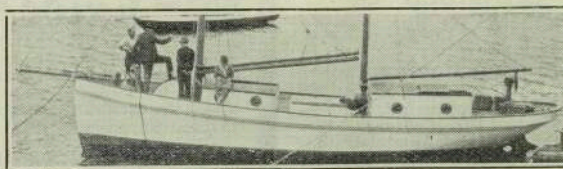
APIA, February 12.

SEVERAL farewell parties were tendered to Captain R. J. Carter, the popular Labour Commissioner, who left by the last "Tofua."

Captain Carter was the guest of honour at the first annual dinner of the Planters' Association of Samoa at the "Casino" on January 6. Complimentary mention was made of the straightforward and fair way Captain Carter had handled the difficult labour problems during the long years he held the position. In the course of the evening, Captain Carter mentioned that he hoped to be able to keep up some connection with Samoa and the plantation industry.

As a proof that Captain Carter had earned the goodwill and respect, not only of the planters and other employers of labour, but also of the Chinese labourers themselves, a farewell party was given to Captain Carter by representatives of the Chinese colony and Chinese labourers, at which complimentary speeches were made and a purse, collected by the Chinese, handed to Captain Carter.

Captain Carter can boast of being the only Administration official during New Zealand's occupation of Western Samoa, to have been so entertained and farewelled by all classes of the population. The unanimous regret shown on his leaving Samoa is the best token of the well-deserved popularity this conscientious and fair-minded official has enjoyed in Samoa.



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DEPRESSION CAUSES SAMOANS TO RETURN TO PRIMITIVE LIFE.

From Our Own Correspondent.

APIA, February 12.
AS a result of the low copra and banana prices and the limitation of banana shipments, the spending power of the Samoan native is considerably curtailed.

In consequence, he has to-day to go without many luxuries he has become used to in previous good times. The consumption of bread, biscuits, canned meat and canned fish, has very much decreased, and the native is now satisfied with his breadfruit, taro, yams, bananas, and the proceeds of his fishing.

One hears of native village meetings where people deliberate on a cessation of banana shipments at the low rate fixed by the Administration, also on reducing their purchases in the stores to the absolute minimum, after the rise in prices occasioned by the increased tariff duties.

Motor 'bus owners, taxi-drivers, and picture show proprietors all complain about bad business. The native is returning from the joys of the mechanical age to the simple life of his forefathers.

At the present time, the Samoans are very anxious to work on the European cocoa and banana plantations, even at much reduced wages. Men and women work for a daily wage of 2/-, without

meals, and 1/- a day with food, on weeding plantations. Bush felling is done for £1 per acre, contract price. However, there is not much work offering at present, so the labour supply far surpasses the demand, as planters are, owing to last year's unsatisfactory cocoa crop, unable to undertake much new cultivation and developmental work.

New Engines for "Tulagi" and "Gizo."

From Our Own Correspondent.

TULAGI, February 10.

THE Government is now standardising on British Gardiner crude oil engines for its vessels. To date, two have been installed, in the "Tulagi" and "Gizo."

Though these engines are costly to purchase, they should prove a decided economy, if appearance of workmanship goes for anything. The first Gardiner (kerosene-benzine) engine came to this group about 24 years ago and gave very good results. This was in the South Sea Evangelical Mission's boat "Evangel" (now called "Ruana").

Late Mr. F. A. Rochfort.

Of Woodlark Island, Papua.

ANOTHER old pioneer, explorer and gold-digger passed away on October 26, F. A. Rochfort, aged 79, still working his gold claim on Woodlark Island right to the end. He arrived with the first band of gold diggers in Papua, 35 years ago. Mr. F. A. Rochfort belonged to an old Northumbrian family. He and his brother came to Australia when little more than boys, with a capital of £125,000 stg., which they invested in station property. Owing to the seven-years drought they lost all their capital.

Frank Rochfort was in every sense of the word a highly cultured British gentleman of a bygone age, holding the highest principles, who scorned a lie and never broke his word. Too independent to accept a position on wages or salary, and always following up the goldfields, he worked by himself and for himself. He was a fine type of the courageous, independent band of explorers and settlers that are now, alas, almost extinct. Vale Frank Rochfort.

Miss A. M. Griffin, B.A., who is attached to the staff of the Methodist Missionary Society in Fiji, arrived in Sydney recently. She is proceeding to India to gain further experience for her work among the Indian population of Fiji. Miss Griffin expects to be away from the colony for about 12 months.

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COPRA PROFIT.

Does a Well-managed N.G. Plantation Pay with Copra at £10 per ton, Rabaul?

WE have received, from a gentleman interested in copra production in New Guinea, figures to show that a planter can do reasonably well on copra returning £10 per ton, at Rabaul.

These calculations are based on a plantation of 200 hectares, with 100 palms to the hectare, in fairly full bearing. It is reckoned that such a plantation will give 20 tons of copra per month, and that actual production costs should not exceed the following:—

	Per ton.
Freight to Rabaul	£ 5 0
Bags (14 at 1/3)	0 17 6
Cutting copra*	0 12 0
Drying copra*	0 8 0
Carting	0 2 6
	£5 5 0

* Includes labour's food cost.

To this, of course, must be added the cost of management and a return on the capital cost of the plantation.

If coconuts are bought directly from the natives, the plantation costs are eliminated, and production of copra goes about as follows:—

	£ s. d.
Buying 160 coconuts for 1/- (6,000 to 1 ton of copra)	1 18 0
Other costs as above	3 5 0
	£5 3 0

Our correspondent says that some of his figures may be challenged; but he has proved them personally. Much, of course, depends on the supervision of the plantation and proper management of the labour. A plantation of 200 hectares, producing as above, would require about 40 boys; and, if well managed, carrying cattle, pigs, goats and fowls, growing vegetables, etc., and employing a pigeon-boy, the feeding cost of the labour can be cut down materially. In fact, the provision of native "kai" is one of the main things in plantation management. Most of the adjacent waters teem with fish—and a stick of dynamite costs 6d.

There are planters and planters. Most of the men who are really "on the job" to-day are making money out of copra;

Lively New Year's Eve at Apia.

From Our Own Correspondent.

THE Costume Ball at the Tifaga Playhouse attracted a numerous and merry crowd, who celebrated in a good spirit into the early hours of the New Year, trying to forget their troubles and the hard times passed through in 1931.

Unfortunately, some of the merry-makers had imbibed too much of the seasonal "spirit" and caused some ugly scenes, with brawling and fist-cuffs, as a result of which they had to spend the first hours of the New Year in gaol, from which, after having sobered "up," they were bailed out by their friends.

A further result was several court cases. The police proceeded against the director of the Tifaga Playhouse (Mr. Moors), for assaulting a policeman, but the charge was dismissed by the Chief Judge, who considered that Mr. Moors had been justified in hitting the policeman in question.

although a few really are unfortunately situated. Many who cry out loudly against hard times are "verandah bosses," who are too lazy to properly control their labour. Others consume half-a-dozen bottles of beer or a half-bottle of whisky every day; and that procedure, apart from its economic aspect, has only one result.

EDITORIAL NOTE: We have tried to carry on our friend's calculations, on the basis he provides, to see how the plantation-owner fares. The capital value, on a conservative basis, is as follows:—

Plantation, at 5/- per palm, and 100 palms to hectare, is worth	£5,000
Other improvements, say	1,000
Capital value, say	£6,000

With copra at £10 per ton, Rabaul, our friend is making a profit of £6/15/- per ton, on his own figures—which is £135 per month, or £1,620 per annum. That profit must take care of—

	Per annum
Interest on total investment of £6,000, at 8 per cent.	£480
Cost of running plantation, apart from labour, say	750
	£1,230

Which means that the planter, if he is his own manager, is living well, and making a very modest £400 per annum.

However, no two men will agree concerning plantation costs, and we should be glad to have the opinions of other South Sea planters.

MAU MOVEMENT.

Seven Years Old and Still Going Strong.

From Our Own Correspondent.

APIA, February 12.

THE "Mau" movement has entered the seventh year of its existence, as strong as ever.

All efforts of the Administrator to win over and reconcile the Mau leaders have so far proved unavailing. He has even, in the "Savali"—the Samoan Government Gazette—conceded the natives the right of electing their own Faipules to the Fono of Faipules, the native Parliament, who were previously appointed by the Administrator. But the "die-hards" of the Mau have rejected this offer. They want no compromise, no negotiations with the New Zealand Administration. They are waiting for a reply to their petition, sent to the League of Nations' Mandate Commission at Geneva.

According to newspaper reports, Sir Thomas Wilford, New Zealand's High Commissioner in London, and N.Z. representative to the Mandate Commission, was, early in November, severely heckled by the members of the Commission on the Samoan Mandate. He was cross-examined and questioned for nearly two days and expressed his surprise at the knowledge of Samoan affairs the members of the Commission displayed. No detailed report of the proceedings, however, has been made available so far, but the impression is that the result is not complimentary to the Mandatory.

Meantime, the passive resistance of the Mau in Samoa continues.

Samoans Find £5,000 for L.M.S.

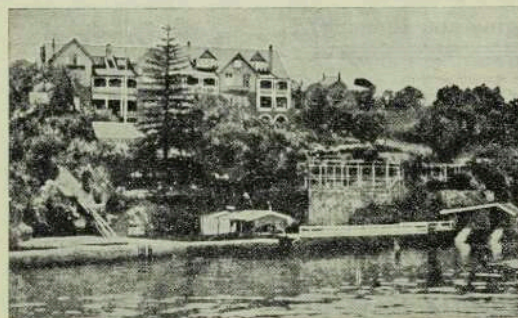
From Our Own Correspondent.

APIA, February 12.

AT the annual "May meeting" of the L.M.S. Mission, at which funds for the Mission work are obtained all over the islands, £5,000 was collected from the natives of Upolu and Savaii.

To secure this large amount in these bad times, when the Samoans are very short of cash, was a hard and difficult task, and it seems the Samoans were very reluctant to contribute. The Mission had, however, told the natives that the districts which failed to contribute their share would have their native teachers withdrawn and the Samoans paid. It is reported, however, that in some cases the natives told the Mission representative that they could not pay next time, as they had at present barely enough to buy the necessities of life.

The adherence of natives to the church seems to weaken, as cases of devil worship, superstition and revival of old pre-Christian customs are reported, so that the Mission has had to discipline a number of native teachers.



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March 15, 1932.

THE PACIFIC ISLANDS MONTHLY

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FIJI'S FINANCES

Deficit is Not Depressing.

A Very Cheery Outlook.

From Our Own Correspondent.

SUVA, February 16.
APPROXIMATE figures are now available for the Colony's financial year of 1931. Revenue was approximately £557,000 and expenditure £601,000. There was thus a shortage on the year of £44,000 and the Colony's surplus balance was reduced from £187,500 to £143,500.

As the expenditure for 1931 included at least £20,000 in respect of storm damage and unforeseen Indian repatriation, the results are greatly to the credit of the Government, who, in 1931, managed to reduce the expenditure approved by the Legislative Council in 1930 by the extraordinary sum of £40,000.

His Excellency, the Governor, Sir M. Fletcher, K.C.M.G., addressing the Legislative Council on February 16, said, "the prospects for the present year are good; the season has been favourable for planting and growth, and large increases in crops are anticipated."

We are indeed having a bounteous season, truly a reaction from the seasons of the past couple of years. There has been more rain in the sugar districts since the beginning of the year to date than there was during the whole of 1930. The sugar cane has got so far ahead that in some cases it has actually fallen; but, taking it generally, crop prospects everywhere in the sugar districts point to a crop for 1932 which will be very close to a record.

The Colonial Sugar Refining Co., Ltd., are paying out for this year's crop at precisely the same rate per ton as in previous years. This money goes into the pockets of our Indian cane-growers, and they should be in a very good state financially at the end of this year.

Just at present, owing to droughts, hurricanes and floods, the stores in the sugar districts are having a very thin time; but another six months will see the corner turned.

There are bananas to burn all over Fiji; whilst reports from all coconut plantations are in cheerful strain.

Copra is quoted in London at £17 a ton.

In fact, as I write this, it seems to me that the sun is shining with wonderful brightness.

New Chinese Consul for Western Samoa.

From Our Own Correspondent.

APIA, February 12.
A NEW representative of the Chinese Republic for Western Samoa arrived at the beginning of January in the person of Mr. Cheng-Fu Pan.

The new Chinese Vice-Consul has had some experience in Samoa, having worked here previously (in 1920-22) as assistant Consul and temporarily as Acting-Consul. Mr. Lam Chak Kwan, the previous Vice-Consul, will leave Samoa in a few months' time, for his native country.

SOLOMONS' IMPORTS DECREASE.

Natives Disinclined to Spend.

From Our Own Correspondent.

TULAGI, February 10.
THE Mataram arrived from Sydney on February 3, looking as though she needed ballast. She carried only 17 passengers and about 400 tons of cargo for the whole of the group; less than what used to be landed at Makambo alone.

Consequent upon this state of affairs, import revenue looks as though it will be considerably less at the year-end (March 31) than was anticipated a few months ago, when a £10,700 deficit, on estimate, was feared. In seeking for an explanation of why we miscalculated so badly, we find to our astonishment that the native can, and is, doing without our wares to a much larger

extent, and in much shorter time, than we thought possible, in view of the number of years it took to educate him up to buying what he did.

Still, there it is, and we cannot blame him for doing without a lot of things he is much better without, anyhow.

Of course, his spending power has been greatly reduced as a result of his not producing copra at the low prices reigning, but it seems impossible for him to grasp the fact that, in spite of this, he can still, by marketing his own copra, make very much more than the £1 per month he is often willing to work for under "white brother." As to trochus shell fishing, he can now command—thanks to unwise competition—a very much better price than he willingly accepted for many years, and very little short of the highest price of boom-times. Yet he is not even working at this to anything like his old capacity, nor yet is he seeking work from the white man to any marked extent.

So we can only conclude that we haven't "grown upon him" to a point worth talking about, after all.

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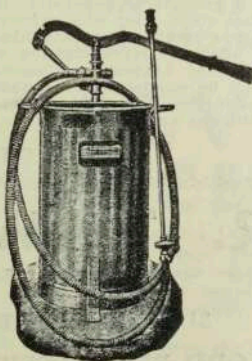


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HUGE BANANA PRODUCTION SWAMPS NEW ZEALAND MARKETS

By Our Fiji Correspondent.

SUVA, February 16.

THE banana industry is suffering from over-production in the Islands and the economic depression in New Zealand.

Since Australia put up barbed-wire entanglements, so that no Island bananas should reach her long-suffering people, New Zealand has been the only market open to us.

Now, Tonga and Samoa and the other Island Groups are pouring bananas on to that market, which has been unable to stand the strain of economic depression existing in New Zealand itself, and hence prices have collapsed.

The shipment, by the "Tofua," in the middle of January, of 20,000 cases, turned out disastrously; and, after payment of freight and selling charges, shippers received somewhere about 2/- a case. As the case itself costs 1/6, and the export taxes, etc., about 6d., the only persons who benefited by the "Tofua" shipment were the Fijian growers, and the owners of the cutters, etc., which transported the fruit to Suva.

The consequence of this was that the "Tofua" in February took a reduced

quantity of 12,000 cases; but cables just to hand (February 16) report that a shipment from Tonga of 5,000 cases had arrived in a half-ripe condition and were selling at 5/- per case in Auckland. Returns, therefore, for our "Tofua" shipment will probably be bad.

However, to misquote Henley, our heads at the moment may be particularly bloody, but they are still unbowed. Owing to the falling-off in the passenger trade the "Tofua," which was built 25 years ago, specially for the Island trade, is to be withdrawn after April. In normal years, this vessel had a fair complement of passengers from New Zealand, who made the round trip to Fiji, Tonga and Samoa, and back to New Zealand. Nowadays there are no tourists—only bananas. The "Waipahi," a small cargo steamer, is to be substituted; and the freight reduced, on bananas, from 4/- a case, to 3/7.

Shippers feel that the "Waipahi" will be a more economical boat to run for the Union Co., and that freights should be reduced still further. It is generally thought that the banana trade will not stand a freight of more than 3/- a case, under present circumstances.

against the closing hours of hotels; but, in these parts, it has been part of our lives to enjoy ourselves to the full at certain established functions each year and, the world over, membership of clubs carries full privileges at all times. Whilst ships are in port, it has been almost a tradition to have a last "spot" with departing friends; whilst, at many outposts, the only "cold ones" are obtainable on board.

These things are now being denied us. By whom, and for what reason?

Conditions ruling in this Territory cannot be compared with the conditions in Australia. They should be considered with those of other similar tropical places, such as the F.M. States, where the hotel or club bar remains always open.

If it is considered necessary, let the Ordinance stand. But why enforce it so rigidly in a small community like this?

With adequate representation on the long-talked-of Legislative Council, we would not be wondering what was coming next in the deprivation of our personal liberties and privileges.

I am, etc.,

RABAU CITIZEN.

