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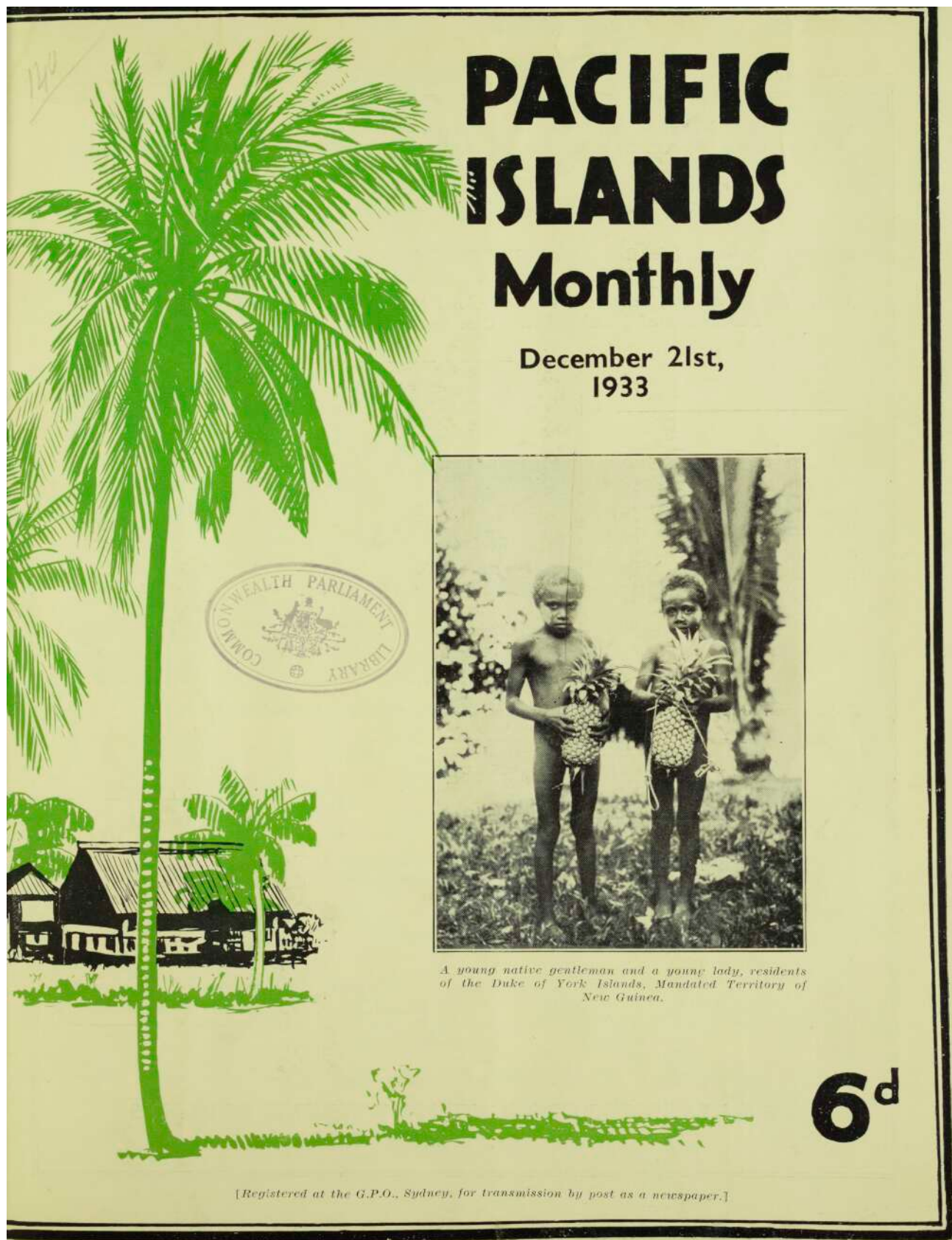
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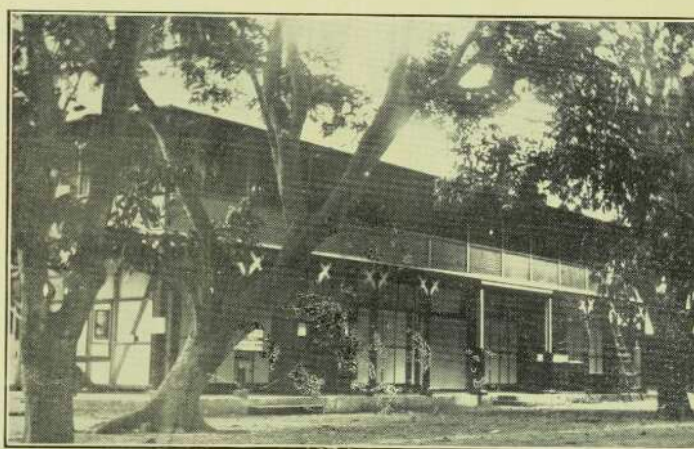
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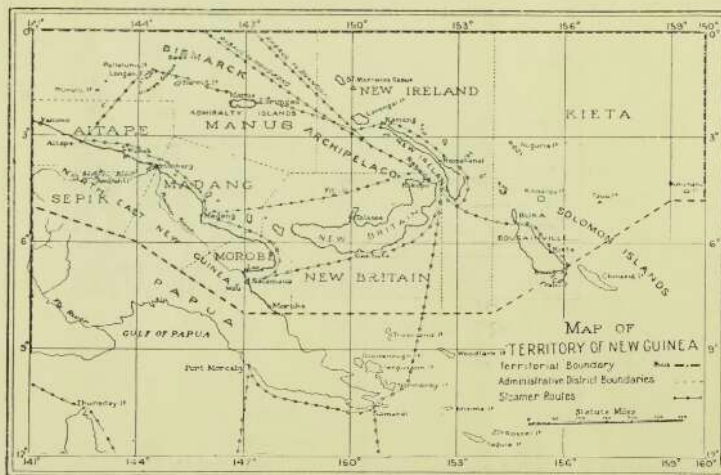
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SUPPRESSION OF SAMOAN MAU

DURING the past few weeks another chapter has been added to the chequered history of Western Samoa. The heavy hand of the Administration—which is the New Zealand Government acting under mandatory authority from the League of Nations—has fallen upon the Mau; and, on present appearances, finis has been written to that nationalistic organisation of Samoan natives, which came into being seven years ago.

Mr. O. F. Nelson and a number of leading native chiefs of the Mau organisation (the fragmentary news radiograms do not indicate the exact number) have been arrested on charges of sedition, &c., and a number have been convicted and sentenced to punishment which, in some cases, is imprisonment.

The move against the Mau and the Mau leaders has not been attended by disorder or even by any serious excitation of public opinion. That is very significant. A year ago, such a development unquestionably would have been resisted

by force, and publicists outside of Samoa and New Zealand would have been mostly, and aggressively, against the Administration. But much has happened during the last twelve months to swing the sympathies of well-informed people in support of the Administration and against the Mau.

In the period between 1923 and 1930, the Administrators placed in Samoa by the New Zealand Government created a very unfortunate and undesirable condition of affairs. They supplied the spirited Samoan people with innumerable causes for dissatisfaction, and passive resistance of authority; and the New Zealand authorities retaliated in swashbuckling fashion by attempting to crush the angry and vociferous natives, and by summarily removing their leaders from the Territory. Mr. O. F. Nelson, the acknowledged leader of the Mau—the talented son of a Scandinavian officer and a Samoan chieftainess—was banished for five years. He spent most of that period in Auckland,



General Hart.



Mr. O. F. Nelson.

directing a ceaseless, bitter propaganda against the N.Z. Administration in Samoa. The savagery that informed his campaign alienated the sympathy of many people; but the genuine grievances of the Samoan people were recognised by lovers of liberty all over the world, and Mr. Nelson, in consequence, received a remarkable amount of support and encouragement.

In 1930, there seemed to be a change of heart in Wellington regarding Samoan affairs; and the N.Z. Government sent to Apia, in the person of Brigadier-General

Hart, a man with a better understanding of Samoan character and with genuine desire to reconcile the differences between the Administration and the Mau. The new Administrator, by neither word nor deed, would admit that New Zealand had been at fault in the past; but soon it became obvious that he was ready to make liberal and far-reaching concessions to the Mau, in order to effect a permanent settlement.