HARRIED RABAU

Officials Impose New Liquor Restrictions.

To the Editor.

Sir,—Like a bolt from the blue, some most unwelcome and unnecessary legislation, in the form of "the Liquor Ordinance—1931," has been imposed upon the unsuspecting community of Rabaul in a manner which many of us regard as quite contrary to the accepted traditions of British justice.

The law, as the Britisher knows it, is made by the voice of the majority, for the benefit of the community in general—always having due regard to personal liberty and the necessity for such law. Even where there is representative government, such matters as liquor restrictions, and other legislation which might not be welcomed, are never forced upon the community without first obtaining the views of such community, usually by referendum.

In this Territory, however, we have restrictions imposed upon our actions, without any reference to the feelings of the general public.

The new Liquor Ordinance does not differ greatly from the old one. But its rigid enforcement has seriously interfered with the social life of the Territory, and there is no beneficial result.

From personal observation of the stocking of private cupboards, one can say that the result will not be as is apparently desired and, quite apart from the general depression, it will be most interesting, in due course, to observe whether the rigid enforcement of this Ordinance will disclose a decrease in our liquor importations.

Any student of psychology will realise that the temptation to evade these unfair restrictions will have a demoralising effect upon the community.

No objections have ever been offered

SAMOAN DUTIES

Drastic Increase in Attempt to Balance Budget.

From Our Own Correspondent.

APIA, February 12.

OFFICIAL announcement has been made of a considerable increase in Custom Duties, effective as from January 1, 1932.

As only a few months ago, the Administrator had stated his belief in getting along without raising duties, the measure has unpleasantly surprised people who, with their revenue reduced, now face a higher cost of living.

The new duties are as follows:—

Post and Customs Service Tax, from 2½ to 5 per cent.
Benzine, import duty, from 4d. to 6d. per gal.
Kerosene, import duty, from 3d. to 5d. per gal.
Timber, dressed, per 100 sup. ft., from 2/- to 4/-.
Timber, rough, per 100 sup. ft., from 1/6 to 3/-.
Tobacco, per lb., from 3/6 to 4/6.
Cigarettes, not exceeding 2½lb. per 1,000, from 25/6 to 30/- per 1,000.
Cigarettes, other kinds, per lb., from 10/6 to 12/6 per 1,000.
Cigars, per lb., from 12/- to 15/- lb.
Import duty, ad valorem, to be increased by 2½ per cent.

It may be safely predicted that the new duties will not result in any large increase in revenue for the Administration. People simply cannot spend more money on luxuries like tobacco, and a lot of Europeans are turning to Samoan tobacco as a substitute for the imported brand.

The use of motor vehicles is much limited now. About half of the licensed motor vehicles are being laid up and more will go into disuse when the licenses expire on March 31. Building operations are completely at a standstill and no timber in large quantities will be imported in the near future.

Generally speaking, importations will be limited to the utmost and, consequently, the new customs duties will not result in the expected increase in revenue.

The only way out for the Administration is to further cut down expenditure and so endeavour to balance the budget. The German Administration, before the War, not only managed to balance the budget without any grants from the Imperial Government, but also accumulated a nice little surplus, besides.

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March 15, 1932.

THE PACIFIC ISLANDS MONTHLY

27

PAPUA BALANCES BUDGET.

THE depression of 1931 will be remembered by none more poignantly than the Administrators of the various Pacific territories, who have had a particularly difficult time. It has been a period of sheer brutality—of callous reduction of expenditure on the one side, and merciless imposition of taxes on the other. To their credit, he it said, that most of the administrators, so far, have succeeded in balancing their budgets.

The accounts of Papua for the six months ended December last are just to hand, and Sir Hubert Murray has managed in this fashion:—

	6 mos., 1930.	6 mos., 1931.
Revenue	£63,497	£58,675
Expenditure	64,000	58,758
Some details are as follow:		
RECEIPTS:		
Customs, excise ..	16,830	19,242
Post Office	2,516	4,701
Mining receipts ..	185	580
Miscellaneous ..	6,810	5,296
EXPENDITURE:		
Public Works ..	9,945	7,497
Govt. Secretary ..	26,696	24,925
Lands Dept.	5,633	4,233
Medical	8,161	7,700

It represents, on the whole, a very creditable performance. The imposition of a primage tax early in 1931 brought in more than £2,400 of additional revenue; while an issue of new stamps—that good old stand-by of embarrassed treasurers—excited the world's philatelists, and helped postal revenue by over £2,000. But all other revenue, except mining fees, visibly shrank. The Government, on the expenditure side, pruned every department. "Salaries" escaped lightly, but the axe has fallen mercilessly upon every "contingency" item in every branch of the public service. These economies, with a drastic cut in public works, effected a total saving in the six months of £4,500, which thus took care of the £4,500 net shrinkage in revenue.

These may be bad times in Papua; but the Territory has faced the position with grim resolution, in the right way, and it will be, accordingly, among the first to enjoy better conditions, when they come.

Hurricane Damage in Samoa

From Our Own Correspondent.

WE have had hurricane weather with heavy seas and continuous rains for the last fortnight. The barometer readings have been very low and shipping took refuge in sheltered places. The loading of overseas vessels was much delayed in consequence. Some damage was also done to the Apia sea-wall.

The planters have suffered a great deal by the adverse weather. The heavy rains have caused flowers and young pods on cocoa trees to turn black and the prospects of a good first year's cocoa crop are now very low. Banana plantations have also suffered by trees being blown down, but it is difficult at present to estimate the damage done.

TIMELY RESCUE

From Deck of "Camargo."

From Our Own Correspondent.

TULAGI, January 30.
AN exciting incident occurred while Mr. Fleishman's world-touring yacht "Camargo" was anchored at Tulagi, the capital of the Solomons.

Mr. Fleishman was entertaining some local residents at dinner, among whom was Mr. Charles Cowan, owner of the 60-ton schooner "Navanora."

Hearing a cry and a splash, Mr. Cowan crossed the deck and looked over the side, in time to see the mate, a non-swimmer, struggling in the water. Without hesitation, Mr. Cowan dived over and grasped the mate; and found that he, in turn, was holding up the governess, who was making the trip as tutor to Mr. and Mrs. Fleishman's two children. By this time, a boat was being lowered and Mr. Cowan managed to hold up both people until relieved.

It appeared that the lady slipped on the deck and fell overboard, the mate went to her assistance, and Mr. Cowan saved them both.

The world is full of willing folks—some willing to work—the rest willing to let them.

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PACIFIC ISLANDS
TRAVELLERS

PASSENGERS PER M.V. "MACDHUI,"
WHICH ARRIVED IN SYDNEY FROM NEW
GUINEA AND PAPUAN PORTS ON FEBRU-
ARY 18: Mr. M. R. Angelo, Mr. and Mrs. H.
A. Badger, Mr. B. A. Greshner, Mr. K. W.
McDonald, Mrs. F. L. Mitchell, Mr. and Mrs.
G. Muller, Miss A. M. Ube, Miss N. H. Gilroy,
Mrs. R. Macgregor and child, Mrs. H. E. Wood-
man and infant, Mr. A. C. Thomas, Mrs. R.
Widdup, Mr. C. V. Widdy, Mr. and Mrs. H. R.
Bischoff and two children, Dr. and Mrs. G. D.
Broome, Mr. A. S. Burton, Mrs. B. B. Cardew
and child, Mr. S. C. Clark, Miss P. Coates, Mr.
E. M. Granter, Mr. C. Hawkes, Master P. H.
Jenner, Mr. and Mrs. P. Hutton, Mr. and Mrs.
A. J. Long, Miss A. H. Mills, Mr. A. J. Peadar,
Mr. J. M. Polak, Miss M. L. Stevens, Mr. M.
A. Taylor, Master E. Uechtritz, Sir Robert McC.
Anderson, Miss M. Anderson, Miss S. Anderson,
Miss M. Barham, Miss D. Mason, Mr. C. A.
Hall, Mr. T. H. Breuen, Mr. E. J. Bremen,
Miss O. E. Powell, Master F. Searle, Miss E. L.
Slade, Mrs. H. Spiller, Mr. H. G. Turner,
Master L. Baker, Mr. B. Bowles, Mrs. L. G.
Butcher and two children, Miss H. L. Butcher,
Mr. and Mrs. R. Rankin, Master C. J. Sefton,
Mr. G. A. Sutherland, Mr. G. M. Turnbull, Mrs.
L. N. Bremen.

PASSENGERS PER S.S. "MORINDA,"
WHICH SAILED FROM SYDNEY ON FEBRU-
ARY 20 FOR LORD HOWE ISLAND, NOR-
FOLK ISLAND, NEW IBERIA PORTS AND
AUCLAND: Miss L. Morris-Jones, Mr. J. A.
Sykes, Mrs. Sykes, Mrs. P. S. Lees, Mr. A.
Donovan, Mr. A. J. Nathan, Mrs. Nathan, Miss
Sutton, Miss Blatchford, Miss Lovegrove, Mrs.
A. Woodruff, Mrs. F. M. Nicol, Mr. A. St.
Claire Merry, Mrs. A. St. Claire Merry, Miss
Gregg, Mr. H. Clough, Mr. J. H. Phillips, Mr.
F. Goldsmith, Mrs. W. J. Bryen and Master
Brien, Miss J. Jones, Mrs. Gunther, Mr. Wilson,
Mrs. Wilson, Mr. Gregg, Mr. Allan Oates, Mr.
G. H. Engelbrecht, Mrs. Engelbrecht and two
infants, Miss G. Williams, Mrs. M. Williams,
Mrs. A. Lloyd, Miss E. Brown, Mrs. Nicholls,
child and two infants, Miss H. Thew, Miss
Rowe, Mrs. Rowe, Miss N. E. Lloyd, Miss L.
Anderson, Mr. Joseph Wilson, Master McCarthy,
Miss L. Grant, Miss McCarthy, Mr. F. W.
Hunting, Mr. G. W. Barnard, Mr. J. McPhail,
Mrs. M. E. Sweet, Mr. F. A. Straub, Mrs.
Straub.

PASSENGERS PER M.V. "MACDHUI,"
WHICH SAILED FROM SYDNEY ON FEBRU-
ARY 25 FOR PAPUA AND NEW GUINEA
Mr. J. Wright, Mr. E. Bailis, Miss C. Aytton
Lee, Mrs. A. R. Clay and infant, Major Har-
rison, Mrs. Harrison, Mrs. V. Comb, Miss Bur-
net, Right Rev. Bishop de Boisnenu, Mr. J. H.
Jones, Mrs. J. H. Jones and infant, Mr. Royal,
Mrs. Royal, Mr. C. V. T. Wells, Mr. Clarke,
Mrs. I. M. McAllister, Mrs. J. C. Carpenter, Mr.
W. A. Hamilton, Mr. C. Cook, Sister Imelda,
Mrs. G. R. Courtney, Miss M. K. Abel, Mr.
Mitchell, Mrs. Mitchell, Mr. J. Sinclair, Mr.
H. H. Erskine, Mr. D. S. Browne, Mr. W.
Heydon, Mr. D. Lyall, Mrs. D. Lyall, Mr. L.
E. Porteau, Mr. R. J. Winter, Mr. W. J.
Lambden, Mrs. Lambden, Mr. H. B. de Saxe,
Mrs. H. B. de Saxe, Mr. Austin, Mr. F. L.
Flannery, Miss S. Y. Bazinde Jessy, the Hon.
Frank Anstey, Mr. J. R. Foldi, Captain the Hon.

NEW GUINEA AND PAPUAN GOLD
SHAREMARKET

The following gives details of shares of New Guinea and Papuan goldmining companies, listed on the Sydney Stock Exchange, with latest available market price:

Company.	Author- ised Capital. £	Shares Issued			Market Price March 8.	
		Number.	Amount. £ s. d.	Paid-up. £ s. d.	Buyer. £ s. d.	Seller. £ s. d.
Akmana New Guinea, N.L. pd. }		140,000	0 1 0	0 1 0	—	—
Akmana New Guinea, N.L. ctg. }	30,000	360,000	0 1 0	0 0 7	—	—
Bismarck Range, N.L. pd. }	20,000	100,000	0 2 6	0 2 6	0 1 8	0 1 9
Guinea Gold, N.L. pd. }	50,000	50,000	1 0 0	1 0 0	—	—
Mount Kaindi, N.L. pd. }	50,000	90,000	0 4 0	0 4 0	—	—
Mount Kaindi, N.L. ctg. }		100,000	0 4 0	0 1 3	—	—
Mount Lawson Blocks, N.L. pd. }	48,000	80,000	0 4 0	0 4 0	—	—
Mount Lawson Blocks, N.L. ctg. }		140,000	0 4 0	0 1 0	—	—
Mount Lawson Extended, N.L. pd. }	48,000	80,000	0 4 0	0 4 0	—	—
Mount Lawson Extended, N.L. ctg. }		140,000	0 4 0	0 1 0	—	—
Mount Sisa, N.L. pd. }		120,000	0 4 0	0 4 0	—	—
Mount Sisa, N.L. ctg. }	70,000	190,000	0 4 0	0 1 10½	—	—
N. Guinea Developments, N.L. pd. }	40,000	643,800	0 1 0	0 1 0	—	0 0 1
N. Guinea Gold Deposits, N.L. pd. }		20,000	0 2 6	0 2 6	—	—
N. Guinea Gold Deposits, N.L. ctg. }	20,000	100,000	0 2 6	0 1 9	—	—
N. Guinea Gold & Osmiridium, N.L. pd. }	10,000	80,000	0 2 6	0 2 6	0 0 4	0 0 9
N. Guinea Goldfields, Ltd. pd. }	5,250,000	4,055,180	1 0 0	1 0 0	0 5 7	0 5 8
N. Guinea Goldfields, Ltd. ctg. }		375,000	1 0 0	0 1 0	—	—
N. Guinea Options, Ltd., N.L. pd. }		50,000	0 2 0	0 2 0	—	—
N. Guinea Options, Ltd., N.L. ctg. }	50,000	272,200	0 2 0	0 0 9	—	—
North East N. Guinea, N.L. pd. }		90,000	0 4 0	0 4 0	—	—
North East N. Guinea, N.L. ctg. }	50,000	140,000	0 4 0	0 1 0	—	—
Oriomo Explorations, Ltd. pd. }	24,000	48,000	0 5 0	0 5 0	0 0 7	0 0 9
Placer Development, Ltd. pd. }	\$500,000	80,000	\$5.00	\$5.00	7 12 6	8 0 0
Sloane's New Guinea, N.L. pd. }	25,000	25,000	0 2 0	0 2 0	—	—
Sloane's New Guinea, N.L. ctg. }		200,000	0 2 0	0 0 8	—	—

* Quotation not granted these shares.

C. R. Pinney, Mr. E. C. Banks, Master C. Mat-
ley, Mr. M. B. Pickering, Mr. I. D. Lyon, Mr.
C. Mackay, Mrs. C. Chadderton, Miss M. Joseph,
Mr. E. Saker, Mr. H. Gordon, Mr. D. G. Irvine,
Mrs. D. G. Irvine, Mr. P. Matters, Mrs. P.
Matters, Mr. Hunter, Mr. C. Booth, Mr. C.
Carpenter, Mr. J. Richards, Mrs. A. Innes and
infant, Mr. H. Richardson, Mr. R. D. Feetum,
Mr. A. L. Jones, Miss M. Gurney, Mr. E. S.
Turner, Mrs. Turner, Mrs. C. E. Williams, Miss
M. O'Brien.

PASSENGERS PER S.S. "MATARAM,"
WHICH ARRIVED IN SYDNEY ON FEBRU-
ARY 27 FROM THE SOLOMON ISLANDS: Mr.
E. O. A. Bergin, Mr. A. W. Glenn, Mr. and
Mrs. W. Atkinson, Mrs. F. E. Binskin, Mr. V.
Leo Binst, Miss M. L. Barnett, Mr. A. J.
Brown, Mr. and Mrs. K. McLeod Bolton, Mr.
D. Colley, Miss H. M. Crawford, Mrs. M. Corry
and child, Mr. L. Frederick, Mr. and Mrs. W. C.
Hoobs, Mrs. C. R. Hynnam, Mrs. A. Johnson,
Mr. J. Johnstone, Mrs. D. H. Musgrave, Mr.
C. Mellier, Mr. H. MacCrimmon, Mr. A. L. Neil,
Mrs. S. L. Osborne and child, Mr. E. V. Pat-
terson, Mr. H. M. Ransley, Mr. D. J. Rankin,
Mr. J. C. M. Scott, Mr. W. R. Wood.

PASSENGERS PER S.S. "MATARAM,"
WHICH SAILED FROM SYDNEY ON MARCH
5 FOR THE SOLOMON ISLANDS: Mr. B. O.
Forknall, Miss A. Sheridan, Miss E. Sheridan,
Miss L. M. Jones, Miss W. J. Dock, Mr. W. G.
Higgs, Mr. Wasley, Mr. H. McKenzie, Mr. R.
F. Thomson, Mr. J. Ward, Mr. H. J. Waite.