Mr. Nelson's period of banishment expired at the end of 1932 and, early this year, he returned to Samoa. It then was clear that he had a unique opportunity of influencing an honorable settlement of the Samoan trouble, in which he might go down in history as a great Samoan patriot. But he missed his chance. The Administration invited the Mau to nominate delegates to a *fono*, or conference, at which all outstanding difficulties might be discussed and a permanent settlement arranged. The Mau nominated Mr. Nelson as one of its delegates. The Administrator flatly refused to receive Mr. Nelson in that capacity. The Mau insisted; and a deadlock developed, which lasted for many weary weeks, while friends of both sides sought in vain for a means of overcoming the difficulty.

It was then that Mr. Nelson missed the opportunity of his life. He should have placed the necessity for peace before all prejudices and considerations of personal dignity, and should have insisted on retiring into the background. In such circumstances he would still have exercised great influence in securing the final settlement; and he would also have saved the face of the New Zealand Administration. Even those who bitterly blamed the New Zealand Government for what had occurred between 1923 and 1930 admitted that the Administrator could not properly receive as the Mau delegate the man who

had for so many years conducted against it a relentless and savage campaign. If Mr. Nelson had thus sacrificed himself he would have earned, at one stroke, the goodwill and admiration of the great body of neutral opinion, and the undying gratitude of the Samoan nationals. As it was, his attitude, in which he displayed a stubborn and bigoted character, alienated the great body of free opinion; and when the Administration, after due warning, moved suddenly and drastically against the Mau, in the manner described elsewhere in this issue, it had the support of 90 per cent. of Europeans and a very large proportion of the natives.

On present indications, this is the end of the Mau—but much will depend on the manner in which the Administration conducts itself in the future. It has been necessary to assert the authority of the Government in the manner described; but it would be well to remember that, in the Samoans, New Zealand has to deal with a very spirited, sensitive, jealous people who had attained a high degree of culture before the Europeans entered the Pacific, and who have a series of genuine grievances against New Zealand, in regard to both economic affairs and the imposition of the governing authority. If the Administration, in the future, will be patient with these people, and be merciful with the Mau remnants, rather than just, and will seek genuinely to secure their co-operation in spite of their passive hostility, something worth while may be achieved in the early future.

It is inevitable that, following the suppression of the Mau, there will be a period of bitter feeling among old Mau adherents, and sullen resistance to governmental authority. That should be met, not with the bayonet of the bluejacket or the heavy foot of the policeman, but with

tact and understanding, combined with the firmness of a government which recognises that, in exercising this particular mandate, it has on hand one of the most difficult and delicate jobs in the Pacific. New Zealand now has an opportunity of doing something to counterbalance the ugly black blot upon her administration in Samoa.

The most tragic figure in this picture, and one for whom most will feel sympathy, is Mr. O. F. Nelson. Ten years ago, Mr. Nelson was one of the richest men in the Pacific, wielding much power and influence, and held generally in high esteem. Whether we endorse his beliefs and conduct or not, we must all recognise that he has sacrificed everything—his personal liberty and his private fortune and the strength of his big trading company—in the cause of Samoan nationalism. It is a thousand pities that the New Zealand authorities in the beginning failed to understand this powerful man's peculiar temperament, and did not enlist his goodwill and co-operation; and it is impossible to resist the feeling that he is the outstanding victim of the discredited Administrations which New Zealand established in the Territory between 1923 and 1930. Mr. Nelson has been blamed—and rightly so—for the failure of the *fono* proposed a few months ago; and, now that he is dethroned, many people are attacking him. The little mongrel dogs will always yap at the disabled lion. We prefer to remember the Mr. Nelson who, whether he was right or wrong, sacrificed himself and his fortune for the sake of the cause in which he fiercely believed. The tide has swung in favor of the New Zealand Government. We hope that the New Zealand Government, in the case of Mr. Nelson, and for the sake of British prestige in the South Seas, will be generous. It can afford to be.

TUAMOTU LORE

Valuable New Work by Famous Ethnologist

From Our Own Correspondent.

PAPEETE, Nov. 28.

A VERY valuable contribution to the ethnology of Polynesia is the work entitled "Tuamotuan Religion," by Mr. J. Frank Stimson, just published as Bulletin No. 103 of the Bernice P. Bishop Museum, Honolulu.

Mr. Stimson, who comes from a distinguished American family, and who has been a resident of Tahiti for more than 20 years, has a natural flair for linguistics, and probably has a more extensive knowledge of the various Polynesian dialects than any other living authority on such matters.

During his researches in the Tuamotu

archipelago, Mr. Stimson discovered traces of an ancient cult or religion which flourished there prior to the evangelisation of the islands by Christian missionaries, in which the supreme god "Kiho" was recognised as the original source of all things and creator of the universe of three spheres. In this conception, Ragi-po was the lower sphere, or world of darkness, Ragi-marama the earth-sphere, and Ragi-ao the upper or sky-sphere.

Eventually, Mr. Stimson succeeded in collecting enough of this fast-disappearing lore, mostly in the form of chants and invocations, to present the reader with a good idea of the esoteric knowledge taught by the Tuamotuan sages in ancient days. The work undoubtedly will bring fame to the author, and be received with the deepest interest by all Polynesian scholars and by those who are engaged along various lines of research work throughout the Pacific. Other works by Mr. Stimson are now in process of publication.

BOUNTY RELIC

Recovered from Sea Bottom

WRITING to a Geelong friend, Mrs. Young, a resident of Pitcairn Island, stated that, some three weeks before writing, the men of the island were out fishing. One of the men, with the aid of glasses, was able to discern on the bottom of the sea the rudder of the ship *Bounty*.

The men secured a long rope and grappling irons. They first recovered the gudgeon and pintle with copper and brass band around, and then recovered the rudder, which had been on the bed of the sea for 143 years—ever since the *Bounty* was scuttled and burned by the mutineers.

The recovery of the rudder had created much interest on the island.

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"INTRIGUE" IN NEW IRELAND

Ridiculous Story In London Newspaper.

ONE of the queerest things about overseas newspapers is their apparent inability to write soberly and truthfully about the Pacific Islands. Whether it is the result of the romantic atmosphere with which the South Seas have always been invested, or whether it is simply flat-footed sensation-mongering, the fact remains that scarcely a month passes without some London or American newspaper publishing amazing and ridiculous stories about the South Seas.

WE had occasion in the October issue to deal with a modern Munchausen—a Canadian journalist who had painted such extraordinary pictures of conditions in Papua and New Guinea that he aroused the ire of the Australian Parliament.

Now we have another of the same kind. Here is a story which appeared in the London "Sunday Dispatch," and which was cabled to the Sydney "Daily Telegraph" and published in that newspaper on December 4:—

"The 'Sunday Dispatch' publishes a yarn that Mr. J. H. Thomas is faced, as Secretary of the Dominion, with another Irish trouble, he having to give close attention to a serious situation in New Ireland—one of the islands of the New Guinea group.

"Self-government is being demanded, it is stated, and organised violence is threatened if it is not conceded, with the result that the Australian authorities are seeking British advice.

"The Dispatch refers to fears of a rising of natives, many of whom are cannibalistic, causing the whites to demand firm action to remove the danger of massacre.

"An ex-planter, who has lived long in New Ireland, told the 'Dispatch' that the trouble is due to weak local administration. Natives, he said, assaulted whites, and received ridiculously inadequate sentences. The authorities must, it is contended, act swiftly and drastically, especially in view of the natives' gift for political intrigue."

The Sydney "Daily Telegraph" was wise enough to refer the thing to Major C. W. C. Marr, who dismissed it with the curt remark "All moonshine."

The report is not worthy of further comment. We reprint it in its entirety so that residents of the South Seas may have the benefit of a good laugh. We particularly commend to them the bit about "political intrigue."

We suppose this sort of thing will go on so long as yellow journalists are permitted to strut the earth, without their very necessary coating of tar and feathers.

NEW GUINEA SHIPS

Cautious replies by Ministers to a series of questions fired in by Senator Dunn about shipping, etc., indicate that the Federal Government now has under consideration the whole subject of British versus foreign shipping in New Guinea and Papua.