Mrs. Wasley seur., Miss L. Dingeman, Mrs. F.
A. Blake and child, Mr. C. H. Soddy, Mrs. M.
E. Knibbs, Mr. Hallett, Mr. R. C. Hallett, Mrs.
Hallett seur., Mr. C. C. Brady, Mr. T. J.
Latimer, Mrs. I. M. Mumford, Mr. A. H. Bow-
den, Mr. D. Cameron, Mr. W. B. Moffatt.

PASSENGERS PER S.S. "MONTORO,"
WHICH ARRIVED IN SYDNEY ON MARCH
8 FROM PAPUA AND NEW GUINEA:—

Mrs. I. C. Thornton, Mr. H. O. Fletcher, Dr.
E. Pockley, Mr. R. B. Worden, Mr. J. H.
Broadfoot, Mr. and Mrs. R. B. Earl, Mr. B.
Heath, Mr. and Mrs. J. A. Jukes, Mr. A. S.
Lessey, Mr. J. S. McGinn, Mr. R. C. Nicholls,
Mr. C. K. Norris, Mrs. D. A. Roberts, Mr. W.
Wakenfield, Mrs. C. Weston and infant, Mr. J.
W. Abbie, Mrs. M. C. Abbie, Miss A. C. Abbie,
Mr. E. F. Bishon, Mr. M. C. Crocker, Mr. L.
W. Dowson, Mrs. A. E. Evans, Mr. A. Frost,
Mrs. I. A. Hanson, Misses M. & E. Hawnt, Mr.
W. J. N. Henry, Mr. L. A. Maguire, Mr. P.
Pickering, Mr. H. D. Morton, Mrs. N. Picker-
ing, Miss J. Pickering, Mr. S. Ryde, Dr. G. W.
Pottinger, Mr. J. Scurren, Mr. J. H. Terrey,
Mrs. Thornton, Miss I. Thornton, Miss M. Ton-
kin, Mr. A. S. Young, Mr. G. E. Aumuller, Mrs.
H. Driver, Master Driver, Mr. and Mrs. W. H.
Hughes, Miss F. Leetch, Rev. R. S. Walker and
two children, Mr. A. Barnes, Mr. E. B. Big-
noll, Mr. W. E. Graham, Mrs. E. Huntington
and child, Miss McArthur, Mr. S. G. Neal, Mr.
T. Nevitt, Mr. L. J. O'Malley, Miss E. F.
Yates, Mr. R. Thornton.

IF YOU WANT SATISFACTION AND SERVICE
CANVAS PRODUCTS LTD.
YACHT AND BOAT SAIL MAKERS.

Manufacturers of
AUTOTENTS, TENTS, TARPULINS, BLINDS AND ALL CANVAS GOODS.

35 SUSSEX STREET — — SYDNEY.

Foreman Sailmaker: ROBERT (BOB) BOYCE.

Let us have your enquiries. We shall be pleased to quote. PHONE: B 1613.

SPECIALISTS IN ALL CLASSES OF BOAT RIGGING.

PACIFIC RECIPES—No. 2.

Soursop Jelly—A Delicious
Luncheon Sweet.

1 breakfast cup Soursop pulp, previously
squeezed through muslin.
2 tablespoons sugar.
2 tablespoons Davis gelatine.
1 pint boiling water.
Squeeze of lemon.

Dissolve gelatine in a little cold water, add
boiling water and dissolve. Add fruit pulp,
sugar and lemon. Pour into mould and freeze
in icy ball. Serve with grenadilla juice, poured
round, and custard.—K. D. BIGNELL, B.S.I.

March 15, 1932.

THE PACIFIC ISLANDS MONTHLY

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Exchange Quotations

The following exchange quotations, gathered in Sydney, show the rates existing in Sydney on March 8:—

FIJI—THROUGH BANK OF N.S.W.

Australia on Fiji on the basis of £100 Fiji—
buying £112/7/6, selling £113/2/6.
Fiji on London, basis of £100 London:
Buying. Selling.
£100 0 0 £111 2 6
On demand 100 7 6 110 17 6
30 days 108 15 0 110 12 6
60 days 108 3 9 110 7 6
Fiji, on New Zealand, basis of £100, New
Zealand—buying £99, selling £101.

WESTERN SAMOA—THROUGH
BANK OF N.Z.

Exchange Australia, on Western Samoa, basis
£100 Samoa—selling £113/2/6, buying par.
Samoa on Australia—selling par, buying £113/2/6.
Exchange, Samoa on London, basis £100 in
London:
Buying. Selling.
£100 15 0 £111 7 6
On demand 100 2 6 111 2 6
30 days 108 13 9 110 17 0
60 days 108 6 3 110 12 6
90 days 107 18 9 110 7 6
120 days 107 11 3 110 2 6

NEW GUINEA AND PAPUA—
THROUGH COMMONWEALTH
BANK.

From Australia, on Rabaul and Salamoa, £1
per cent.
From Rabaul on London, same as Australia
on London—25½ per cent.

THROUGH BANK OF N.S.W.

Australia, on Papua and New Guinea, £1 per
cent. premium each way, equivalent to
commission of £1 per cent.
Papua and New Guinea, on London: Same as
Australia on London, and vice versa.

NEW CALEDONIA—THROUGH
FRENCH BANK.

Drafts, Sydney-Noumea and Noumea-Sydney,
are on the basis of current rate of exchange on
Paris, less 1 per cent. either way. Business
is handled mostly by the Comptoir National, in
Sydney, and the Bank of Indo-Chine, Noumea.
On March 8, when the Australian £ was
nominally worth 72 francs, £100 Australian
would purchase a credit in Noumea of 7,000
francs.

The rates between Sydney and Noumea are
not made direct, but depend mostly on the
Paris-London telegraphic rate, which fluctuates
constantly. It is usually much cheaper to
transfer a large sum than a small sum be-
tween Sydney and Noumea, as the large sum
can be made the subject of a cable to Paris,
and its transfer arranged at a fixed price, while
the small sum takes the chance of the market;
and the banks, of course, guard themselves
against loss.

POST OFFICE ORDERS.

The following are the rates for transfer of
money between Sydney and Pacific Groups
through the General Post Office. All such
transfers are limited in amount.

Papua, Mandated Territory of New Guinea,
Fiji, New Caledonia—rate 3d. for each £ or
fraction, with minimum charge of 6d.; remitt-
ances strictly restricted to small amounts for
business purposes, at absolute discretion of post
office authorities.

Norfolk Island—6d. for 45 or fraction; no
restriction; same as Interstate.
Solomon Islands, Gilbert and Ellice Islands,
Tonga—No actual restriction, but an implied
one; rate, 4d. for each £ or fraction for first
£6; and 3d. for each additional £, with mini-
mum charge of 9d. Post office orders issued
at discretion of post office authorities.

New Hebrides and Tahiti—No money order
issued through post office.

Western Samoa and Cook Islands—Small
amounts can be transferred by Australian Post
Office through New Zealand Post Office; but
issue strictly limited, at discretion of post office
authorities.

PRODUCTS OF THE SOUTH SEAS.

Copra Market in Encouraging Condition.

THE copra market continues very firm,
with a rising tendency.

The increased value of the product,
plus the premium which has been given
by the British and Australian ex-
changes has put the copra producers of
the South Seas in high good humour—
which is not to be wondered at when
one remembers the very lean times
they experienced in 1930 and 1931.

We have examined all available re-
ports on the copra situation, but we
have not been able to find any particu-
lar factor which in itself is sufficient
reason for the increase in intrinsic
copra values. The only new factor dis-
covered to date is a suggestion that a
reduction in the Indian import duties
has permitted a much larger import of
copra to that market, with a corre-
sponding increase in price. To us, it
does not seem to be a factor of much
importance.

However, why question the sunshine
—there it is for humanity to enjoy.

The very remarkable improvement in
Britain's commercial and financial
condition within the last three months has
added much to the values of primary
commodities and, at the moment of
writing, there is every reason for con-
fidence regarding the condition of Brit-
ish trade and rosy optimism for the
future. Even the most pessimistic
economists admit that the prospects of
British trade and industry have not
been better at any time since the end
of the War.

One is tempted to follow the lead into
a discussion of the gold standard and
the really amazing position of U.S.A. and
France who, with three-quarters of the
world's gold cornered, are economically
very sick, and steadily becoming sicker.
However, their evil condition is suffi-
cient for the day. The English paper
pound, because of the impregnable
position of British credit, is rapidly
taking the place of the golden sove-
reign as the unit of international cur-
rency and trade; and there is little
doubt that the growing strength of
Britain will be reflected in the growing
sickness of France and America, so long
as they maintain their tariffs and their
hoards of gold.

THE PRICE IN MANUS.

To the Editor.

Sir,—In your issue of November an
article appeared headed, "Copra Re-
covers from £10/5/- to £14/10/- in Nine
Weeks," and you proceed to show that
planters in Australian Territories
should be receiving "something over
£14 per ton for copra" and "getting
along comfortably." Alas, that it is
not so!

Here are a few copra prices received
by me in Manus, T.N.G.:

	Manus Price.	London Price.
30 Mar., 1931	£9 2 6	£14 10 0
4 Jun., 1931	£5 2 6	£10 17 6
6 Oct., 1931	£8 7 6	£12 0 0
1 Dec., 1931	£7 10 0	£13 10 0
24 Dec., 1931	£8 1 6	£14 5 0
30 Jan., 1932	£8 11 6	£14 15 0

Add the difference between here and
Rabaul of 25/- per ton freight and still
I am a long way from receiving £14 per
ton; and am not too comfortable
about it.

I am, etc.,

N. L. WHITELEY.

EDITORIAL NOTE: Articles in the February
and March numbers of this Journal will make
the position a little clearer for Mr. Whiteley,
and other inquirers. When, in November, we
said that copra at £14/10/- in London should
mean £14 for the producer on Australian cur-
rency, we were not, of course, taking into ac-
count the merchants' charges for shipping and
selling. It has been shown in recent articles
that if the producer wants prompt credit for his
copra, and sells on the spot, he cannot expect
to get immediate London parity. Generally
speaking, there is a difference of £7 per ton
between the spot price being paid for copra in
Rabaul, and the London price, converted into
Australian currency. For instance, at the end
of February, the London price was £16/10/-.
Converted to Australian currency, this became
£20/10/-; and £7 off £20/10/- was £13/10/-,
which was about the merchants' offer for copra
in Rabaul at that date. The way in which the
£7 is made up was shown in our article in
February.

The good credit of the British Empire
and the maintenance of the gold stand-
ard by France and America unquestion-
ably mean more healthy and active
trade generally, in which the South
Seas planter will benefit.

THE "SUN-KING"
STRADDLE DISC CULTIVATOR

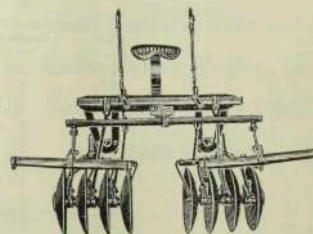
A Splendid Implement for Sugar,
Maize, Cotton, etc.

EQUIPPED WITH 8 20-inch Discs.
CUTS 2ft. 6in. on each side of the row.
VERTICAL CLEARANCE, 3ft.

Send for Free Catalogue of Implements.
Suitable for Tropical Plant Cultivation.

SUNSHINE HARVESTER WORKS — SUNSHINE, VICTORIA;

or 27-29 GEORGE STREET WEST — SYDNEY, N.S.W.



Market Quotations

Range of Prices.

The Pacific Islands Monthly makes a close check of the prices quoted for islands produce; and it regularly publishes the range of prices during each month, including the last available quotation before going to press.

COPRA.

London. Price on—	South Sea, Sun-Dried, Per ton c.i.f.	Plantation, Sun-Dried, Rabaul, Per ton c.i.f.
January 16, 1931	£14 7 6	£14 12 6
January 23	£14 12 6	£14 15 0
January 30	£14 12 6	£14 15 0
February 6	£14 5 0	£14 7 6
February 13	£14 5 0	£14 7 6
February 20	£14 10 0	£14 12 6
February 27	£14 12 6	£14 17 6
March 6	£14 17 6	£15 0 0
March 13	£14 17 6	£15 2 6
March 20	£14 17 6	£15 0 0
March 27	£14 10 0	£14 12 6
April 3	£14 10 0	£14 12 6
April 10	£14 7 6	£14 10 0
April 17	£14 5 0	£14 7 6
April 24	£13 15 0	£13 17 6
May 1	£13 10 0	£13 12 6
May 8	£12 15 0	£12 17 6
May 15	£12 10 0	£12 12 6
May 22	£12 0 0	£12 2 6
May 29	£10 17 6	£11 0 0
June 5	£10 5 0	£10 7 6
June 12	£11 5 0	£11 7 6
June 19	£10 15 0	£11 2 6
June 26	£11 15 0	£11 17 6
July 3	£12 15 0	£12 17 6
July 10	£12 2 6	£12 5 0
July 17	£12 0 0	£12 2 6
July 24	£11 15 0	£11 7 6
July 31	£11 5 0	£11 7 6
August 7	£11 2 6	£11 5 0
August 14	£11 7 6	£11 10 0
August 21	£11 2 6	£11 7 6
August 28	£11 2 6	£11 5 0
September 4	£10 5 0	£10 7 6
September 11	£10 12 6	£10 15 0
September 18	£10 7 6	£10 7 6
September 25	£12 15 0	£12 15 0
October 2	£12 0 0	£12 2 6
October 9	£12 15 0	£13 0 0
October 16	£12 10 0	£12 15 0
October 23	£12 17 6	£13 2 6
October 30	£13 10 0	£13 15 0
November 6	£14 0 0	£14 5 0
November 13	£14 5 0	£14 10 0
November 20	£13 10 0	£13 15 0
November 27	£13 10 0	£13 15 0
December 4	£14 5 0	£14 10 0
December 11	£14 5 0	£14 10 0
December 18	£14 5 0	£14 10 0
December 24	£14 5 0	£14 10 0
January 1, 1932	£14 10 0	£14 15 0
January 8	£11 2 6	£11 7 6
January 15	£14 7 6	£14 12 6
January 22	£14 15 0	£15 0 0
January 29	£14 15 0	£15 0 0
February 5	£15 7 6	£15 10 0
February 12	£16 7 6	£16 10 0
February 19	£17 5 0	£17 7 6
February 26	£16 10 0	£16 12 6
March 4	£16 15 0	£16 17 6
March 11	£16 2 6	£16 5 0

RUBBER.

London. Price on—	Para Per lb.	Plantation Smoked, Per lb.
November 6	3½d.	2½d.
November 13	3½d.	2½d.
November 20	3½d.	2½d.
November 27	3½d.	2½d.
December 4	3½d.	3½d.
December 11	4½d.	3½d.
December 18	4½d.	3½d.
December 24	4½d.	3½d.
January 1, 1932	4½d.	3½d.
January 8	4½d.	3½d.
January 15	4½d.	3½d.
January 22	4½d.	3½d.
January 29	4½d.	2½d.
February 5	3½d.	2½d.
February 12	3½d.	2½d.
February 19	3½d.	2½d.
February 26	3½d.	2½d.
March 4	3½d.	2½d.
March 11	3½d.	2½d.

COTTON.
Good Middling.

London Price on—	Per lb.
November 6	4.67d.
November 20	4.55d.
December 4	4.86d.
December 11	4.91d.
December 18	4.85d.
December 24	4.88d.
January 1, 1932	5.01d.
January 8	4.94d.
January 15	5.10d.
January 22	5.20d.
February 5	5.16d.
February 12	5.23d.
February 19	5.30d.
February 26	5.51d.
March 4	5.40d.
March 11	5.27d.

OTHER ISLANDS PRODUCE.

Nominal prices for other Islands produce quoted in Sydney on March 9 from two different sources, were:

(a) Trochus shell, No. 1 grade	£50
Trochus shell, No. 2 grade	£45
Trochus shell, No. 3 grade	£40
Beche-de-mer, high grade	£200
Beche-de-mer, lower grade	
from	£30
Cocoa Beans	£32
Ivory nuts, nominal, no market	£10
(b) Trochus shell, No. 1 grade	£62/10/-
Trochus shell, No. 2 grade	£57
Trochus shell, No. 3 grade	£51
Beche-de-mer, high grade	£200
Beche-de-mer, lower grade	
from	£30
Cocoa Beans	£25 to £34
Ivory nuts, nominal	£11
Trochus shell was quoted from a third source as follows:	
No. 1 grade	£62
No. 2 grade	£56
No. 3 grade	£50
All the quotes are on the Australian £ and l.s.b. Sydney.	

HAPPY TONGA!

Why Depression is Not Seriously Felt.

To the Editor,

Sir,—I have read with interest your correspondent's several articles on the Tongan taxpayer and the comments of his critics. From my own observations of this Island Kingdom, I draw the conclusion that the criticisms made are not quite justified. In the first place, the critics have accepted the year 1930 as being an average year, whereas your correspondent has taken a general average which, including 1929 as it does, is much more properly a fair estimate. Why should the very worst year the Kingdom has experienced in twenty be taken as a basis?