FIJIAN BANANAS

An Unprofitable Shipment

COMMENTING on a shipment of approximately 1000 cases of Fijian bananas, which reached Sydney on 30th November, a prominent banana merchant said that the consignment consisted largely of over-ripe fruit. A loss would be experienced by the growers, except on those lines which arrived green. It had cost 25/- a case to land the fruit here, but the over-ripe bananas were realising only 18/-. The Fijian shipment was not competing in any serious way with Australian-grown bananas.

Papuan Public Servants Benefit

From Our Own Correspondent.

PORT MORESBY, Nov. 24.

AN announcement has been made by the Administration that the ten per cent. deduction from Public Service salaries has been restored, as a result of the restoration of the £6000, formerly deducted by the Commonwealth Government from its annual grant to Papua. Owing to the depression, the Papuan subsidy was reduced to £34,000, but it has now been restored to £40,000.



PATROL LEADER'S RISKS IN CENTRAL NEW GUINEA.—Five minutes before the top snapshot was made, Mr. J. L. Taylor, A.D.O., turned the corner of a bush track, and came face to face with two warriors, about to hurl spears. He quickly shouted a word meaning "Peace," in coastal dialects. The natives hesitated, then bolted. When the patrol came out on the open grass country, the natives were in sight, and still menacing. Mr. Taylor, as shown in the top picture, advanced

alone, his arms wide in a gesture of friendship. A few minutes later, as shown in the lower picture, he was among the natives, who had never before seen a white man. Their spears are now couched, and they are advancing to shake hands, with broad smiles on their bearded faces. These are the Wahgi people, described in the article on page 11. Mr. M. J. Leahy snapped these unique pictures from the line of the patrol which kept back while Mr. Taylor went forward to establish friendly relations.

THE DOUBLE EVENT

By Rev. Harold Short

LEPEI loved himself; then the graceful brown girl, Geno; then his new canoe, carved dangerously thin, and his dog.

The craft could not respond, Geno would not, and when his dog did, by jumping on the upturned bottom of the boat, Lepel lifted up his voice and whooped. The dog fled. Life lacked resilience for Lepel.

He blatantly challenged everything of similar sail area afloat to race his canoe. Only Raula responded to that, and adzed his dug-out to the marrow.

Raula was another devotee whose worship got little more notice from Geno than came from wooden gods. However, when he told her of the contest she thrilled him and shocked the rest by announcing that she would marry the winner. One could not believe that the idea emanated from sporting instinct in a Papuan; it probably came from a magazine story interpreted by a Mission teacher.

Yarns about taking down white men gave pride of place in the village to discussion of the race and its prize. Bets were made in arm-shells, ramis, pigs and wives.

On the night before the contest arguments languished later than usual. The beach fires died down before the people sauntered to their huts over the sea. The last two to rise moved off well behind the others.

"Sedira," said one, the fattest man of the village, "why do people want to go fast? There is plenty of time to get anywhere."

"Yes," said his pal, a small thin man with bandy legs; "I don't like to see people running. It is better to rest. Let us sit here."

He sat on an upturned canoe covered with coconut fronds. The fat man reclined beside him and, simultaneously, there was a quick crack of timber.

The thin man pushed back the dying palms to get a more even seat, and then realised that they were sitting on Lepel's racing canoe!

"You broke it," he said simply to his fat friend, "but I won't say anything. Now we can have a good sleep; we won't have to get up early to see the race."

The two lurched away in the gloom.

Lepel rose before the sun and went to launch his canoe. He saw the scattered branches; then an eastern gleam revealed the crack. As Lepel glared the canoe moved! It turned over and a pig, Raula's pet, arose grunting from the furrowed sand.

In a few seconds Lepel was paddling another canoe toward Raula's marine residence. Everyone there was asleep—until Lepel entered. Raula was not. Excited voices opined that he had run into the grass with someone.

Lepel slid down the steps and paddled to the hut of Geno. She was absent. No one knew where she was. Lepel shouted that he did, as he furiously sculled to the beach.

He saw Raula's canoe, keel up, and made a running jump. His feet went through its bottom and his head hit the sand. Raula was revealed with the stare of the rudely awakened, as the wreck heeled over.

Incredibly quickly, he was on top of the tangled Lepel and strange wild words mingled with shouts from over the sea.



Felitti Tubou (fourth from left), a member of the Tongan nobility, who is a student at Newington College, Sydney, is shown here receiving the congratulations of his fellow-students, after Newington College had narrowly defeated a rival school at a recent G.P.S. cricket match. He is a very fine batsman and is one of the outstanding bowlers of the school. On the extreme left of the photograph is R. Finau, another Tongan student at Newington. (Photo by courtesy of "Sydney Morning Herald.")

Canoes sped beachwards and before Lepel's feet were free a jabbering circle encouraged the wrestlers.

When the village constable arrived—buckling his official belt above his big bare stomach—bloody brown noses, goggling eyes, wide shouting mouths, and waving arms surrounded him. Shrieked recriminations and denials flashed and clashed until the social structure of Keruhula village seemed destroyed beyond repair.

From the heart of the hubbub two bandy legs balanced on Raula's boat; dramatically uplifted arms and a squeaky voice surprised the crowd into silence.

Raula's garden canoe, containing a very fat man, was coming ashore. The occupant, seeing the platform manner of the bandy man, assumed—possibly wrongly—that his pal was going to give evidence against him.

The fat man stood in the canoe and broke the sudden stillness by shouting: "He's a liar! He sat down first and cracked it!"

That sentence seemed to reveal all—just as a ripe breadfruit shot from a tree and hit Lepel on the head. He turned so angrily toward Bandy that the bow legs swung round and began to whirl at a splendid speed along the eastern beach. Lepel started in pursuit.

The fat man thought that the movement was toward him, and smashed the outrigger in a wild jump ashore. He disentangled himself and began a rolling but rapid run westward. Raula, eager for anyone's gore, rushed after him.

An ancient enthusiasm reclaimed a people bored by canoe races, and modern prohibition of man-hunts.

Hundreds of eyes pivoted rapidly right and left to miss none of this glorious

double event. The quaint style of two contestants was forgotten in the tragic intensity of the four. The beach stretched far, but soon the runners were out of sight.

Partisans were dividing to follow their particular fancies when a new excitement descended.

From among Passiflora drapings on a breadfruit tree slid a laughing girl and a slim youth. Both had grass-seeds in their hair.

One was Geno, the fictitious prize of the abandoned aquatic race, and the real starter of the two land handicaps.

I always thought she intended to marry that slim chap, although Papuans hide their amours so thoroughly; but I had hoped that she was one of the few Papuans learning to play the game.

When the four bruised runners tottered home they expressed, differently but very emphatically, the same disappointment in Geno. Their common standard for the conduct of women drew them into a fellowship as deep as their animosity to Geno and her slim spouse, both of which continue even until now.

DANCE AT WAU, N.G.

FORTY ladies were present at the Golden Ridges Cricket Club Dance held at Wau recently. This is a record number for any dance held in the Wau Club Hall. Mrs. Stewart, of the Bulolo Hotel, Wau, catered, and there were many surprised exclamations when it was found ice-cream was included in the elaborate supper.

Mrs. Sturkey and Mr. Jack Scott won the waltzing competition, and Mrs. Taylor and Mr. Ken Austin the spot dance.

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PILOT DENNY

Praise for N.G. Airman's Skill

THE achievements of Mr. Orme Denny, one of the best-known pilots of Guinea Airways, Ltd., have been receiving some attention in the Australian newspapers. His machines have been involved in two mishaps recently; but the remarkable skill of this well-known aviator allowed him in both cases to land without any damage to his passengers.

In the first case, Mr. Denny, with a couple of passengers, had risen from the Bulwa aerodrome (Morobe goldfield) in a Fox Moth. Just as the machine was gaining height the engine failed and it seemed impossible to avoid a bad crash. Denny, however, handled the Fox Moth with consummate skill, and brought the machine down in an oblique landing on the edge of the aerodrome. The machine was rather badly damaged, but the pilot and passengers escaped merely with a severe shaking. Everyone, of course, deplored the accident, but there was a unanimous chorus of praise for the clever way in which Pilot Denny avoided a crash.

Some weeks later, on December 1, Pilot Denny left Port Moresby with a number of passengers in a Guinea Airways Junker to fly over the mountains to Morobe. But when he tried to get above the central ranges (13,000 feet) he found that everything was hidden in dense mists. Apparently, he flew around for some time trying to find a way through, and then turned back for Port Moresby. He then discovered that his petrol supply was dangerously low and he sought an emergency landing-place. The newspapers in Sydney reported that he saw a green patch near the Lakekamu River, and, taking a chance, landed his machine safely there. Those who know Papua say that obviously Denny would land on one of the suitable beaches, in or near the mouth of the Lakekamu. At any rate, the Junker was landed quite safely, and Denny, attended by marvellous luck, found, in this lonely place, a European (Mr. F. W. Clark) with a broken-down launch, who was able to supply him with petrol. As a result, he was able to take off shortly afterwards and returned safely to Port Moresby at 6 p.m.

If they are not careful, these young Australians, who are carrying on the New Guinea aviation services will find themselves one day the darlings of the hero-worshippers in British and American newspaper offices.

Here is another aviation achievement. The day the Fox Moth had the smash at Bulwa, Guinea Airways, Ltd., radio'd Sydney for another machine. There was another Fox Moth in the city, and a B.P. steamer in the harbour. The aeroplane was immediately shipped, unloaded at



Pilot Denny

THE recent sensational occurrences are a logical development of the failure of the proposed fono. The N.Z. authorities had indicated their readiness to meet the Mau in conference, and make concessions which might have meant the end of the seven years' struggle.

All went well—the Administrator (General Hart) showing remarkable patience in negotiations—until the Mau nominated Mr. Nelson as one of its delegates. The Administration flatly refused to meet Mr. Nelson; the Mau chiefs were equally stubborn in demanding his presence in their delegation to the fono; and there was a complete deadlock.

There were rumours that the Mau was plotting against the Administration.

Certainly, queer things were happening. The Mau people began to give Mr. Nelson the Fascist salute. They also planned a complete administrative machine: how or when it was to function, no one knows.

The Administration pounced on the morning of November 15.

The steamer from New Zealand, the "Maui Pomare," was in, and everyone was very busy, getting his mail away and transacting other "steamer day" business.

A cordon of police suddenly was drawn around the residence of Mr. O. F. Nelson, and a raid was made at 8.15 a.m., just when Mr. O. F. Nelson was busy writing his N.Z. mail. The raid, preparations for which have been quietly made for the last few weeks (European constables from outside police stations had been concentrated for the purpose in Apia) came as a complete surprise to Mr. O. F. Nelson.

A large quantity of correspondence and literature of a highly confidential nature was seized, filling two large sacks. Mr. Nelson, himself, was placed under police guard; and was arrested a few days later and placed in confinement.

A large quantity of liquor—champagne and wine, said to have been stored since pre-prohibition days—was also confiscated, presumably on a suspicion of being

Moresby, flew across to Morobe, and was in commission a fortnight after the Bulwa accident. Meanwhile, the damaged Fox Moth was loaded aboard one of the big monoplanes and taken down to Lae for repairs.

Sir Henry Milne Scott, of Suva, Fiji, has been spending a brief holiday in Sydney, and has been given much attention by the newspapers and public bodies. Sir Henry has been called upon to speak on a number of occasions, and, each time, has had something very interesting to say about conditions in Fiji—economic, political, constitutional and scenic. He has made a very strong appeal to Australian tourists to spend some part of the winter months in this attractive South Seas Colony.

STERN ACTION BY N.Z. ENDS SAMOAN DEADLOCK

Mau Offices Raided and Many Leaders Imprisoned

From Our Own Correspondent.

APIA, Nov. 24.

ON November 15, 1933—which, by a curious coincidence, was exactly seven years, to the day, after the first large native meeting launched by the Mau—the Administration made a series of rapid spectacular moves.

The police carried out raids upon various units of the Mau organisation; with the result that Mr. Nelson and many chiefs were arrested and subsequently sentenced to imprisonment.

It looks, at the moment, as if the Mau has been finally broken up.

smuggled into the country; but it was returned, later on.

The office of the Mau at Vaimoso was also raided, and also the residence of R. Kruse, a director of O. F. Nelson & Co., Ltd. In both places, additional literature was seized.

A Mau committee, consisting of eight chiefs, and the second secretary of the Mau, was arrested at Lotoan'u, on the east coast of Upolu. They had been occupied with the collection of money and engaged in Mau propaganda. Among them was the chief Antagavae, of Savali, one of the most enthusiastic adherents of the movement, who has figured in many episodes.

THE various radiograms from Samoa published in the Australian newspapers during the past fortnight are a little confusing; but apparently they indicate, following upon the report from our own correspondent (published above), that events have developed as follows:—

After the police raids on the Mau headquarters at Vaimoso (Upolu) and Mr. Nelson's residence, eight Samoan chiefs were arrested on charges of collecting unlawful monies and engaging in unlawful activities (probably sedition).

A week later, seven of the eight chiefs were convicted of taking part in the activities of a seditious organisation. One was sentenced to a year's imprisonment and six to six months. The hearing of the charge against the eighth chief was not concluded.

Subsequently, about December 1, six chiefs were arrested at Savali on similar charges. They appeared before Judge Luxford on December 2, and, pleading not guilty, were remanded and kept in custody.

On December 7, two out of the six chiefs were sentenced to six months' imprisonment; two were fined £1 each, and two were discharged.

There has been no report about the charges made against Mr. Nelson.

GUINEA AIRWAYS

THE well-known New Guinea aerial transport company, Guinea Airways, Ltd., has had another successful year.

Mr. C. V. T. Wells, chairman of directors, speaking at the annual general meeting of the Company in Adelaide on December 7, said that for the nine months of the current financial year, the tonnage carried was as great as the total tonnage for the previous twelve months, which was a record. Since the last ordinary general meeting £5000 had been distributed in two dividends, each of 1/- per share, and a further dividend would be paid in three weeks' time, when the Company had received its first dividend from the operations of Bulolo Gold Dredging, Ltd.

TROPICALITIES

THERE are no blessings being called down in these days in Tahiti upon the name of President Roosevelt. Ten or twelve years ago, when France was off the gold standard, Tahiti became a favorite place of residence, and there were established there large colonies of British and Americans. Life in Tahiti in those days was very cheap, as well as very pleasant. But all that has changed. France is on the gold standard, and Britain and America are off it. Life there is still very pleasant, but it is no longer cheap. The British colony began to break up more than a year ago; but the Americans were able to hold on comfortably enough so long as the United States dollar held its relationship to gold. In the last few weeks, however, the American dollar is further off gold than is the pound sterling, and the effect on the American colony at Tahiti has been very depressing. A few have made tentative arrangements to get away to the U.S.A., and others are making plans. It seems likely that so long as the present exchange position continues—which is so long as France remains on the gold standard—the Tahitian tourist traffic will suffer considerably.

MY first voyage to sea as a boy was to the Islands (writes Captain E. C. Velenoweth, of Mauke, Cook Island). Since then, I have been many times to the Islands, from the Solomons to Tahiti, as sailor, officer, and Master. I have also spent over eight years as Resident Agent in the Cook Islands, under the New Zealand Government; and I consider three parts of the books written on Island life should not be published—or, if published they should be marked in large print as "Fiction." Some years ago I read "Life and Laughter in the Solomon Islands," and I thought it one of the best Island books I had read, and I still think so.

THE Fijian trade statement for the nine months ended 30th September last shows the same old Fijian story—a huge excess of exports over imports. Here is the comparative table for the period:—

Nine months ended	Imports. £	Exports. £
30th Sept., 1932	589,036	1,075,425
" 1933	778,350	1,188,710

Sugar, copra and bananas are about the same as in 1932; but the movement in trocas shell is interesting. In 1932, 221 tons, worth £9,929, were exported. This year, the export for the period is 295 tons, but the value is shown at £15,783. If only the value of copra would move along like that, there would be a silver lining to the 1933 Christmas in the South Seas.