Then, again, Tonga, blessed with an exceedingly fertile soil, is a country in which most tropical and temperate zone food plants grow and flourish amazingly, and the largest proportion of the food consumed by the natives is grown by themselves, and is never put upon the market at all. Hard cash, it must be remembered, is not the only form of wealth.

In fact, in this country, practically the only actual necessity for procuring money is to pay taxes and purchase luxuries from the stores. I guarantee that 90 per cent. of the native population would be perfectly happy and contented if all forms of currency were withdrawn. Any visitor to the outlying islands of the group cannot help being struck by this fact.

"Ikai Kaka" asks if land is available. If he were as conversant with the conditions prevailing in Tonga as he would have us believe, he would know that there are about 70,000 acres of fertile land awaiting settlement, and that sections can be obtained by native taxpayers by simply making application to the Minister of

Lands. The land area of the kingdom is something like 150,000 acres, with some 7,000 taxpayers each entitled to from 8½ to 12 acres, so there is a big surplus, even after deducting European leases, bad land, etc., etc.

Her Majesty the Queen, in her address at the opening of Parliament, expressed the opinion that caution should be used in granting leases, owing to the increasing needs of the people. This, mind you, in a country where more than half the area of wonderfully fertile land is unoccupied, and, at present, the breeding ground of numerous noxious plants over which there is no control whatsoever.

I would like to say a word in favour of your correspondent's intensive cultivation suggestion. It would be a very good system to work on, though possibly a little too far advanced for Tonga. I do not mean to make two coconuts grow where one grew before, as "Toga maa Toga" thinks, but use a rotation of side-line crops among young nuts, as may be seen in exceptional cases in native plantations, and not permit the clearings to go back into scrub, as is generally done. The last-mentioned custom is the predominating cause of the lack of normal increase in the copra production in recent years. The reason being that, when next the taxpayer decides to use that particular piece of land to plant his yams, he cuts down the scrub, puts a fire to it, and away goes the scrub, coconut palms and everything else. The cycle is repeated again and again.

"Toga maa Toga's" letter makes good reading, but most of his statements are grossly exaggerated, particularly when he states that half the kingdom is subsisting on Government rations. Why does he spoil a good article in this atrocious manner? It is true that a deputation from Haapal asked for assistance for the natives there during the drought, but not half of them, as I know, required it or took advantage of it, and the population of Haapal is not HALF of HALF of the population of the kingdom.—I am, etc.,

FAIRPLAY.

Nukunolofa, 16th December.

HOLBROOKS'
DELICIOUS SOUPS

In 8oz. and 16oz. Tins

Ready to Serve.

TOMATO, VEGETABLE,
MULLIGATAWNY, OX TAIL,
AND MOCK TURTLE.

Holbrooks' Spaghetti

IN TOMATO SAUCE
In 4oz. and 8oz. Tins.

Holbrooks' Baked Beans

WITH PORK
In 4oz. and 8oz. Tins.

Holbrooks (A/sia) Ltd.

WATERLOO, N.S.W.

March 15, 1932.

THE PACIFIC ISLANDS MONTHLY

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Shipping Services in the Pacific

Solomon Islands Service.

		Per S.S. Mataram.			
Sydney	.....	Apl 13	May 21	June 29	
Brisbane	.....	Apl 15	May 23	July 1	
Tulagi	.....				
Makambo	.....	Apl 20-22	May 28-30	July 6-8	
Gavutu	.....				
Su'u	.....	Apl 23	May 31	July 9	
Aola	.....	Apl 24		July 10	
Rere	.....				
Kaukau	.....		May 31		
Rere	.....				
Teneru	.....	Apl 24	June 1	July 10	
Lunga	.....	Apl 24		July 10	
Kookoom	.....		June 1		
Mamara	.....				
Domma	.....	Apl 25		July 11	
Lavoro	.....	Apl 26		July 12	
Yandina	.....				
Banika	.....	Apl 27	June 2	July 13	
Loobie	.....				
Ufa	.....				
Faia	.....	Apl 27		July 13	
Y. Pepsale	.....	Apl 27	June 2	July 13	
Kaylah	.....				
Merlinge	.....	Apl 28-29		July 14-15	
West Bay	.....		June 2		
Somata	.....		June 3		
Marobo	.....				
Rendova	.....	Apl 30		July 16	
Kenelo	.....				
Hathoru S.	.....		June 4-5		
Vila	.....				
Stanmore	.....				
Gizo	.....	Apl 30	June 6	July 16	
Bagga	.....		June 6		
Faisi	.....	May 1-2	June 7	July 17-18	
Gizo	.....	May 3	June 8	July 19	
Tetipari	.....	May 3	June 8	July 19	
Russell Group	.....	May 4-5	June 9-10	July 20-21	
Mamara	.....		June 10		
Tulagi	.....	May 6	June 11	July 22	
Brisbane	.....	May 11	June 16	July 27	
Sydney	.....	May 13	June 18	July 29	

(Subject to alteration without notice.)

Burns, Philp & Co., Ltd., Agents.

Sydney—N.Z.—Fiji—Samoa—Hawaii.

		Sierra.		Sonoma.		Ventura.	
Honolulu	.....	Mar 4	Mar 25	Apl 15			
Pago Pago	.....	Mar 11	Apl 1	Apl 22			
Suva	.....	Mar 14	Apl 4	Apl 25			
Auckland	.....	Mar 18	Apl 8	Apl 29			
Sydney	.....	Mar 22	Apl 12	May 3			
Sydney, dep.	.....	Mar 29	Apl 19	May 10			
Auckland	.....	Apl 2	Apl 23	May 14			
Suva	.....	Apl 6	Apl 27	May 18			
Pago Pago	.....	Apl 7	Apl 28	May 19			
Honolulu	.....	Apl 14	May 5	May 26			

The Oceanic Steamship Co., Matson Line, Agents.

Noumea—New Hebrides Service.

		Per S.S. Laperouse.			
Sydney, dep.	.....	Apl 2	May 16	June 11	
Noumea	.....	Apl 6-9	May 20-21	Jun 15-18	
Chepenche	.....	Apl 10	May 22	June 19	
Vila	.....	Apl 11	May 23	June 20	
Sandwich	.....				
Sarmettes	.....	Apl 12	May 24	June 21	
Norsup	.....				
Santo	.....	Apl 13-16	May 25-26	Jun 22-24	
Banks	.....			June 25	
Epi	.....	Apl 17	May 27	June 26	
Vila	.....	Apl 18	May 28	June 27	
Chepenche	.....	Apl 19	May 29	June 28	
Noumea	.....	Apl 20-23	M.30 - J.1	J.29-Jy. 2	
Sydney, arr.	.....	Apl 27	June 4	July 6	

Messageries Maritimes Co., Agents.

Sydney—Norfolk Island—New Hebrides—Auckland.

		Per S.S. Morinda.			
Sydney	.....	Mar 31	May 5	June 9	
Lord Howe	.....	Apl 2	May 7	June 11	
Norfolk Is.	.....	Apl 4	May 9	June 13	
Vila	.....	Apl 7-8	May 12-13	Jun 16-17	
Bushmans	.....	Apl 9	May 14	June 18	
Malo	.....				
Tangoa	.....	Apl 10	May 15	June 19	
Segond	.....				
Aoba	.....	Apl 11	May 16	June 20	
Vila	.....	Apl 12	May 17	June 21	
Norfolk Is.	.....	Apl 15	May 20	June 24	
Auckland	.....	Apl 18	May 23	June 27	
Norfolk Is.	.....	Apl 21-22	May 26-27	J. 30-Jy. 1	
Lord Howe	.....	Apl 24	May 29	July 3	
Sydney	.....	Apl 26	May 31	July 5	

(Subject to alteration without notice.)

Burns, Philp & Co. Ltd., Agents.

Sydney—N.Z.—Fiji—Hawaii.

		Niagara.		Aorangi.		Niagara.	
Honolulu	.....	Mar 9	Apl 6	May 4			
Suva	.....	Mar 18	Apl 15	May 15			
Auckland	.....	Mar 21-22	Apl 18-19	May 16-17			
Sydney	.....	Mar 26	Apl 23	May 21			
Sydney, dep.	.....	Mar 31	Apl 28	May 26			
Auckland	.....	Apl 4-5	May 2-3	May 30-31			
Suva	.....	Apl 8	May 6	June 3			
Honolulu	.....	Apl 15	May 13	June 10			

Union S.S. Co. Ltd., Agents.

Sydney—Fiji Service.

The Kareu will leave Sydney on April 8 for Fiji, and will call at Lautoka, Suva and Levuka.

Union S.S. Co. Ltd., Agents.

Australian Stamps, SOUVENIRS & NOVELTIES.

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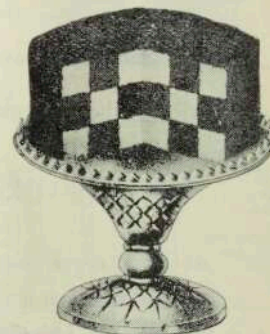
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Casual Meals, 2/-
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Cake Pans; Eclair and
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and many others.

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Auckland—Fiji—Samoa—
Tonga.

	Tofua.	Waipahi.	Waipahi.
Auckland, dep.	Mar 21	Apl 16	May 14
Suva	Mar 23-26	Apl 21-22	May 19-20
Nukunono	Mar 29	Apl 25	May 23
Hanarai	Mar 30	Apl 26	May 24
Vavau	Mar 31	Apl 27	May 25
Apia	Apl 1-2	Apl 28-30	May 26-28
Suva	Apl 6-7	May 4-5	June 1-2
Auckland, arr.	Apl 11	May 19	June 7

Union S.S. Co. Ltd., Agents.

Sydney—Papua—New Guinea
Service.

	Macdhu.	Montoro.	Macdhu.
Sydney	Feb 25	Mar 16	Apl 7
Brisbane	Feb 27	Mar 18	Apl 9
Townsville	Mar 1	Mar 21	Apl 12
Cairns	Mar 2	Mar 22	Apl 13
Pt. Moresby	Mar 3-4	Mar 24	Apl 14
Yule Is.	Mar 5	Mar 26	Apl 15
Samarai	Mar 6	Mar 27	Apl 16
Woodlark Is.	Mar 7-8	Mar 29-30	Apl 17-19
Rabaul	Mar 10-11	Mar 31 - A.1	Apl 20-21
Kavieng	Mar 12	Mar 24	Apl 22
Lombrum	Mar 13	Mar 25	Apl 23
Lorengau	Mar 14-15	Mar 26-27	Apl 24-25
Lae	Mar 16	Mar 28	Apl 26
Salamaua	Mar 17	Mar 29	Apl 27
Madang	Mar 18	Mar 30	Apl 28
Salamaua	Mar 19	Mar 31	Apl 29
Lae	Mar 20	Apr 1	Apl 30
Kavieng	Mar 21-22	Apr 2-3	Apl 31-May 1
Rabaul	Mar 23	Apr 4	Apl 32-May 2
Soraken	Mar 24	Apr 5	Apl 33-May 3
Numa	Mar 25	Apr 6	Apl 34-May 4
Teopasina	Mar 26	Apr 7	Apl 35-May 5
Arigau	Mar 27	Apr 8	Apl 36-May 6
Kieta	Mar 28	Apr 9	Apl 37-May 7
Rabaul	Mar 29	Apr 10	Apl 38-May 8
Samarai	Mar 30	Apr 11	Apl 39-May 9
Pt. Moresby	Mar 31	Apr 12	Apl 40-May 10
Cairns	Mar 32	Apr 13	Apl 41-May 11
Brisbane	Mar 33	Apr 14	Apl 42-May 12
Sydney	Mar 34	Apr 15	Apl 43-May 13

(Subject to alteration without notice.)

Calls at Finschhafen, Alexishafen, Lindenhafen and Pondo optional.

Burns, Philp & Co. Ltd., Agents.

Sydney—Rabaul—Hongkong.

	Tanda.	Nankin.	Nellore.
Hongkong	Mar 4	Apl 2	Apl 30
Manila	Mar 5	Apl 3	Apl 31
Rabaul	Mar 6	Apl 4	May 1
Brisbane	Mar 7	Apl 5	May 2
Sydney	Mar 8	Apl 6	May 3
Melbourne, dep.	Apl 2	May 2	June 3
Sydney, dep.	Apl 13	May 14	June 11
Brisbane	Apl 15	May 16	June 13
Rabaul	Apl 23	May 24	June 21
Manila	May 1	June 1	June 29
Hongkong	May 4	June 4	July 2

E. & A. Steamship Co. Ltd., Agents.

Saigon—Java—Noumea Line.

	Per S.S. Le Maire.
Saigon	Feb 16
Batavia	Feb 23-26
Samarang	Feb 27
Pt. Moresby	Mar 8
Samarai	Mar 10
Noumea	Mar 17-20
Vila	Mar 22
Rabaul	Mar 27-30
Samarai	Apl 1
Pt. Moresby	Apl 2
Samarang	Apl 12
Batavia	Apl 13-16
Saigon	Apl 21

Singapore, Sourabaya, Lae, Salamaua, Epi and Santo will be called at only if sufficient inducement offers.

Royal Packet Navigation Co. Ltd.

French Eastern Pacific Service

By ships running between Dunkirk and Noumea, via West Indies and Panama Canal.

	Recherche.	Esperance.	Verdun.
Papeete	Mar 3	Apl 14	May 20
Raiatea	Mar 4	Apl 15	May 21
Suva	Mar 13	Apl 24	May 30
Vila	Mar 16	Apl 27	June 2
Noumea, arr.	Mar 21	May 2	June 7
To Panama—			
Noumea, dep.	Apl 5	May 17	June 22
Vila	Apl 12	May 24	June 29
Raiatea (opt.)	Apl 23	June 4	July 8
Papeete	Apl 24	June 5	July 9

Messageries Maritimes Co., Agents.

Sydney—N.Z.—Cook Is.—
Tahiti.

	Makura.	Monowai.	Makura.
Papeete	Feb 27	Mar 26	Apl 23
Rarotonga	Mar 1	Mar 29	Apl 26
Wellington	Mar 7-8	Apl 4-5	May 2-3
Sydney	Mar 12	Apl 9	May 7
Sydney	Mar 17	Apl 14	May 12
Wellington	Mar 21-22	Apl 18-19	May 16-17
Rarotonga	Mar 26	Apl 23	May 21
Papeete	Mar 28	Apl 25	May 23

Union S.S. Co. Ltd., Agents.

New Hebrides Inter-Island.
Service.

S.S. Malinea (Burns, Philp & Co.) connects every 5 weeks at Vila with s.s. Morinda from Sydney, then proceeds on southern trip, calling at the islands of Efate, Erromanga, Tanna, Aniwa, and returns to Vila—trip occupying 7 or 8 days. After 2 or 3 days at Vila, departs on northern trip, calling at the islands of Efate, Mai, Tongoa, Epi, Pauma, Ambrym, Malekula, Abba, Malo, Santo, and returns to Vila—trip occupying 25 to 28 days. Vessel extends to Banks Group every second trip, equivalent to about every three months.

Ocean Island—Nauru Service

British Phosphate Commission, 16 Spring St., Sydney, sends boats irregularly.

Solomons Inter-Island Service

S.S. Mitiraro (Burns, Philp & Co.) maintains a regular service.

Fiji Inter-Island Service.

T.S.S. Malake (Burns, Philp & Co.) makes regular trips from Suva to Levuka, Labasa and Lautoka, with transshipment cargo from Suva.

S.S. Adi Keva (Fiji Shipping Co., Ltd.) makes regular trips from Suva to Levuka and Lautoka, round trip occupying three days.

M.S. Sir John Forrest (Fiji Shipping Co., Ltd.) makes regular trips from Suva to Levuka, Savu, Savu, Nabouwalu, Raulilai, Lekutu, Dreketi, Raduri, Labasa, and return by the same route round trip occupying about 9 days.

M.S. Adi Rewa (Fiji Shipping Co., Ltd.) makes regular trips from Suva to Ba and Lautoka, round voyage occupying four days.

Papuan Inter-Island Services.

S.S. Papuan Chief (Steamships Trading Co., Ltd.) makes regular round trips from Port Moresby to Kapa Kapa, Abau, Baihara, Samarai, and back by same route; then Port Moresby to Hissu, Yule Island, Kikipi, Orokelo, Kikori, Daru and back via Orokelo, Yule Is., and Hissu—full trip occupying about one month.

A. K. Matoma (Burns, Philp & Co.) makes regular round trips from Samarai to Puni Puni, Baniara, Cape Nelson, Buna Bay, Mambare, and back by same route, trip occupying about 12 days.

New Guinea Inter-Island
Service.

S.S. Malwara (Burns, Philp & Co.) makes regular round trips from Rabaul to New Ireland and Bougainville ports.

S.S. Mirani (Burns, Philp & Co.) makes regular round trips from Rabaul to New Guinea mainland ports.

S.S. Duris, s.s. Durour, m.v. Durambah (W. R. Carpenter & Co., Ltd.) make sailings from Rabaul every two or three weeks to various ports in the Territory.

MISSIONARY WORKER'S LONG
SERVICE.

After having worked in Fiji for 31 years, Miss H. C. Hammat, of the Methodist Missionary Society, returned to Sydney by the annual trip of the "Niagara." Miss Hammat was a pioneer of Child Welfare work in the colony and the founder of the Girl Guide movement among Fiji girls.

GUARANTEED **M & S** PRODUCTS

Fish Paste in tin and glass jars.

Illawarra Prawns packed as required.

Curried Prawns in 8oz. food tumblers.

All Kinds of Fresh and Smoked Fish

"EXCELSIOR" MEAT AND BONE MEALS.

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March 15, 1932.

THE PACIFIC ISLANDS MONTHLY

33

RABAU'S ELECTRIC LIGHT

Prospectus Criticised.

THERE has been much controversy and some heart-burning concerning the installation of a public electric power station in Rabaul, N.G. Tenders have been invited two or three times by the Administration—and, finally, a franchise appears to have been given to a Rabaul firm. The latter are now proposing to form a public company.

We have not seen a copy of the prospectus; but a Rabaul resident has written to us in the following terms:—

I recently received a prospectus of the Rabaul and District Electricity Supply Company Limited. There are several features which could do with explanation on the part of the promoters, as I have set out below:

1. In accordance with section 6 of the Companies Ordinance of this Territory, seven signatures are required to the Memorandum of Association. I do not recollect having seen the publication of these names. The public, asked to subscribe the capital, is entitled to have full particulars of the local promoters.

2. Although local direction is eminently desirable, the Directorate mentioned in the prospectus merely gives the names of assenters. Neither does it state the qualification of directors in respect to paid shares.

3. Vendors' consideration, in my opinion, appears to be much too high in proportion to the total capital; as, on proceeding to allotment, vendors' capital is nearly half—i.e., £4,000 out of £8,500. Unless more than the minimum are subscribed, even with these shares called up to 10/., vendors will be taking 40 per cent. of all dividends, £4,000 out of £10,000. According to the prospectus, the only consideration shown as having been provided by the vendors is the "contract." Taken in relation to the estimated number of consumers, there is, prima facie, an over-capitalisation; that is, I find that the capital cost is loaded £20 per consumer before any tangible or revenue-earning assets appear.

4. The matter of preliminary expenses, such as advertising, registration, travelling, legal expenses, etc., is not mentioned as having to come out of the £4,000. If not, you must add these preliminaries to the sterile loading, and, call it what you will, goodwill, deficit, etc.—the effect is the same.

5. The acquisition of premises should be shown in the prospectus, whether freehold or leasehold, and the conditions under which the latter are acquired, stating the capital cost.

6. Consideration of the estimates stated to have been supplied by Messrs. Donoghue and Carter would appear to me to be obviously overstated, as the anticipated revenue from the sale of electricity, shown as £5,000, would mean an average of £28 per annum per estimated consumer, on the estimate shown of 200 consumers. Then, taking into consideration the large consumers, such as the Administration, the cost to the householder must be greater than the above-mentioned £28, which is an average. In these circumstances, we are going to either have a very expensive electric supply or else, as stated above, the figures are incorrect. Operating expenses, shown as £2,000, look low. But the figures have been furnished by experts and, under section 64 of the Companies Ordinance, they must accept full responsibility for their statements. Under peculiar local conditions, as ruling in this Territory, I should consider it very doubtful if there are any means of making a valid estimate.

Reviewing the prospectus as set out, I would not, at this juncture, be a purchaser of shares. The clearing up of the general vagueness of many of the matters as set out in the prospectus should be done promptly and should be advantageous to the company.

If half of what our correspondent says is true, there is certainly a flavour of wild cat about this prospectus. The suggestion that the franchise is worth £4,000, in an £8,500 company, is fantastic.

PAPUAN CUSTOMS RETURNS.

From Our Own Correspondent.

PORT MORESBY, February 20.

FIGURES supplied by the Treasury Department, Port Moresby, show revenue from Customs for December, 1931, as follows:—

Port Moresby	£1,728	9	1
Samara	£1,380	6	8
Kulamadau (Woodlark Is.)	£91	8	1
Daru	£21	10	10

Total £3,121 4 8

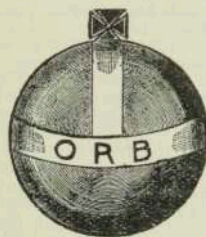
Of this, £549/17/4 represented Primage Duty.

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The 15th edition of "The Referee," a handbook of useful information, containing a ready-reckoner of much value to all engaged in building operations, may be obtained post free on application to John Lysaght (Aust.) Ltd., c/o. Box 196 D, G.P.O., Sydney.

Papua Honours Memory of late F. J. Berge.

From Our Own Correspondent.

PT. MORESBY, Feb. 20.

AT St. John's Church, Port Moresby, on January 13, in the presence of a large gathering of residents, his Excellency the Hon. H. W. Champion, acting Lieut-Governor of Papua, unveiled a memorial in honour of the memory of Frederick James Berge, former Resident Magistrate of the Territory, and for some time Lieutenant 25th Battalion, Australian Imperial Force, who was drowned with his four children on June 11, 1930, in the foundering of the "Vaiveri," off the south coast of Papua.

After a short service conducted by the Rector the Rev. H. Mathews, His Excellency, in committing the tablet to the keeping of the church, spoke of the esteem in which Mr. Berge had been held by his fellow officers and friends in the Territory, and how he had endeared himself by his unfailing courtesy and abounding good humour to them all.

This tablet, which he was unveiling, he said, was erected to his memory by the officers of the Public Service—an expression of fine feeling, loyalty, and esteem.

"Freddie" Berge entered the Public Service in 1912, and was amongst the first to enlist at the outbreak of War. He saw service at Gallipoli and in France, and returned to Papua in 1919, resuming his duties in the Magisterial service. He rose to the position of Resident Magistrate and it was while he was being transferred to the Kerema Government station—as Magistrate of the Gulf Division—with his wife and family, that he met his untimely death.

The memorial is an impressive tablet of white marble, with inscriptions, and it has been placed on the wall of the church building.

THE PAWPAW. Commercial Possibilities.

From Our Own Correspondent.

THURSDAY IS., March 2.

IN the Pacific, apparently, the only use that is made of the fruit of the Papaya (pawpaw) tree is to eat it, and there are plenty of people living in the Islands who are too blasé to like it.

In the West Indies, however, this sometimes despised fruit is used commercially and has, in fact, enabled the Montserrat Company to carry on in business now that the manufacture of lime juice is almost at a standstill.

It is not suggested that the culture of the Papaya offers any solution to the troubles of distressed coconut planters in the Islands, but it is interesting to note that the dried milk extracted from the fruit, which contains an active principle Papain very similar to Pepsin, fetches a ready market in Great Britain of 25 to 30 shillings a pound.

An article on the preparation of Papain appeared in a recent number of Chambers Journal (Pawpaw Curing, by Charles Roland), from which the following information has been gained.

The West Indian method of starting a Papaya plantation sounds ideal. Mountainous land is chosen, scrub is cut down and burnt. The planter then leaves the rest to nature. A short time after this rough clearing has been finished thousands of young Papayas spring up, "Unbidden," as the saying is. The whole operation of sowing has been effected by man's feathered friends, who have obligingly dropped the seed.

Milking of the fruit begins when they are four or five weeks old, before that delightful, luscious yellow tint, which denotes ripeness, has appeared.

The process is very much like rubber tapping. Cuts are made a quarter of an inch deep, and little cups half-filled with water (in Montserrat the halved fruits of the calabash are used) are

placed underneath to catch the exudation. The water in the cup prevents the milk sticking to the tin and causes a necessary coagulation.

Four to eight papayas give about an ounce of the milk. After stirring the liquid thickens, and it is then spread out on wooden trays and is taken to the factory. Drying is carried out on wooden frames over a dying fire, so that over cooking cannot result and spoil the product. After 16 hours on top of the furnace, the Papain is ready for export.

So much for Papaya curing, but there are one or two points about the fruit that are worth recording.

The Papaya is a most ornamental tree and its blossoms have a faint and very pleasant fragrance like lilac. In the Pacific, the fruit is always called a pawpaw, but anyone who has lived amongst Malays invariably uses its botanical name. Were one light-heartedly to ask a Malay to bring a pawpaw, he might express surprise at the request. Such a demand would even shock him were it not for the fact that none of those amiable natives of the East Indies are easily shocked. There are common words in use in America that one cannot mention in English, and vice versa. The same rule applies here, but one must go to Malayan lands to discover why the word pawpaw is best avoided.

Another use for the Papaya is to clear the complexion—a well-known boudoir secret. When applied to the face, the Papain acts on the outer layers of the skin, making it fresher and more transparent. But such digestive processes may be carried too far and leave a badly ravaged face. Perhaps someone in the Islands, where the fruit abounds, will take advantage of this information and invent a new complexion restorer. It ought to be a best seller.

Finally, there is an old joke about the Papaya, so old that one hardly dares repeat it, but that there may be someone left in the Pacific who has not heard it.

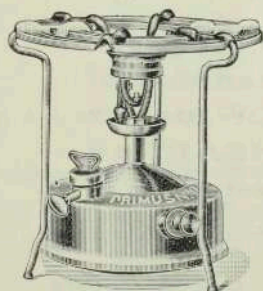
A new chum from the South sat at meat in a North Queensland pub, faced by an array of tropical fruits he had never seen in his life before. How they were eaten he did not know. Surreptitiously, he watched the others. Presently, someone cut open a grenadilla, and the newcomer took careful note that he only ate the seeds. When his turn came, he selected the largest pawpaw on the dish, aware that every eye was on him. He, too, cut open his fruit, secure in the knowledge that he knew all about it. He only ate the seeds, leaving the luscious flesh untouched on his plate.

And then he wondered why they laughed.

A USEFUL PUMP.

The "Johnson" portable self-draining pump that is being advertised in this issue by Messrs. Nock & Kirby, Ltd., is a remarkable piece of mechanism. Weighing only 85 lbs., it can easily be carried by one man, but it can pump at the rate of 195 gallons of water per minute. The power is derived from a "Johnson" motor, the power unit of the famous out-board motors of that name. Messrs. Nock & Kirby, Ltd., have the sole agency for these two lines in N.S.W., and can ship to the Islands direct from stock. This well-known Australian firm has just brought out their new Mail Order Catalogue, which can be obtained upon request.

"PRIMUS" STOVES



INDISPENSABLE
ON LAND
and
AT SEA.

Write for particulars
— to —

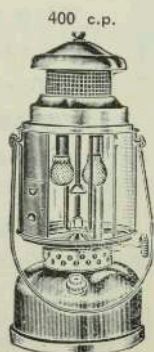
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EVERYTHING FOR LIGHT AND HEAT.

"NULITE" LANTERNS



March 15, 1932.

THE PACIFIC ISLANDS MONTHLY

35

PAPUAN RUBBER

**Plan That Permanent Preference
Will Establish Flourishing
Industry.**

From Our Own Correspondent.

P.T. MORESBY, Feb. 20.

THE residents of Papua heard with no little concern and some apprehension that the rubber importers in Australia are applying for the removal of the duty on rubber entering the Commonwealth.

Owing to repeated demands for assistance from the rubber producers in Papua in 1930, the Australian Government on November 6, 1930, imposed a duty of 4d. per lb. on all rubber entering Australia except from Papua and New Guinea. With this preference and the low cost of production, due to a long campaign in economy, the plantations here were able to carry on, and even when the London price dropped to the dismal figure of 2½d. per lb. in August, they managed to cover expenses somehow.

The cost of production in Papua varies from 5.8d. and 6.98d. per lb., f.o.b., Port Moresby, and up to 8.54d. landed in Sydney—so with the present market price in London 2 15/16d. per lb., it is impossible for the different plantations in the territory to carry on, if the duty were lifted.

Sir Hubert Murray, the Lieut.-Governor, who has been in Canberra, has declared that the removal of the duty would kill the rubber industry in Papua, and would most probably bring about a financial collapse of the Territory and a consequential financial loss to Australia, which would no doubt have to find an increased subsidy to Papua. It is estimated here, that the removal of the duty would be a loss of £45,000 to the Territory. The effect of losing this sum out of the small amount of money now coming in would be ruin.

Sir Hubert Murray, on his return from Canberra, remarked on the impossibility of the Commonwealth allowing Papua, the only colony, to go to the wall. Further, he stated, "If on the other hand, preference were adopted as an integral part of the Commonwealth territorial policy, rubber growing would become a certain and payable proposition. Planters could then count on a firm market, at a reasonable price; confidence in the future of the industry would be restored; and fresh areas would be developed, until the output would be sufficient to supply the Australian demand."

"There is an abundance of good rubber land in Papua and that territory alone could supply Australian requirements, if planters could be sure of a reasonable price."

The Federal Government has decided to continue the preference on Papuan rubber for at least another year.

It is interesting to learn that sharks are being caught off Dauko Island, near Port Moresby Harbour, for the purpose of curing the fins and hides for export—as a sideline and livelihood.

Wireless for Torres Straits.

From Our Own Correspondent.

THURSDAY IS., Feb. 23.

SOME months ago, a contributor to this paper mooted the idea of linking up the various Islands centres in Torres Straits by wireless telephone, and the subject was discussed with the Chief Protector of Aborigines on a recent visit here.

Such a scheme would facilitate the administrative work of the Aboriginal Department and the mission stations, but it is in cases of urgent illness that the service would be of greatest benefit. Economy, however, is the order of the day here, as elsewhere, and the plan cannot be put in execution yet, though it has not been lost sight of.

No doubt the future development of Torres Straits will proceed on more modern lines than in the past, and it is not impossible to imagine the day when small seaplanes will be in constant use by officials and business people.

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**of Sydney offer—not specially cut prices
—but all the year round bargains.**

"Rosa" Breakfast Food, 2lb. pkts.	5½d. pkt.,	5/- doz.
"Globe" Sheeps Tongues, 12oz. tins	1/- tin,	11/6 doz.
"Rosa" Junket Tablets, tubes (24s)	6½d. tube,	6/3 doz.
Nestle's Condensed Milk	8/6 doz.,	30/- case
Nestle's Cream, 4oz. tins	6d. tin,	5/6 doz.
"Ideal" Unsweetened Milk, 6oz. tins		25/- case
"Rex" Assorted Soups, 8oz. tins	6d. tin,	5/6 doz.
"Quikook" Mixed Soup Vegetables, 4oz. tins	9d. tin,	8/6 doz.
L.X.L. Tomatoes, 30oz. tins	11½d. tin,	11/3 doz.
Tasmanian Reed Potatoes, 6lb. tins (equiv. 36lbs.)		10/6 tin
Gartside's Beetroot, 14oz. tins	8½d. tin,	8/- doz.
"Rosa" Gelatine, 8oz. pkts.	1/9 pkt.,	20/- doz.
Finest Khadrewi Dates, loose	5d. lb.,	4/6 doz.
"Capital" Lino, Polish, 16oz. tins	11d. tin,	10/6 doz.
"Crown" Soap, large bars (56s)	6/9 doz.,	28/- case
Hardy's Royal Reserve Sweet Sherry, 26oz. bot.	3/3 ea.,	38/- doz.
Lindeman's Apple Cider, 26oz. bots.	1/6 bot.,	17/- doz.

All Prices F.O.B. Sydney.

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MOTUAN TRADERS GO WEST IN THEIR LAKATOI

From Our Own Correspondent.

EVERY year at the end of September or the beginning of October, near the close of the south-east season, a fleet of 20 or more *lakatoi*, as these sailing canoes are called, leave Port Moresby and the neighbouring Motuan villages for the deltas and rivers of the Papuan Gulf.

They are laden with carefully-packed earthenware pots, tobacco and many articles of trade, and they return during the north-west season, after an absence of three months, laden with bundles of sago, the trade of the Koriki, Iari and Vailala people, which they have bartered in exchange.

THESE trading expeditions have been in existence for many generations, and their origin is veiled in the obscurity of time, and of weird legends.

There is great ceremony attached to the whole proceeding, and considerable ritual and preparation, coupled with unity and hard work. Each *lakatoi* has, in command, two leading men; a *Baditauna*, which means, literally, the man at the base, or the originator, and a *Doritauna* or top-man. These two men have each their two captains a sail and a mast captain and their respective

crews. The whole party amounting to 30 or so men, is therefore divided into two separate commands, neither taking priority of the other.