A REQUEST made in 1931 to the High Commissioner for the Western Pacific, when he was making a tour of the Ellice Islands, has had results. Native deputations asked that certain of those beautiful islands should be made more accessible to small ships by the blasting of boat-passages through the encircling coral reefs. During 1931-32, work was begun. Four Ellice Islanders were trained to direct blasting operations, and boat passages have now been opened into the

lagoons of the islands of Vaitupu and Nui. The work of boring the holes for the charges, and of removing the debris, was carried out by voluntary native labour.

A FEW New Guinea planters, faced with the ruinous price of copra, have been able to keep the wolf at bay with cocoa. At the end of 1932 there were in New Guinea some 2,000 acres planted with cocoa, and about 750 acres were bearing. Practically the whole of this cocoa enterprise was on the mainland of New Britain. The yield last year represented 92 tons; and as the price of cocoa held up very well until recent months, and there is a Commonwealth bounty of £11 per ton on its production, some of the New Guinea planters were able to gather in a considerable supplementary income. Even in recent weeks New Guinea cocoa-bean producers have been obtaining £37 per ton for their product in Sydney—to which, of course, has to be added the bounty. A good many planters are seeking an alternative crop in coffee, but cocoa seems to hold its place more confidently in the world market, and should be worth the consideration of most planters. Western Samoa is the biggest producer of cocoa in that part of the Pacific that lies south of the equator.

AUSTRALIAN newspapers have been giving much space lately to a new device introduced by Amalgamated Wireless, Ltd., for use in New Guinea and other remote places where transmission by radio often is urgently necessary, but difficult to arrange, owing to lack of motive power. A.W.A. has now produced a gadget something like a bicycle; but, where the wheels should be, there is simply a device for driving a generator which, in its turn, provides the necessary power for transmitting radio messages over anything up to 400 miles. A "coon" sits on the bicycle frame and pedals for dear life; and the operator is then able to maintain two-way working with a coastal station—so long as the "coon" keeps on pedalling! The new equipment is easily carried and will be of great value to patrols and prospecting parties in remote places.

A DEPARTMENTAL manager in one of the Sydney stores, which makes a speciality of supplying Islands orders, is held in high esteem throughout the South Pacific because of the trouble he takes to attend to all the requests of his numerous correspondents, no matter how fantastic some of them may be. They ask him for everything, from needles to anchors. "I think that Ramage would parcel up and forward a wife if I asked him," said a grateful Solomon Islands planter, in a letter to the editor of this journal.

THE people in the more fortunate islands of New Guinea and Papua learn with surprise that the Samoan Government is still imposing an export tax of 20/- per ton on copra; although copra at £8/12/6, c.i.f., London, does not pay the cost of production and transport. The export duty on copra has been practically abandoned in all the islands of the Western Pacific. Still, one supposes that the Samoan Administrator must get revenue from somewhere—he has not got

a flourishing sugar industry like that of Fiji, to tax, nor can he depend on rich gold royalties, after the manner of the lucky Administrator of New Guinea. Incidentally, it looks as if Fiji, also, will soon be able to add substantial gold royalties to its already substantial revenues.

LARGE pestles and mortars, of an ancient type, dug up in New Guinea, are one of the mysteries of the Territory. Assistant District Officer, J. L. Taylor, in an address to the Anthropological Society of New South Wales, on November 30, mentioned the discovery of those strange things, when describing his recent patrol beyond the Ramu. Mr. E. W. P. Chinnery, Director of District Services in New Guinea, in a recent lecture in Melbourne, said: "Altogether beyond the bounds of accurate explanation are the large pestles and mortars found 20 feet below the surface on the goldfields, but the deduction may be not unfairly drawn that they are relics of a forgotten people, who delved here for gold in these inhospitable, jungle-clad mountains, even as the white man is doing to-day. Bits of pottery are dug up here and there of a type not remotely resembling anything produced by the natives to-day, and bearing a strong and utterly mysterious affinity with ancient Greece. Head hunting and cannibalism are still not entirely extinguished, and sorcery still kills its victims swiftly and unerringly."

AT BLUE MOUNTAINS

SPRINGWOOD, N.S.W.

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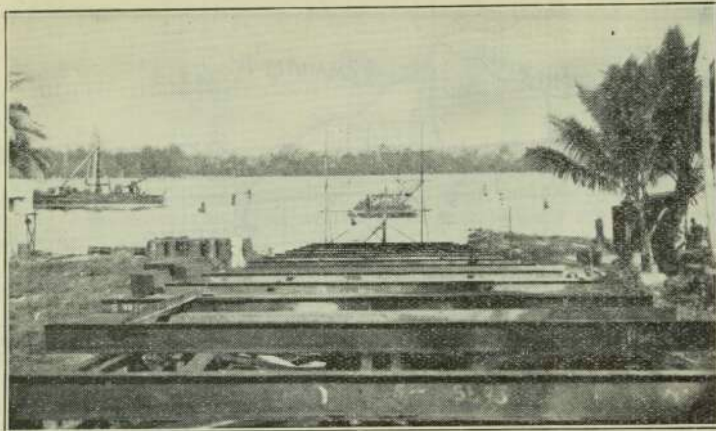
Head Office and Service Station at RUSHCUTTER'S BAY (Near Stadium). — Tel.: F 3196.

Radio Address: "Lessey's," Paddington, Sydney.

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The new slip now being constructed on the shores of Rabaul Harbour by Messrs. W. R. Carpenter and Co., Ltd. It will prove a great boon to inter-island vessels, which now have to be sent to Brisbane or Sydney for overhaul. The slip is situated behind Vulcan Island, which is shown in the background of the photograph. Beyond Vulcan Island is the main harbour, and the town of Rabaul. Vulcan Island rose in a night, after an earthquake, about 50 years ago.

COPRA PRICE

Still at Calamitous Level

THE price of copra remains at a calamitous level.

We have at hand the copra merchants' circulars from several parts of the world; and all, while agreeing that the price is now at a rate that represents impossible conditions for the producer, express themselves as puzzled about the general position.

One skilled commentator points out that, despite chaotic economic conditions generally, the prices of the majority of primary products have increased considerably, while copra, one of the most important primary products, seems to keep on falling. No one can understand why this is so; and there is reasonable ground for the assumption that the market, responding to the ordinary law of supply and demand, will alter quite suddenly, and prices rise fairly quickly.

Growers should be warned, however, that it would be foolish to expect anything even approaching pre-depression rates. Copra should come back to prices which will return producers a fair profit; but it must be remembered that there has been terrific over-production, and that, owing to new scientific processes, many oil-bearing products can now be used as substitutes for coconut oil.

WHALE OIL

The following interesting item is taken from the weekly circular of the Fiji Coconut Planters' Union:—

"Recent advices from Norway gave particulars of the whaling steamers and chasers which were to be sent to the Antarctic, leaving Norway about the middle of September. Altogether, 19 factory ships were under orders, and the accompanying fleet of whale-chasers totalled 124. The crews numbered approximately 5,500 in all. It is very unlikely that the whalers will be able to make profits and, of course, every decline in the price of copra is reflected in the price of coconut oil and, hence, of whale oil."

Mr. and Mrs. John Vandercook arrived in Port Moresby by the "Macdhui" on October 19 and left for Kikori, in the Delta Division, by the "Papuan Chief" on October 31. They are making a tour of the principal Pacific Islands, gathering material and pictures of island life for the National Geographic Magazine. They have already visited Hawaii and Fiji and from Papua they will proceed to New Guinea and the Solomons. Mr. Vandercook is a well-known author and explorer. His explorations include those into Dutch Guiana, Liberia and the Cameroons. "Tom-Tom," "Black Majesty," "Fools' Paradise," are his best known books.

NEW B.P. BUILDING In APIA

Administrator Praises Modern Structure

APIA, Nov. 25.

ON November 13, the opening of Messrs. Burns Philp (S.S.) Co. Ltd.'s new premises at Mabapele, Apia, took place, and attracted a large attendance of interested visitors.

Only about two-thirds of the new building is completed, and the corner wing is in course of erection now on the grounds of the old store.