It is difficult to ascertain to what extent the *Baditauna* and *Doritauna* exercise the duties of commanders during the voyage. It seems that on occasions of danger their advice is asked and they are obeyed; on ordinary occasions the captains take command, two on the outward trip and the other two on the homeward journey. The whole proceeding is conducted without any apparent



Lakatoi leaving Port Moresby Harbour on their annual trip to the western deltas of Papua.

disorder or confusion, and seems to be regarded in the light of a sacred rite, the duties of each being for the good of the whole.

The sails of these vessels are unique in design and are made in the villages of plaited mats. They are cut into the shape of a crab's claw, sewn together, and attached on either side to long poles. Of later year, European sails have been used in preference; though this is contrary to their old customs and ideas, for it is to the wisdom of the crab, so the legend goes, that they owe the success and safety of these expeditions.

The arrival of the fleet in the Gulf and Delta country is an occasion of great rejoicing among the people there.

As soon as the *lakatoi* are moored in the river opposite to the villages, all tabus cease to exist, and ceremonial visits are paid to the village chiefs. During their stay the different tribes make much of one another, each member of the crew selecting an individual to be his special friend for the time being.

Though the origin of the expeditions is obscure, they must have had their beginning in the times of scarcity, when the south-east season, with its prolonged dry spell and tearing winds, caused havoc and devastated the gardens of the whole district, and the Motu people, in desperation, sought food farther afield. The conclusion of the legend of the "Hiri" runs as follows:—"Since that time the *lakatoi* have gone every year to the west, and there has consequently been food in plenty during the season of scarcity."

Rev. W. Chalmers ("Tamate"), the famous missionary and explorer of Papua, made a remarkable trip as far back as 1879 to the Gulf and Delta country in one of these *lakatoi*, to get into touch with the tribes of the west. He was accompanied by a friend and by Motuan and Gulf natives. He remarked then on the abundance of native food and sago in these districts, which the natives bartered eagerly for the Motuan wares; a condition which is still that of to-day. The people there he found friendly on account of his adoption by the Motuan traders, but he describes them as "terrible cannibals," who laughed and jeered at their Motuan friends for not eating such delicacies as human flesh.

He was amazed at the size of the villages, which lined the river banks, and their "temples" or Ravis, 30 to 40 feet in height, to which the chiefs of his *lakatoi* repaired at once, making offerings of armshells and earthenware to the gods of Kaeva-Kuku, Semese and Tauparau; and he explained how, on departing, another visit was paid and further offerings made, to propitiate these gods.

It is not known if this last custom is still in existence. It is doubtful, though Kaeva-Kuku, that strange wicker-work beast, still graces her sacred chamber in these weird Ravis, and those extraordinary blocks of wood, Semese and Tauparau, stand as predominantly as ever at the entrance door and centre posts of the main buildings.

To-day, cannibalism in that district is non-existent. A Government station is nearby, and a station of the London Missionary society in their midst.

The Lakatoi Return.

February 15.

The *lakatoi* have now returned laden with sago, and the shortage of food in the Motuan villages is a thing of the past.

The Papuan native lives for the day—the semi-starvation of yesterday and the "big sick" (influenza) are all forgotten, as he gazes into the well-filled pots of sago, yams and taro from the Western country.

It is announced in the Tongan Gazette of January 18 that the Queen of Tonga has been appointed a Dame of the Civil Division of the Order of the British Empire.

A RARE TURTLE.

Curious Incident in Dutch New Guinea.

A CROCODILE was killed in a singular manner, in a river in Dutch New Guinea, at the end of October, 1929; and the event had a peculiar sequel.

A luxurious yacht, the "Arpha," 700 tons, flying the white ensign of the Royal Yacht Squadron, arrived at Meirauke, in Dutch New Guinea, and the owner-commander, Lieut.-Colonel the Rt. Hon. W. E. Guinness, D.S.O., M.P., asked the late Dick Roche, the famous Paradise-bird shooter, to lead the party into parts hitherto unknown. None was better qualified than Roche for such a commission. He piloted the yacht up the Ellanden River, 100 miles inland—away into a region where no steamer had been seen since the survey boats were there in 1905, and where a British ship had never before been seen. They went, in a motor launch, into unknown branches and creeks, on shooting expeditions—going among cannibals who had never seen white men before.

One day, in the Frendschaap River, Colonel Guinness and Mr. Roche fired simultaneously at a huge crocodile, and the beast never moved again. In its mouth was a fresh water turtle, of a species which Roche declared was hitherto unknown. He urged Colonel Guinness to take the reptile to a museum, and the Colonel—evidently fearing that it might be a known species which would look a little ridiculous—finally agreed. It was placed, alive, in a tank of fresh water.

The "Arpha," on its way back from

New Guinea to Singapore, ran on a reef in the Sula Islands, and was saved with difficulty. The turtle died; but the Colonel, true to his promise, put it in the freezer, and duly delivered it to the South Kensington Museum, London. It proved to be a rare specimen; and the Museum sent a special letter of thanks to Mr. Roche for his interest in the matter. It was only the double shot which, killing the crocodile instantly, made the salvage of this rare creature possible.

Further references to the mysterious death of Mr. Roche are published elsewhere in this issue.

EARTHQUAKES SHAKE KIETA

A series of earthquakes occurred at Kieta, Bougainville, on January 29. They were not of a serious nature and no damage was done.

Miss M. Chambers, after 20 years' missionary service in Fiji with the Methodist Society, has returned to Australia.

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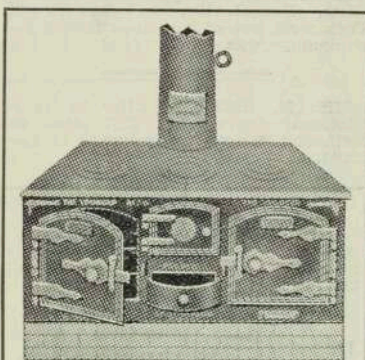
SYDNEY.

New Guinea Oil Prospecting.

Scientific Party for Matapau.

FOLLOWING the extensive geological survey of the Matapau district of the New Guinea mainland by Mr. G. A. V. Stanley, of Oil Search, Ltd., Sydney, complete agreement has been now arrived at by Federal Government paleontologists on all data collected. Important and far-reaching results have been achieved.

As a result of a recent conference, at which Dr. W. G. Woolnough, Geological Adviser to the Federal Government, was present, Oil Search Ltd. decided that a minimum number of six scientists and engineers would shortly proceed to Matapau, to carry out a programme in connection with the proved structures and the known seepages.



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HOW RADIO CAME TO THE MOROBE GOLDFIELDS

THE officer-in-charge of the New Guinea goldfields radio station, Mr. C. C. Beckett, gives a very interesting account, in the February "The Radiogram" (A.W.A.'s bright little "house" magazine), of how A.W.A. placed the Morobe goldfields in wireless communication with the rest of the world.

Originally, there was a small station at Morobe, on the north-east coast of New Guinea—it had been there since the War, communicating directly with Rabaul radio. Early in 1926, consequent upon the rush to Edie Creek, Morobe Radio became very busy. Native runners brought messages from Edie Creek, down the incredible ranges, to what is now Salamaua, and thence by canoe to Morobe—70 miles. There was a demand for a wireless station at Edie Creek, and A.W.A. responded quickly.

Mr. E. Bishton arrived at Morobe, from Sydney, on August 29, 1926, with a 1 kilowatt spark transmitter (lifeboat set); and went on to Salamaua—then a small peninsula with two houses on it. He purchased four months' stores, organised his party, and set out for the field at the end of September, 1926, with 100 carriers. It was a hard, bitter, comfortless trip, but he eventually reached Edie Creek, and set up his instruments in a 10 x 12 tent.

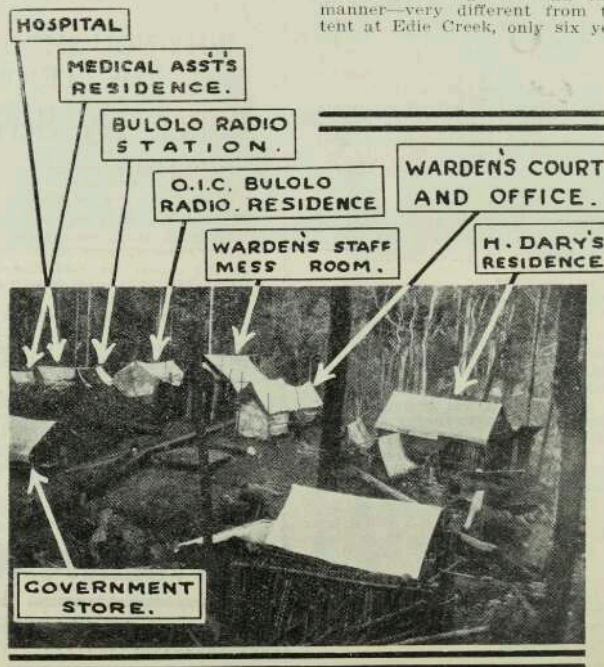
Before leaving Morobe, Mr. Bishton arranged with Mr. Beckett that the latter should listen in on a certain wave-

length at a certain time each day; and very early one November morning, Mr. Beckett caught a plaintive "zztt," and established communication with Edie Creek, 6,500 feet up in the gloomy, rain-soaked, New Guinea mountains. The new station was opened on November 18, 1926; and it was soon inundated with traffic.

Edie Creek transmitted to Morobe until the middle of 1927. Then Salamaua began to assert itself as the port of the new goldfields. Mr. E. G. Betts arrived from Sydney in July, 1927, with a 500 watt S.W. transmitter, which was promptly installed at Salamaua. Mr. Beckett closed Morobe station on August 7, 1927, and Edie Creek thereafter worked with Salamaua.

Mr. Bishton went on furlough, and Mr. Beckett took over Edie Creek station, making a weary trek in with a line of 56 carriers. He worked the spark set till August, 1928, when the present S.W. set, capable of direct contact with Rabaul, was installed.

The goldfields radio station, with Mr. Beckett still in charge, was removed from Edie Creek to Wau (some 14 miles nearer the coast) in January, 1932. The original rush was to Edie Creek; but in recent years Wau has become the administrative centre of the goldfields. The warden's office is there, and the landing-ground of the planes which maintain the only transport service. The radio station at Wau is now housed in a dignified and substantial manner—very different from the little tent at Edie Creek, only six years ago.



EDIE CREEK MINING CAMP, 1927.

March 15, 1932.

THE PACIFIC ISLANDS MONTHLY

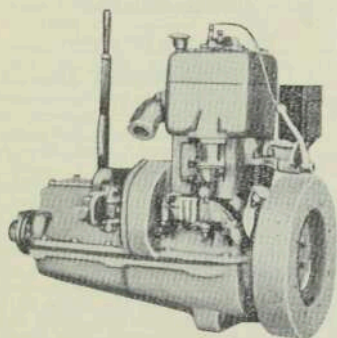
39

New Matson Liners will give Faster Service

THE two new Matson liners, "Mariposa" and "Monterey," which take over the Pacific service of the Company from the "Sierra," "Sonoma" and "Ventura," from May of this year, will provide much faster trips than at present.

They will leave San Francisco at four-weekly intervals, and will make the trip to Sydney, via Honolulu, Pago Pago, Suva, and Auckland in 20 days as against 26 days at present.

The trips from Suva to Auckland and Auckland to Sydney will be each shortened by one day. This will mean that the voyage from Suva to Sydney by the new liners will take six days, instead of eight by the present Matson and Union Co. vessels.



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LITIGATION PENDING.

Over Papuan Sawmill Company.

From Our Own Correspondent.

PT. MORESBY, March 1.

LITIGATION is far from being a popular pastime in Papua, so that the pending action brought by the creditors of Port Romilly Sawmills

Limited against the liquidator is a subject of interest in Port Moresby.

The company went into voluntary liquidation in January of last year and Mr. A. S. Fitch, of the Steamships Trading Co., was appointed liquidator. Creditors complain that the conduct of the liquidation has been prejudicial to their interests, and an interlocutory injunction has been granted, restraining him from certain specific actions.

The case will be heard in the Central Court at the end of March.

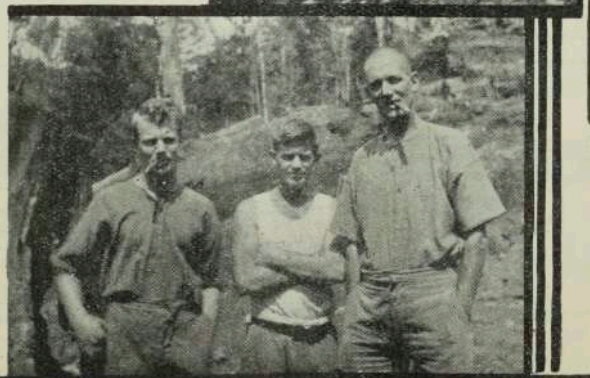


PHOTOGRAPHS ILLUSTRATING ARTICLE ON
PAGE 38.

Top: H. Darby's team, taken on a day in 1928 when they won 210 ozs. from Edie Creek for 9 hours' work.

Middle: Part of the new road, between Wau and Edie Creek.

Bottom: Left to right—C. C. Beckett, radio operator; late Harry Darby, of Eldorado lease; E. Betts, radio operator.



SUGGESTION THAT MADANG SHOULD BE PERMANENT GOLDFIELDS PORT.

THE New Guinea Administration, and other interests closely connected therewith, are giving very careful consideration to the whole question of providing a suitable port for the Morobe goldfields—which port will also be a terminal point for the goldfields road.

Salamaua was never quite suitable; but port facilities were provided there, and a township grew up, simply because there is not anywhere on that lengthy coastline anything resembling a port suitable for overseas shipping.

In the past year or two, it has become increasingly evident that the long, narrow sandspit, on which Salamaua is built, is being steadily eroded away by sea action, and nothing that has been done in the way of constructing concrete retaining walls has proved effective. As has previously been pointed out, the question of building a trafficable road from the goldfields to the coast is intimately linked with the question of providing a suitable port. The "Dollar Companies," operating on the Morobe goldfields, have reached this month, after years of preparation, the point of big production; and it is likely that the development of this field will now be rapid, and that there will be an increasing demand for the construction of a road.

Nothing can be done concerning the road until the location of the goldfields port has been settled. An officer appointed by the Federal Government is now examining the coast of the Huon Gulf, seeking a suitable port. But those who know the north-east coast of New Guinea declare that it would be most unwise to attempt the establishment of a port anywhere between Astrolabe Bay and the border of Papua. There is in this long stretch of coastline—approximately 200 miles—no natural harbour suitable for big ships and no coastal configuration lending itself readily to the construction of an artificial harbour.

There appears to be a growing body of opinion in favour of making Madang the main port of the goldfields; and it is likely that this alternative to the attempted construction of a port on the Huon Gulf will receive very serious consideration.

The question of cost, of course, will be an important factor. The distance from the goldfields centre to Salamaua is only 50 miles in a direct line; but those 50 miles are over country incredibly broken and steep, representing an engineering problem of almost insoluble difficulty. The distance from the northern end of the goldfields to Madang in a straight line is about 150 miles, but it represents a much gentler grade, and, for more than half of the distance, the road would run through

rich country, consisting of high, well-watered plateaus, capable of great agricultural and pastoral development. It is well-known that fine, rich, clean, healthy country lies around the headwaters of the Ramu river; and a road from Madang to the goldfields, over part of its length, would make use of the Ramu valley itself.

There is a splendid harbour at Madang, and plenty of level ground suitable as an aerodrome. It is argued in this latter connection that it would be better for aeroplanes to run between the goldfields and Madang, where there is a gradual rise, rather than from Lae to the goldfields, where the rise is very steep, and on which route there is an ever-present danger of the big aeroplanes, in the frequent fogs, crashing into the mountain-side.

PORT MORESBY BUSY.

Visits of "Mariposa" and
"Stella Polaris."

From Our Own Correspondent.

PT. MORESBY, March 1.

APPROXIMATELY 50,000 tons of shipping is entering Port Moresby this week—the "Montoro," "Macdhui," "Le Maire," "Pentyne," and the new Matson liner "Mariposa."

This last vessel which, is on a Pacific cruise, is causing some considerable attention. She has on board between 250 and 300 passengers, who are filled with pleasant anticipations. Port Moresby has been so advertised lately that there seems to be a general desire that it should be included in the ports of call. During her short stay, the usual native dance has been arranged, also visits to the mountains and Rona Falls.

The steamer "Pentyne," which left for the East and European ports on March 1, shipped 750 tons of copra. This had accumulated owing to the delay in shipping caused by the stranding of the "Newton Elm" some time ago.

The "Stella Polaris" arrived at Port Moresby, on her Pacific cruise on February 20 and left after a very short visit. Owing to bad weather, she was unable to make port until 7 o'clock in the evening and sailed at 10 o'clock the same night. The tourists visited the parade ground and there, in the moonlight, witnessed a native dance in a romantic setting of coconut palms and flaring torches—an exotic effect, which was distinctly pleasing.

The "Montoro" and "Macdhui" are on their usual runs from Sydney to Rabaul, via Port Moresby, and the "Le Maire" is on her three months' trip from the Netherlands Islands to Noumea.