His Excellency the Administrator (General Hart), with Mrs. Hart and Captain Fairbrother, A.D.C., and Mrs. Fairbrother, were conducted over the building by the Manager, Mr. Brown.

The Administrator was much impressed by the beautiful work and eminently practical arrangements of the various departments, as well as the spacious cool and airy offices on the first floor.

The building and the outstanding character of the architecture are a credit to the firm's enterprise, as well as a notable acquisition to the town of Apia.

MR. Zane Grey and other world-famous fishermen might make a note of the following paragraph, in the annual report of the Commissioner for the Gilbert and Ellice Islands Colony:—

"For sporting purposes, there is no fishing ground in the world that exceeds the waters of the Gilbert Islands. In addition to sharks, running up to 1000 lbs. weight, and the spearfish, which sometimes touch 600 lbs., the deep water around the islands teems with giant ray, barracuda, cero, bonito, and trevally. The trevally is particularly in evidence, and sometimes turns the scale at over 120 lbs."

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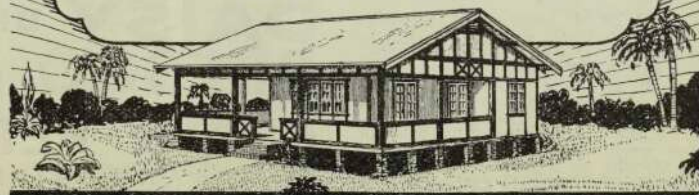
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Sir Hubert Murray

Completion of 25 Years of Distinguished Service

ON November 30, Sir Hubert Murray, K.C.M.G., completed 25 years' service as Lieutenant-Governor of the Territory of Papua.

Having been Chief Justice of the Territory since September, 1904, Sir Hubert (then Mr. Justice Murray) assumed the powers of Acting Administrator on April 9, 1907; and on November 30, 1908, he was formally commissioned by the Commonwealth Government as Australia's first colonial Lieutenant-Governor.

In Sir Hubert Murray, Australia possesses a Colonial Administrator whose ability, vision, scrupulous integrity, and rigid adherence to a high code and a splendid ideal has given him a world-wide reputation. In the whole history of colonial development there have been few men comparable with him, for length of service or for the conspicuous success with which that service has been rendered.

In his well-ordered government of the primitive Papuan, and his scientific pacification of the Territory, his method has been that of association and collaboration; his steady policy that of pacification of all the tribes in the heart of the Territory; his fixed principle, the well-being and development of the natives entrusted to his care.

During the quarter century of Sir Hubert Murray's administration, the Territory has been brought under European control. The native population, spread over 90,000 square miles of mountainous and extremely difficult country, has been brought to recognise and to appreciate law, order and peaceful living. Education has been widely spread among them; they have absorbed a considerable idea of modern agricultural methods; and in the settlements near the Government Headquarters they act efficiently as clerks, overseers, artisans, and medical assistants.

The whole period of the Murray administration has been characterised by progress. By the method of association and collaboration, to use Sir Hubert Murray's own words, an administration "tries to preserve the individuality of the natives and to associate them with their rulers in industrial progress and the advance of civilisation generally."

PERSONAL

CAPTAIN A. S. FITCH, managing director of Papuan Steamships Co., Ltd., returned to Port Moresby by the December Montoro, after many busy weeks in Sydney, Melbourne and Canberra.

MR. H. O. McGUIGAN, of the wireless staff at Rabaul, New Guinea, returned by the Nellore, after having spent his furlough in Melbourne, where his relatives reside.

MR. F. R. ISOM, manager of the Melanesian Mission's printing works in Solomon Islands, accompanied by Mrs. Isom, arrived in Sydney by the last "Mataram" on four months' furlough. Mr. Isom, who has been over twenty years in the Solomons, has earned a wide reputation for the high quality of his Mission printing work. Apart from the skilled help of his wife, he is dependent for assistance on Solomon Islands natives, whom he trains himself.



Locality plan, to illustrate recent discoveries in New Guinea (see opposite page). The country penetrated lies in the centre of this map, between the Kratke Range and Mount Hagen. This plateau, or valley, is about 120 miles long by some 40 miles across (between the mountain ranges) and is marked "unexplored" on existing maps.

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DISCOVERIES IN NEW GUINEA

Centre of Main Island is Rich, Temperate Densely Populated Plateau

ONE of the most interesting geographical and ethnographical discoveries of recent years has been recorded recently in New Guinea; but has been announced with such modesty by the New Guinea Administration that neither the newspapers nor the general public have awakened yet to its importance.

Put in briefest fashion, the discovery amounts to this: In the hitherto unexplored centre of the great island of New Guinea, where it was assumed that there was simply a continuation of the precipitous mountains and miasmatic jungles of the coastal districts, a large plateau of great fertility has been found. It is a wide expanse of rolling uplands, enjoying a temperate climate, and densely populated by a race, or races, or skilled agriculturists, whose existence was hitherto only vaguely suspected.

It may be remembered that, in the Commonwealth Parliament a few weeks ago, the Minister in charge of Islands Territories, Major Marr, announced that Administration officials definitely had proved the existence of between 200,000 and 300,000 "new" inhabitants, in the hitherto unknown region in the centre of New Guinea, westward of the Morobe Goldfield. To the "Pacific Islands Monthly" has been accorded the privilege of publishing the first authentic account of this new country.

From Australia's point of view, the discovery has two important aspects. First, this is a rich country of definite agricultural and pastoral value; second, the people are not primitive savages, but appear to be of a type superior to the bush "kanakas," with a definite culture of their own.

Another important fact has been established. Westward of this new country, there is another great region of similar character, lying between Mount Hagen and the Dutch border. It has not yet been penetrated by Europeans; but glimpses from lofty Mount Hagen (12,500 feet) and from an aeroplane which recently made a quick reconnaissance, show wide, rich uplands which have been developed agriculturally, and which apparently also carry a dense native population.

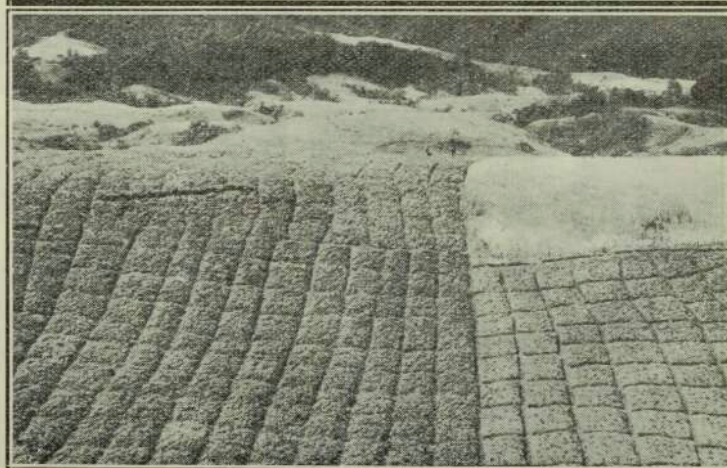
The first exploration of this new country (which, for convenience, is called the Benna Benna-Wahgi region) was carried out between March and July, of this year, by two expeditions, which joined and operated together for their mutual assistance. One was under the direction of the New Guinea Administration, and was led by Assistant District Officer J. L. Taylor. The other was fitted out by gold-mining interests, and was led by Messrs. M. J. and D. J. Leahy, two young Australians whose exploration work in New Guinea already has made them famous. Mr. Taylor's job was exploration, pure and simple; the Messrs. Leahy, of course, were prospecting for gold. Mr. Taylor was accompanied by Mr. Spinks, a surveyor.

Mr. Taylor and the Leahy Brothers arrived in Sydney in November, having come directly out of the new country, and they were induced to give a lecture, illustrated with their own photographs and films, before the Anthropological Society of New South Wales. It was one of the most fascinating stories ever told to that learned body. Newspaper reporters were present; yet the explorers' story was dismissed in a few words. None recognised that they were being told about one of

the last remaining bits of the unexplored world.

Hereunder is presented a report of the lecture referred to, which gives the main facts. We particularly refer readers, however, to the photographs reproduced herewith. They describe, far more graphically than words, the new types of natives discovered; the extraordinary skill of their agriculture; and the beauty of their park-like country. We are indebted to Mr. Taylor and the Messrs. Leahy, for permission to publish these unique and very valuable pictures.

Now, look at outline map on opposite page. The Benna Benna-Wahgi region lies in the centre—between the Bismarck Mountains and the Ramu River, on the north, and the Papuan border, on the



This photograph gives some idea of the methods of agriculture followed by the people of the Benna Benna-Wahgi regions. The trenches shown are

division trenches, and not for irrigation. They do practise irrigation and drainage, however, and therein display considerable skill.



FOR DESCRIPTION—SEE OPPOSITE PAGE.

south; and it extends from the head waters of the Markham River, and the Purari, in the east, across to Mount Hagen, in the west.

The combined parties, making a line of about 100, assembled in March at Benna Benna, near the Purari River, where there was a landing ground for aeroplanes. On March 27, 1933, the leaders were taken for a flight over the country to the westward by Pilot O'Dea in a Holden aeroplane, and so got a general idea of its features. They noted everywhere an abundance of native foodstuffs, which solved one of their main problems.

Magnificent Natural Park

The expedition left next day, and marched slowly for 70 miles through a region of open grass valleys, with a very extensive river system—"probably that of the Purari, one of the largest rivers in New Guinea, which eventually flows southward into Papua, and empties into the Gulf of Papua." It is worth noting that even very recent maps fail to show the Purari extending beyond the northern boundary of Papua.

The principal valley, as they worked northward from Benna Benna, was that of the Wahgi. It was some 5000 feet above sea-level, 60 miles long and 20 to 30 miles across. High, timbered ranges, on either side, rose to 14,000 feet, and

On the opposite page is a selection from the explorers' photographs of the people of the Benna Benna and Wahgi districts, clearly showing the interesting types met with. The Benna Benna generally are clean-shaven—the Wahgi bearded. Some of the faces are strikingly Phœnician in character; others show the Papuan, or negroid influence. The eagerness for personal adornment is demonstrated. Wealth, on these distant uplands, is measured by sea-shells. "Cowrie are shillings—the crescent-shaped shell ornaments are sovereigns."

formed the boundaries of this magnificent natural park.

"When first seen, this great valley seemed limitless, with an endless, tortuous stream—the Wahgi—flowing through its great grass plains and high terraces. Here and there park-like plantations of casuarina dotted the pale-green landscape, and made a beautiful setting beneath the towering, timbered ranges of the mighty Bismarcks.

"The valley has a temperate climate, the temperature varying between 52 and 75 degrees Fahr."

Seventy miles north-west of Benna Benna, the party prepared a landing-ground and a Guinea Airways aeroplane came out to them, with Mr. Grabowsky as pilot.

In mid-April, the party pushed on for another 25 miles, to where the head waters of the Wahgi divided, and the country changed.

"A wide expanse of rolling downs appeared before us. These downs, grass-covered and volcanic in origin, extend for some 20 miles westerly, to the base of a high mountain block, apparently Mt. Hagen. To the north and south the country falls away quickly to the Yuat Valley (a tributary of the Sepik) on one hand; and the Nebyer (a head water of the Purari) on the other."

A base camp was established ten miles east of Mt. Hagen; a landing-ground for aeroplanes was cleared; and exploration work, which is the subject of a detailed official report, was carried out during May, June, July and August. Mt. Hagen was climbed, and a glimpse obtained of a great, unknown plateau to the westward.

Mr. M. Leahy estimated that there were 300,000 natives living in the region between the Purari and Mt. Hagen. Mr.

Taylor thought they would number "over 200,000." Both agreed that there was an even greater population westward of Mt. Hagen.

Two Great Tribes.

"The people of the area from Benna Benna to Mt. Hagen appear to be of two great and distinct tribes," said Mr. Taylor, in the course of his lecture, "though mid-way between those places there is a noticeable merging of the two peoples. The first may be called the Benna Benna, their correct tribal name being as yet unknown, and are a very numerous people who live in villages of from 20 to 100 small circular houses.

"They are a handsome race, well-built and of medium height, with a highly developed sense of decoration. They delight in ornamenting themselves with leaves and flowers. They are clean-shaven.

"Generally, their excellent sweet potato gardens and their cultivation of corn, sugar and cucumbers, their eagerness to get seeds of any kind, connote them to be agriculturists of a high order, for New Guinea.

"The bow and arrow is the principal weapon, and war would appear to be more or less continuous, though more general in the dry than in the wet seasons.

The Wahgis—Farmers.

"The second, who may be called the Wahgi people, are also very numerous, but live in small farm-houses, oblong in shape, and quite separate from one another. There are no villages. They are not as good agriculturists as the Benna Benna people, but make extremely well-designed gardens, which are laid out in squares, with mathematical precision. One sees the gardens in all stages of growth, from the reddish brown of the new-tilled earth to the bright green of the sweet potato plant at maturity; whilst the country, for miles, bears the imprints of ancient gardens, showing how intensively the native race has cultivated the area throughout successive generations.

"The Wahgi people are well-built, good-looking; some reach 5 ft. 9 ins., and are nearly all bearded. Their weapon is the spear; and it would appear that though war plays a prominent part in their life, it is not quite so general as with the Benna Benna. This, of course, is open to correction.

"With only one exception the patrol was received without hostility. Weapons were seldom seen, and we were regarded in awe, as something ghostly or supernatural."

"The exception was near the Wahgi landing-ground. Here the people, probably one of the finest types in New Guinea, and who, by their uniformity of stature and fine physique, look as if they had been bred eugenically, met us with spears raised in an attempt to prevent us entering their country. After some parleying, the spears were put down and friendly relations established.

"For New Guinea, the density of the population of the area between Benna Benna and Mt. Hagen is remarkable. It is impossible to give a reliable estimate at this juncture, but it was noticed that wherever the patrol had occasion to halt along the track for as long as 30 minutes, not less than 1,000 natives gathered round us.

"Both tribes are probably of non-Melanesian origin, but more work must be done among these people before that can be stated definitely.

Evidence of Culture.

"A noticeable feature of the Mt. Hagen area are beautiful, park-like enclosures, planted with ornamental trees and shrubs, which surround a well-kept lawn of fine grass. These enclosures are used in connection with the ceremonial life of the people.

"Another is the high degree of art and skill with which stone axes are made. The battle axes are particularly fine, being made of grey or blue stone of fine texture and highly polished. Where these

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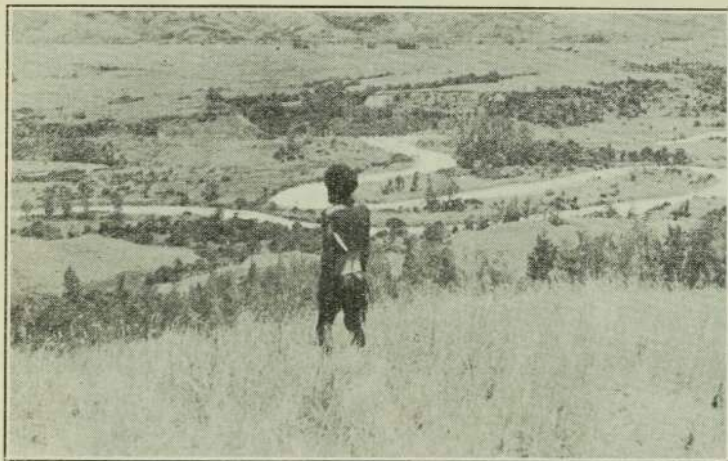
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TOP: Photograph showing the park-like character of this well-watered beautiful plateau. MIDDLE: A typical farm-house and farm in the Wahgi district, and one of the bearded native farmers, carrying a billy-can for one of the visitors. These people had never before seen white people, and, of course, know nothing whatever of European goods. LOWER: One of the native parks, or gardens, near a village. Natives plant avenues of trees, and maintain lawns, as shown.

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THE PACIFIC ISLANDS MONTHLY

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axes exist, steel had never penetrated, it not being required, and I had the greatest difficulty to induce natives to accept steel tomahawks and steel knives in payment for food.

Geographical Features.