TRAGEDY AT KIRIWINA.

Word has been received in Sydney that Mrs. R. S. Walker, wife of the Methodist Missionary at Kiriwina, Eastern Papua, has died, following an injury received from the explosion of an ice machine. Mrs. Walker leaves two small children.

Mr. Walker is coming South this month to take up a circuit in New South Wales.

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March 15, 1932.

THE PACIFIC ISLANDS MONTHLY

41

NAURU AND OCEAN ISLAND.

The two Central Pacific islands, Nauru and Ocean, have some unusual and interesting features. They are the scene of a large phosphate industry, carried on by the British Phosphate Commission. Nauru is a League of Nations Mandated Territory, administered at present by Australia; Ocean Island is the headquarters of the administration of the Gilbert and Ellice Islands Colony.

The two islands (165 miles apart) and the ships which transport their products and imports, are connected by wireless telephone. They all talk with each other quite conveniently and easily.

The following are extracts from an interesting article contributed to the A.W.A. "house magazine," The Radiogram, by Mr. E. J. Flynn:—

WE are now steaming around to the eastern side of Nauru, where the settlement is located. Sparks approaches the skipper.

"Captain, Mr. Thom, Nauru manager, wishes to speak to you on the 'phone."

"Hello, Mr. Thom!" They discuss business and the manager advises the captain that the ship will tie up at No. 2 mooring, etc.

Ocean island (165 miles away) now comes in. "Good morning, captain! What mails have you for Ocean Island? When do you expect to leave Nauru?" etc.

Each island and also the "Nauru Chief" has been fitted with a half k.w. telephone transmitter, which is owned and operated by the British Phosphate Co. The two islands and the ship use these telephones just as you might use your ordinary office telephone, and conversation is carried on up to 1,000 miles.

Ocean Island and Nauru Island are really the peaks of mountains emerging above the sea. It is impossible for a ship to anchor owing to the great depths. The mountain sides appear to run down thousands of feet. Huge moorings are run out from the shore and fastened to a buoy, the buoy being kept in position by a $7\frac{1}{2}$ ton anchor, which clutches the side of the mountain nearly 1,900 feet below the surface. Each mooring costs approximately £6,000.

One is agreeably surprised at the orderly lay-out of the Commission settlement. There are fine white coral gravel streets and paths with white block coral borders. As we proceed along the main thoroughfare, we observe fine white weatherboard dwellings almost concealed by beautiful tropical flowering shrubs and palms.

In the centre of the settlement are the Administrative Offices, Social Hall, Post Office, etc. Government administration and military quarters are located in a north-easterly direction one mile around the coast. The drive from the settlement to the Residency is practically roofed in by tall coconut palms, intermingled with flowering creepers, and is exceedingly picturesque.

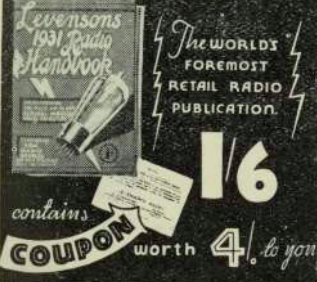
In the south of the island we find the repair shops, where electric locos, and motor boats are repaired, motor launches under construction, also engines, castings, etc. The island is almost self-contained and is a miniature country, so isolated it necessitates effecting its own repairs.

On the crest of the hill we locate the phosphate workings, and the huge mast we observed from the sea is now towering above us. It was part of the 65 k.w. spark transmitter installed by Germany just prior to the outbreak of war and is now obsolete. The phosphate is surface-mined to a depth of approximately 30 feet and trucked to the



The main landing-place, Ocean Island, showing phosphate bins in the foreground.

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edge of the cliffs about half a mile inland, crushed, passed down through steam driers, then through hoppers into trucks on the flat and is railed out on to a huge cantilever which extends over the reef and out to sea for about one hundred feet. The phosphate is then passed into hoppers and on to the conveyor belts. The belts run out on two large conveyors, like arms or claws, and pour the phosphate into the ships' holds at about 500 tons an hour.

Practically the whole of the white population are Australians, depression or unemployment does not exist, and, judging by the output, they have no difficulty in balancing their budget.

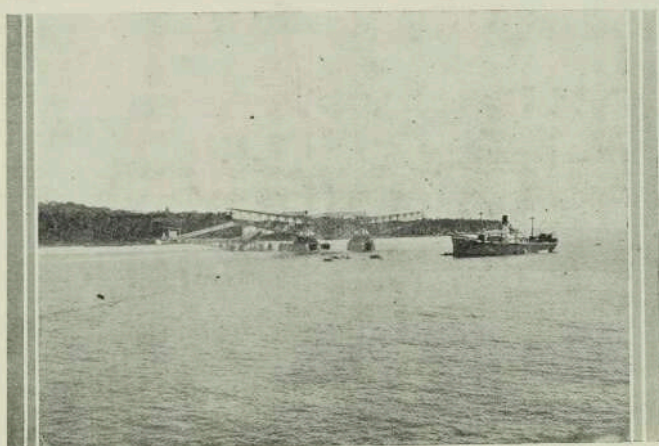
Leaving Nauru about 4 p.m., we arrived at Ocean Island at 8 a.m. next day. The approach is similar to that

On our right are white steps; on either side are two native soldiers with bayonets fixed. No need to enquire—Government House steps. The ground is fairly flat and the 'bus is doing a good 20 m.p.h. and still in the coconut grove.

We now approach a native village. The men are at work on the phosphate fields, and their good wives are busy—sleeping. A little native boy dressed in his birthday suit shouts, "Con-amouris," a native greeting; but the 'bus rattles on, and in five minutes we reach the terminus. Here we find many more European dwellings, beautifully-situated among the coconut palms and tropical flowers. This is where the

first phosphates were mined. The old steel jetty, now a rusted skeleton, still defies the elements.

We decide to walk back over the centre of the island. The climb is only gradual on this side, so we walk leisurely, and arrive at the Government wireless station, VKQ, situated about the centre of the island. The two tubular masts are 150 feet high and 300



Cantilever Loading Plant, Nauru. S.S. "Nauru Chief" hauling into position under the spouts.

of Nauru. Two gigantic mooring buoys are moored about 100 yards from the reef. Also, two cantilever jetties project and appear almost to reach the ship.

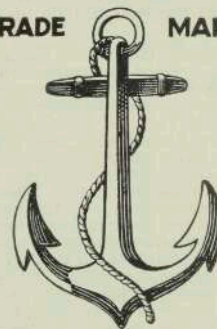
The island is quite different in appearance from Nauru. The land rises from the sea at a sharp angle for about 300 feet. The settlement is built on this slope and is very scattered, having no particular lay-out.

Presently we board the 'bus, which runs on steel rails. The driver (a Gilbert boy) throws her into low, then second, and away we go around the water, first passing Nos. 1 and 2 drying sheds. Next comes the Chinese Compound, where about 200 Chinese coolies are housed (phosphate labourers). Next comes the Gilbert Islanders' native quarters. These are built in rows and consist of fibro cement walls and slate roofs. No doors or windows and the floors are raised three feet from the ground. The walls only extend part way down. Yes, lots of fresh air, but the island only knows perpetual summer.

Now we are passing a small, sandy beach, and run into a coconut grove. The 'bus is slowing up, and we arrive at the first station, one mile—no porter or ticket office—it is a free service.

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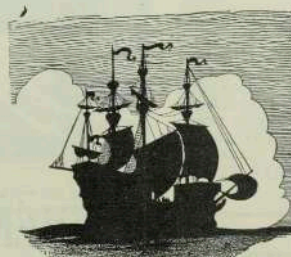


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620-foot Wireless Mast at Nauru, relic of the powerful German station.

feet apart in a clearing surrounded by dense tropical growth.

We cross the old phosphate fields. Jagged coral pinnacles stand up like broken glass, completely cutting off our advance, except by the main path. This jagged field was a level surface until the phosphate was removed from the coral pinnacles. As the ground is owned by the natives, it is necessary for the Commission to pay compensation of 3d. per ton, and £1 for every coconut palm destroyed.

The native women own all the land—we cannot blame any particular Government for this state of affairs. It was brought about during a very severe drought, when all water gave out, and coconuts ceased to exist. A great many natives departed in canoes and possibly perished at sea. By chance an old native woman noticed a wet crab about the centre of the island. Her curiosity was aroused and she followed the crab, which disappeared in a hole through the coral. The old woman entered this cavity and discovered that a great many feet below the surface numerous stores of water were held in a "bonga-bonga" (the native name for cave). She kept this a secret and bartered water for land. Hence the ladies' monopoly. Even to-day native men are not allowed in a "bonga-bonga," and if a European wishes to inspect, the native chief details a couple of native women as guides.

Hundreds of Chinese coolies are returning to their compound from the phosphate fields, numerous white-clad figures are moving around amongst the dwellings. Some twenty or thirty native canoes put out from the reef to fish.

After gazing on this peaceful island scene for a few minutes, we descended numerous steps and gravel paths. Passing by the radio telephone station, we noticed the manager talking to Nauru. They were discussing the business of the day. I had previously heard him on numerous occasions over the air. He informed us that the new steamer "Triona" was due in a couple of days en route from Manila. This vessel was launched on January 22, 1931. The British Phosphate Commission comprises three representatives: England, New Zealand and Australia. When the "Triona" was being built, special attention was given to mooring equip-

ment and Mr. Cozens, the Mooring Master, was sent to England to supervise its construction. The "Triona" is required to lay and, if necessary, raise

the moorings, at Nauru and Ocean Islands which are stated to be the largest and deepest in the world. The main windlass is tested to lift over 100 tons.

The British Phosphate Commission now operates no fewer than four radio telephone transmitters, all of which were installed by A.W.A.

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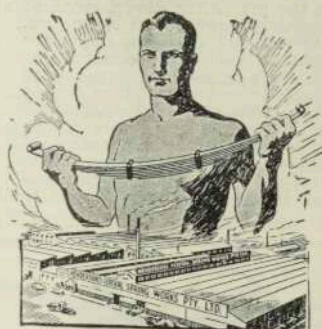
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SIDELIGHTS ON FINANCE.

The name of W. R. Carpenter is known throughout the South Seas as that of a man who, in a few short years, has built up a huge and very successful trading organisation. As a merchant of substance, and a financier of long vision, Mr. Carpenter is held in respect in the City of Sydney. That is why we publish the following article—the text of an address recently given by Mr. Carpenter. It has no direct bearing on Pacific Islands affairs but, indirectly, it is important, because it seeks to explain conditions which have puzzled the shrewdest heads among us.

THE present depression, particularly in Australia, points to two very definite causes, namely—time payment and cash orders. These were introduced here from America, but, unlike America, we are a debtor nation.

Time payment brought within the scope of those who could not afford it, the ability to purchase many things that could have been well done without. This evil in itself was bad enough, but this was capped later by the cash order.

Whilst only one or two firms were operating on the cash order system, things were not so bad; but, on account of the prosperity shown by these few companies, many others sprang up. The result was that money was got very easily, and on very easy terms of repayment. This enabled many people to get the cash to make the initial deposit to purchase things on time payment.

As we had to import nearly everything, and most of the time payment goods included such things as motor cars, wireless sets, gramophones, and things of that nature, imports ran to

a very high figure, and there appeared to be prosperity here. But, as I have pointed out repeatedly, the next crash in Australia would be caused through these two evils. Our former crash was due to land speculation, but we did not seem to have learnt our lesson.

Australia ran up to about the second or third country, for imports of such things as motor cars, gramophones, and wireless sets, and the total imports were in the vicinity of about £140,000,000 annually. Imports from America ran up to something like £40,000,000 per year, because in the wake of motor cars came petrol, oils, and other things of that nature.

When the end came to the purchasing power of the public, by the means of cash orders, then started in the wave of unemployment. It was only necessary for the man at the bottom to make default for it to work through the whole tree, until it reached the top—namely, the bank.

Goods were sold at many times their value, because, in the first instance, the man who sold on time payment had to

load his goods, and he, in turn, could not afford to carry his paper. Discount companies came in, and took that paper over at an additional profit. These, again, went on to a big merchant, or the bank, so that everything that was sold here was very heavily loaded, to enable it to pay the different sets of profit and expense that became necessary.

From the very fact that our total of imports fell from £140,000,000 as it was for two or three years, down to £60,000,000, shows that we imported very many things we could well have done without. Cash orders were abused to such an extent that, with a great number of people, the very clothes they wore were purchased on this cash order system.

This meant that the whole nation was really in debt.

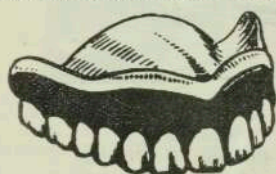
We borrowed heavily abroad, because of Customs and income taxes were booming and our revenue was very high; but as soon as the depression came along, the purchasing power of the people fell, and, in consequence, every article had to recede in value, as people had to do without many things that they were formerly able to purchase.

As the spending powers of the public were reduced, firms began to see their turnover fall heavily. Many people in motor firms, and other luxury lines, were first to lose employment, and these were unable to buy the supplies that they formerly obtained. Consequently, "up the tree"; the big retail stores felt the pinch, people were unable to buy; they, in turn, put off more hands; and thus unemployment grew.

As our revenue fell, so the Government was unable to obtain money. Public works, on which very many millions were spent annually, had attracted many people to this country who should never have come; these were thrown out of work, and gradually our army of unemployed grew. This put a tremendous strain upon Governments, and more taxation had to be levied on those who were able to pay. Finally, wage earners and everyone had to be taxed so as to be able to keep the men who had, unfortunately, lost their employment.

Our position is not irreparable. We have all now studied strict economy, and our vast number of unemployed will be absorbed, but it is going to be a slow process. In the long run, it will be best; because people will get into permanent employment, whereas, before, we had a vast army of people who were dependent simply upon loan money and extravagance to keep their employment.

When the exchanges in Australia were allowed to go, then we really started on our move upwards, and, on top of this, the British Government, having decided to go off their Sterling basis, gave a further 25 per cent. to our producers. Thus to-day we stand



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with a 55 per cent. premium on our goods. Consequently, our primary producers are able to carry on, and this, in turn, reflects itself through the whole of the nation. They are able to pay their debts and purchase the goods they require. This means more work to stores and manufacturers, and increases employment.

The feeling of uncertainty as to what is going to happen to our exchange is now stultifying that progress a little; but if the Banks and the Government will come out with a bolder policy, and stabilise exchange at what it is, there will be a greater feeling of confidence.

This was reflected, a little while ago, in the Stock Exchange, when all stocks started to move upwards. But the first breath that exchanges were likely to fall stopped all this, and stocks began to fall—people began to hoard their money again.

France has stabilised her franc at 124 to £, although she has something between £500,000,000 and £600,000,000 of gold. If the laws of supply and demand in gold were to operate, the franc would go to its original value of 20; but to do this would ruin many people. France has been prosperous, because she stabilised her exchange, and the feeling of confidence amongst the people enabled them to go ahead.

Unfortunately, we owe great sums of money abroad, and having to pay interest in England makes a big drain on our Government. When it is all said and done, this only amounts to something like £7,000,000 annually, whereas the Sterling, having gone to 25 per cent. depreciation, and our own exchange to 30 per cent. depreciation, our exports, which, under former conditions, would only realise somewhere about £55,000,000 or £60,000,000, now run in the vicinity of £90,000,000 to £100,000,000 this year, thus giving Australia much more money to use internally.

We have the pernicious theory of a fiduciary issue being driven at us all the time. Let us view what this means. Say the Government did issue £20,000,000 notes, what would be the result? Employment would be found for many people, it is granted. But this would lead to a false prosperity. Goods would have to be imported to supply the demands of the people, and that £20,000,000 would gradually go into the hands of the big storekeepers and others, and drift back to the banks. When that is done, what is to happen again? All the people who were put in temporary employment through the issue would be thrown out, or a further fiduciary issue put out. A fiduciary of this kind is like a snowball—it is nothing more or less than a loan, and, as we pile up debts, so we must understand that we have to pay both interest and redemption upon that debt! The result would be far worse than any other cure.

By letting the exchanges stop as they are, the money is being circulated amongst the people, and it is giving permanent employment instead of casual employment, which latter is the worst kind of employment.

Australia had created a vast army of workmen who were dependent solely and simply upon our powers to borrow. We, a small nation of between 6,000,000 and 7,000,000 people, have the colossal

Test Cricket at Rarotonga.

From Our Own Correspondent.

RAROTONGA, Feb. 27.

THE London Mission Society's sports ground was the scene of a fiasco the other afternoon.

The fiasco was concerned with a test match (cricket) between a native and an European team.

The game was the outcome of a challenge made by Mr. W. P. Browne (proprietor of the local picture house) for his XI. to meet an XI. comprising Europeans.

The information is not very definite, but it appears that the honour of raking together an European team fell to Mr. E. Mosse.

It seems there was difficulty in getting this team together. One of the most useful colts with the bat could not play on account, so it was announced, of a broken toe.

At any rate the first innings resulted: Browne's XI. 108; Europeans, 38. Mr. Mosse's XI. followed on and took second strike.

The report goes that Dr. Ellison was nearly laid out before he proceeded to the crease. A ripe bread-fruit fell heavily at his feet from a tall branch of a tree, under which he was standing.

No doubt this was a warning of disaster. Another bad omen, according to all accounts, was a slight injury to a fowl in the outfield from a ball.

No one seems to be able to account for it, but the 10th wicket fell with the inning's score at 12.

It is understood that Mr. Browne was requested not to announce the result at the pictures in the evening.

So many duck-eggs were recorded that perhaps it may be as well to spare players a perpetration of the ghastly horror of the scoring board.

debt of £1,100,000,000, and we have no reserves to live upon. The older nations have put by big sums, and they are able to draw upon those reserves, but, unfortunately, we have nothing of the kind to help us over the bad times.

THURSDAY IS. NOTES.

From Our Own Correspondent.

THURSDAY IS., March 2.

TWO prominent Thursday Island families, both descended from pioneers of the district, have lately left to settle in Southern Queensland. Mr. Jimmy Mills and his wife, late of the Metropole Hotel, both born on the Island, were the first to go, and now Mr. George Clarke, who was manager of Hotels for 24 years, and his family, are amongst the departing passengers by the "Change."

Both families will be missed, and a large circle of friends hope that their departure will not be completely final. With such confirmed "Wongai Eaters," we fully expect that Thursday Island will be the scene of future holidays at least. A farewell was tendered to Mr. and Mrs. Clarke by the Girls' Friendly Society, and the former was entertained by the Municipal Council before leaving.

Mr. William Norgate, one of the finest and straightest men connected with Torres Straits, died during the early hours of the first day of March, aged 67. He was for many years, more from choice than necessity, head lighthouse-keeper at Booby Island, and the name is inseparably connected with that rocky outlier of Australia at the western entrance of the Straits.

We would like to extend our sympathy to Mrs. Norgate and her family in their loss.

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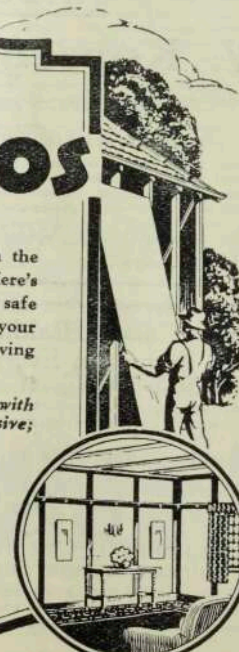
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CHINESE LABOUR IN FIJI IS CALLED UNECONOMIC

Written for The Pacific Islands Monthly by Trevor J. Casling-Cottle.

I SHOULD like to comment, in your meritorious paper, on the subject of Asiatic labour in the Pacific Islands.

I have recently returned from a two years' sojourn in Fiji where, according to your paper, Asiatic labour is an interesting experiment.

In the article in the November issue of the P.I.M., you state that Chinese and Japanese make admirable emigrants. Now the question is, do they? My opinion is, No. I am writing from knowledge gained through actually being in charge of Chinese tradesmen, and I am certain that anyone holding my position would see that they do the country no good at all.

Your article says that the Chinese are, "Mostly storekeepers and tradesmen, and generally speaking are very good citizens." As far as their behaviour goes, they are good citizens; but that is not all that counts.

Take, for instance, the question of finance. The skilled Chinese tradesman draws from 7/- to 10/- per day. Of that money, which is taken from the colony, how much goes back? Not a cent, except the annual poll tax. The Chinese store contains nothing but what is Chinese-made, and the Chinaman who draws the wages will not spend a penny on anything which is British-made. Therefore, the wages paid to these men are absolutely lost to the colony, and that is doing more

harm than good, because every penny will be used against us before many years are over.

It cannot be said that it is cheap labour, because an European drawing 16/- per day would do better work in half the time, and the money he was drawing would be circulating in the colony instead of going out of it. Anyone with a little foresight, and a sense of loyalty, can see what is going to happen ere long—especially since the recent Manchurian dispute.

The Chinese have had their eyes on the Pacific Islands for years, and we, by the methods previously mentioned, are inadvertently giving the Islands to them. Why should foreigners such as these be allowed to work in a British colony, drawing wages in British money, when there are hundreds of Britishers in Australian and New Zealand who could, and would, do the work better and quicker, and the wages they drew would be doing the colony good instead of harm.

There is also the matter of the sex relationship between the Chinese and the Fijian women. In 1921 there were 910 Chinese in Fiji; to-day, there are over 1,500, and this without their half-castes who are fairly numerous. What will become of these half-castes when the Chinamen have saved enough of our money—which is five times as valuable to them as Chinese—and return to

their own country? What can this mean for the future?

The same trouble has occurred in Samoa recently. Why cannot the people responsible look to the future good of the country, instead of thinking of the immediate financial gain. Why bother with Asiatics at all?

The Fijian, if trained properly, can be turned out as good a tradesman as anyone else, and he is one of our fellow subjects, and belongs to the country, yet those responsible ignore him. I have known instances where Fijian boys, who with a little tuition would have made excellent tradesmen, have been put aside in favour of the quiet, cunning Chinaman. Why not encourage and help our own loyal natives?

The Chinaman is getting the monopoly all round, where-ever you look. In New Zealand he has control of fruit shops and vegetable gardens, and I am ashamed to say that the European population patronise him to the neglect of their own white man. Is this going to do any good in the future? In Fiji the native of the country is practically left in the background. Why should he not be brought forward, trained and encouraged, instead of the foreigner? Certainly, the natives as a whole are independent, but if trained in the right way they would soon learn that not only was it a benefit to themselves, but to their country also.

Unemployment is a serious problem in Australasia to-day. Thousands of efficient, able-bodied Britishers want work, and cannot get it, and yet Chinese are doing a Britisher's work in a Britisher's country. Is that the spirit which has made Britain what she is to-day?

It is a pity that those responsible do not go to the Islands and gain first-hand information. They would get many surprises. People who call themselves loyal Britishers will tell you that the Chinaman is a quiet, peaceful, law-abiding citizen. This is the opinion formed by the way he walks through the main street of a big city. But go to the place where he predominates, and under the shelter of British justice he will call you "white dog," or any other epithet which suits him. A few months close association with the "peaceful" Chinaman will soon alter one's opinion.

Working with Asiatics for a couple of years in the Islands, as I have, will soon show you that the Asiatic problem is far from an interesting experiment. It is up to every man who calls himself a Britisher, and is in an appropriate position, to play the game to his fellow countrymen, and to do his duty to his country, by doing all in his power to abolish Asiatic labour.

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PROSPECTING ON SEPIK CONTINUES.

Prospectors continue to explore the tributaries of the Ramu and Sepik rivers, New Guinea, in search of payable gold. Although there have been small finds up these rivers, nothing to warrant development on a big scale has been yet found.

A further party of prospectors arrived at Madang last month by the "Bremerhaven" and, later, left for the hinterland.

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NEW BOOKS

FLYNN OF THE INLAND: Ion L. Idriess, in writing this most delightful book about the work of the Australian inland Mission, has done Australia a public service. Ten thousand books have been written about the inland places of North America and South Africa—but of the interior of Australia, where men are just as heroic and life is just as fascinating even we in the coastal cities know nothing at all. The work of the Inland Mission, of itself, is an extraordinary story; but Mr. Idriess, in his inimitable style, makes it breathe the spirit of the great Australian Outback—"One can almost feel the loneliness of country so remote that Oodnadatta is spoken of by the settlers as though it were the centre of civilisation!" Incidentally, it looks as if Ion Idriess is going to receive recognition as a most popular writer about the real Australia. His recent book, "Lasseter's Last Ride," has run into five editions, and is still selling freely.

Our copy from Angus and Robertson, Sydney. Published at 6/-.

PROBLEM OF THE AUSTRALIAN ABORIGINAL: Here is another worthwhile book about the real Australia. Mr. E. R. Gribble packs into 150 pages, the experience of a lifetime among Australia's natives; and the book probably will receive world-wide recognition as the best of modern authoritative compilations dealing with this interesting, fast-disappearing race. Mr. Gribble has a wonderfully sympathetic understanding of the black-fellow; and his plea that the race has so many good qualities that it is worth saving should not be allowed to fall on deaf ears. Apart from its scientific value, this is a book of fascinating interest, which should not be missed by the general reader.

Our copy from Angus and Robertson, Sydney. Published at 5/-.

Rarotongans Commence to Plant Tomato Crops.

From Our Own Correspondent.

SHORTLY, native growers will be erecting their wooden platforms—long, narrow benches raised up a foot or so off the ground—on which loamy soil will be placed.

These are the beds for raising tomato plants. Later, the young shoots will be transplanted to large areas—in many instances cleared patches in the midst of thick bush.

On these tomato cultivations, the native will labour with the patience of the Chinese coolie. His plantings will be set out in perfectly straight rows, evenly spaced. In due course, he will cut long sticks from the bush—straight and of even thickness—and proceed to stake up the plants.

For string, he will go to the Purau tree and strip it of its bark. When his tomato patch is in bearing, it will be as neat and trim and as well cared for as the vegetable gardens of those wonderful tillers of the soil—the Chinese.

But his market (New Zealand) is some 1,800 miles distant, so that he must pick the fruit at the stage where

it is fairly well matured, but not sufficiently advanced to show signs of ripening.

The fruit boats arrive, sometimes once and sometimes twice monthly. Despite his careful regard to the time for transplanting, the weather may push his tomatoes forward too rapidly or perhaps too slowly, so that the fruit steamer arrives either just too early or too late for his picking.

When this happens, he must simply allow his crop to go to waste. There is no alternative means of disposal.

We sometimes hear it mentioned that the native is lazy. Yet, at times, his hard work is about as worth while as digging post holes and filling them in again.

COOK IS. NOTES

War and Copra.

From Our Own Correspondent.

TWO items of outstanding interest to the islands of the South Seas have reached us during the month. They are: (1) War activities in the East, and (2) a sharp rise in the price of copra.

Of the first, we join with the outside world in the apprehension felt at the aspect of two of the most densely populated territories of the earth rupturing the peace of the world.

Most of the news which reaches here from day to day concerning what is happening at Shanghai is picked up from the large broadcast station at Los Angeles.

We of these islands communities feel a remoteness from the centre of this disturbance. Yet it may not be unlikely, at this present moment, that some of our companion islands scattered over the vast spaces of the Pacific are already pinpointed on a map as strategical points in a great scheme of war.

Therefore, we of the business community may well view with mixed feelings the rise in copra. If this betterment merely portends the imminence of war, with the Pacific the scene of that conflict, then any rejoicings over copra may be nothing more than rejoicings at a tragedy.

The current price ought certainly to be a stimulus to greater production. For some years now coconuts have been so worthless as to be allowed to remain on the ground where they fall. Plantation owners will be glad to see a better price offering and will no doubt re-commence production with greater activity than during the last year or two.

The owners of inter-island schooners, who lately have collected very small quantities of copra from the islands, will welcome the prospects of picking up full cargoes for shipment northwards to Papeete and San Francisco.

Personal Notes.

The following residents returned to Rarotonga at the end of the month: Misses Hirst and Mooney, Mrs. Caldwell, Mr. McKegg, Mr. Tavener, Mr. C. F. Harley (from London en route to New Zealand) has spent two months on the island.

Miss Irene Bryan, daughter of the local harbourmaster, is on a visit to her father here.

Chief Ariki Returns.

Makea Tinirau, the chief ariki, returned to Rarotonga on January 30, after a stay of two months in New Zealand. Press reports from New Zealand indicated that Makea made a tour of the north island, as the guest of the Governor-General.

"FRANCE" AT RABAU.

The American schooner France arrived at Rabaul early last month on an ornithological research trip.

The scientists on board recently completed work in the Gilbert and Ellice Islands. They now intend spending some twelve months in New Guinea.

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195 GALLONS PER MINUTE.

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The Motor is cooled by special vacuum system which makes trouble-free service possible; no special lubrication is necessary; the motor is oiled by the petrol mixture. The graphite bronze bearings which support the drive shaft are lubricated by the drip from the motor. The shaft-extension of the impeller turns in a rubber bushing which needs no attention, as it is submerged when operated and lubricated by the water.

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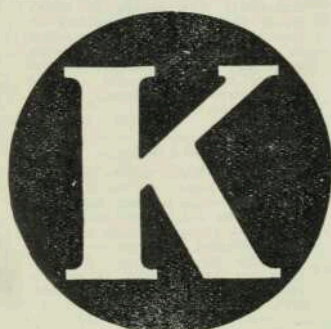
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DRYING FRUIT.

Tahiti Invention Promises Great Success.

From Our Own Correspondent.

Papeete, Feb. 23.

OUR prominent local inventor and engineer, Mr. Henry Rey, has recently announced the highly successful completion of a series of experiments on a novel method of drying fruit, which he has been working on for some time.

He utilises the heat of the sun to bring the air in an enclosed space to a comparatively high temperature. This air is continuously circulated by means of a water-driven propeller, through a series of wire nettings upon which the fruit is spread. In an amazingly short time, whole bananas, sliced pineapple, papaya, etc., are dried, with practically no expense, to the consistency of dates.

The samples which we have tried certainly have maintained a remarkably delicious flavour, are perfectly stable for indefinite periods, and have none of the usual toughness of dried fruit. They are a high grade delicacy, just as they come from the drier.

We wish Mr. Rey the great success which he deserves in this undertaking, all the more so as we well remember the discouraging difficulties which he passed through in the development of his earlier inventions along mechanical lines.

Due to its cheapness of operation and our abundance of fruit, this process should provide us with a new industry, which will be extremely welcome.

PACIFIC ISLANDS ASSOCIATION.

THE members of the Pacific Islands Association will meet at dinner on Wednesday evening, March 23, to say good-bye to Mr. H. A. Ross, a member of the Council, who is leaving Sydney shortly to reside in London. Mr. Ross formerly was in the Papuan Government service.

The membership of the Association continues to grow. The following—subject to some formalities being concluded—were elected to membership at the last committee meeting:—Dr. W. L. Calov, W. L. Gordon Thomas, H. A. Voysey, H. J. Owen, Tom Nevitt, V. A. Pratt, Rev. M. A. Warren, E. M. Bland, Richard Walshe, Wm. Keppie, G. A. Loudon, Captain A. S. Fitch, Dr. W. M. Strong, R. C. Laycock, Mrs. Hides.

A whale, 30ft. long, was recently caught outside Port Moresby Harbour. Its blubber was boiled down for recovery of the oil.

FRUIT FOR N.Z.

Over-crowded Market will Affect Cook Island.

From Our Own Correspondent.

Rarotonga, Feb. 27

LOOKING forward at the fruit season now approaching, we feel here that the prospects for marketing are not promising.

There is a vague presentiment felt amongst those handling fruit that changes may be pending in shipping and marketing, disadvantageous to these islands.

We know that our market in New Zealand is an open one, and, this being so, is well supplied from various sources in the Pacific. We see less and less fruit being shipped from the Cook Group.

The position is uncertain, but, doubtless, we shall find the usual facilities provided for both the purchase and shipping of our season's output of fruit.

The Resident Commissioner, Judge Ayson, who is expected to arrive back from New Zealand in the course of a day or two, will, we trust, be in a position to make a forecast on the outlook, for the immediate future at least.

It is certain that the Commissioner's presence in New Zealand at this juncture will result in the best possible consideration, in the interests of these islands, being given at the hands of the New Zealand Government.

INFANTILE PARALYSIS IN E. SAMOA.

Two cases of infantile paralysis have been reported from Eastern Samoa—one with fatal results.

Every precaution is being taken at Suva to prevent the epidemic reaching the Colony of Fiji.

FIJI OFFICIAL TO INVESTIGATE N.Z. MARKETS.

Mr. A. C. Barnes, Director of Agriculture in Fiji, has left Suva for New Zealand. The purpose of his visit is to investigate the marketing conditions in the Dominion in regard to Fiji produce generally.

YAWS CAMPAIGN IN SAMOA.

A two years' campaign to combat yaws will commence in Western Samoa on April 2. Dr. S. M. Lambert, Pacific representative of the Rockefeller Institute, recently left Suva for Apia to inaugurate the work.

Residents of Eastern Polynesia will learn, with deep regret, of the death, on January 31, of Mr. Charlie Smith, of Maroeroa, Raiatea, Tahiti. He was known to the natives as "Anani Charlie (Orange Charlie), because he was a large exporter of oranges to New Zealand. He amassed considerable wealth before he was attacked by a long, painful illness.

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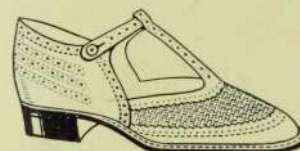
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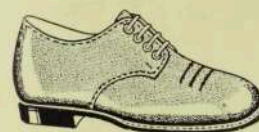
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