"In May and June two trips were made down the Yuat headwaters, and a point about 30 miles distant from the base camp and only 1,100 ft. above sea-level was reached. The mountain Jagagorn, 9,400 ft., was climbed, and the summit reached for the purpose of observing the surrounding country. Several thousand natives were seen, though the population diminished rapidly towards the lower altitudes.

"In July, Mt. Hagen was climbed, and the summit reached at 12,500 ft. above sea level. Several small lakes were observed at the summit, and the flora consisted of mosses, lichens, alpine grasses and flowers characteristic of high altitudes in New Guinea.

"The lowest temperature recorded during two nights spent on the summit was 33 degrees Fahr. In August, a journey was also made about 30 miles south of the base camp, to Papuan territory, and much new ground and many new natives were visited.

"It is reasonably certain that the Wahgi, and all the rivers running south from the Bismarcks, eventually join the Purari, the great Papuan river which enters the sea in the Gulf of Papua; and it is definitely established that the main range, which was hitherto believed to be a backbone of high, forest-clad, uninhabited mountains, is a cartographic myth, and in its place we have beautiful

grass uplands which will, I think, prove to be the best and most important part of New Guinea of the future."

In reply to questions, Mr. Taylor said that these native peoples were comparatively free from disease, and there appeared to be no fever. They were not chewers of betel nut—note the flash of white teeth in the smiling faces in the photographs. There were practically no animals in the region, except countless domestic pigs. He thought some cannibalism was practised by the bow-and-arrow (Benna Benna) people, but not by the spear (Wahgi) people. It was a country admirably suited to European agriculture—if there was any room for Europeans: it was very thickly settled now.

The work of the patrol was made easier by the co-operation of the aeroplanes, which maintained regular communication with the base camp.

REMOVING ANOMALIES.

Papua and New Guinea Products.

THE Minister for Customs in the Commonwealth Government tabled a resolution in the Federal Parliament, to remove certain anomalies which had been created in adjusting the Customs tariff to comply with the Ottawa agreement. To bring certain products of Papua and New Guinea into line with preferential duties accorded British non self-governing colonies, a number of specified products will now be admitted free of duty. The items are:—Areca nuts, cocoa beans and shell, massoi oil, unground dry ginger, sago and tapioca, unground spices and vanilla beans.

The Minister said that later he would move for the addition of certain dry gums to the list of free goods.

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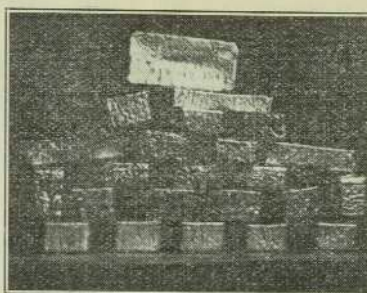
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BULOLO GOLD

EARLY in December, there was a most interesting rumour in circulation in Sydney, to the effect that recent investigation had shown that the gold-bearing strata now being dredged on the Bulolo field do not end at the level supposed; and that there is another, and equally rich gold-bearing stratum immediately underneath, which will give equal profits from dredging.

If this is the case, it not only enhances the value of the Bulolo Gold Dredging Ltd.'s property, but it alters the whole outlook for this field. It lengthens the life of the field, and enormously increases the importance of the industry that has been established there.

Also, according to the report, it creates a new problem for the Bulolo directors. To reach the gold on the lower stratum, a bigger and heavier type of dredge will be needed. That can be built, of course; but can it be constructed, like the existing dredges, in sections small enough to be carried in by aeroplanes? Or will it be necessary to consider again the question of building a road in from the coast to the goldfields?



A pile of gold ingots, made from gold dredged from the Morobe field by Bulolo Gold Dredging Ltd.

Aeroplane transport has been so successful, up to date, that the original idea of constructing a road, at a cost of £250,000, has been virtually abandoned. Air-freights, from one point of view, are heavy; but it is now recognised that, when they are balanced against the enormous capital cost of a road, the cost of maintaining a road, and the great amount of time wasted in road transport, the advantage is rather with the aero-

planes. The immediate success of the aeroplanes meant millions to New Guinea, because they allowed the mining companies to get into production in time to secure the full advantage of the present phenomenally high price of gold. If they had had to await the completion of a road before bringing in their equipment, they would still be far from their present stage of production, and might have missed the top of the gold market.

It will be possible to argue, on present performances, that aerial transport can take care of any future development in the New Guinea goldfields. Further news of the reported discovery on the Bulolo flats will be awaited with interest.

Bulolo G.D. Ltd.

Review of Year's Progress

REMARKABLE and satisfactory progress is disclosed in the annual report of Bulolo Gold Dredging, Ltd., which was submitted at the annual meeting, held in Vancouver, on November 27, 1933. It deals with accounts up to 31st May, 1933.

It is explained that the Company holds 15 miles of dredging ground along the Bulolo and Watut Rivers; and that, during the year, No. 2 dredge was erected (completed on 25th October, 1932); the hydro-electric plant enlarged by the addition of two more 650-KW turbo-generator sets (making four in all); that Bulowat aerodrome was established seven miles downstream from Dredges 1 and 2; that Bulolo Camp was connected with Bulowat Camp by a suitable road, and the electric transmission line carried along this road; and preparations for the erection of dredges 3 and 4 commenced at Bulowat. (By November, Dredge No. 3 was in operation, and No. 4 was in course of erection.)

To show what has been done, the Directors submitted the following informative table, showing gold and silver recovered:—

	Gold. Oz.	Silver. Oz.	Gr. of fine gold per yd.
From Start to 31/5/32	6,890	3,541	5.95
From 1/6/32 to 31/5/33	65,355	32,287	6.93
Total	72,246	35,828	6.83

Cubic yards treated to 31st May, 1933, were shown as 5,110,600.

Further payable ground has been proved; and it was estimated, on 31st May, 1933, that there was still available for dredging in the combined Bulolo-Bulowat area a total of 100,000,000 cubic yards of gravel containing, after the deduction of further capital expenditure, gold royalty and expenses, a working profit of £6,748,908 sterling (with gold at £6 sterling per ounce).

The accounts show that, during the year the value of bullion won was 1,696,393 dollars, and against this, working costs absorbed 222,657 dollars; various expenses, 47,958 dollars; refining, 6,784 dollars; royalties, 83,992 dollars; leaving 1,335,000 dollars for the profit and loss account. In the latter account, the directors added 108,658 dollars brought forward, and deducted 135,000 dollars for amortisation, leaving the comfortable sum of 1,308,659 dollars to be carried to the credit side of the balance sheet. The issued capital of the Company is 3,825,000 dollars. It is meeting substantial capital and developmental costs out of revenue. The directors, on 24th October, 1933, declared an interim dividend of 60 cents Canadian per 5-dollar share.

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Tales about a Famous Old Sea-Rover of The Louisades

TRADING to-day in Papua has none of the glamour and romance of the old wild days of 50 and 60 years ago.

In those early years, a wide open, if dangerous field was offered to the intrepid adventurers who sailed the shores of this little-known island in search of a fortune. The whole of New Guinea, from one end to the other, including the archipelagoes of islands trailing off the south-east coast, was over-run by fierce fighting tribes who involved themselves in ceaseless warfare and savagery. Any newcomer was regarded as an enemy and deserving of death.

To-day, with security, the romance of trading has gone. Trading is now conducted on definite lines, with scheduled prices, which the natives fully understand. Whether a trader lives in an inaccessible district or not makes little difference; the native demands a set price or goes elsewhere. His time is his own and distances to him are no object. He treats the trader with scant courtesy and cheats him on every possible occasion.

Romance implies adventure, and adventure insecurity. The only insecurity to-day, for the traders, is the uncertainty of making a living. The falling market and the heavy costs of freight and production are the main points of his consideration, and to these are added the drab monotony of his existence, loneliness and isolation.

How different were the conditions in the "good old days"!

Of the many traders who ventured to this unknown land between 1874 and 1886, almost the only one who survived was Nicolas Minister. Nearly all met death at the hands of the savages.

The renowned Nicolas was by far the most picturesque personality of those times. He carried on his trading, while Captain Fryer, Webb, Miller, Craig and other well-known men were murdered.

He was a handsome man, "with pleasing, resolute features and finely sparkling eyes," who is said to have been more feared by the natives of the Louisades than "all the men-of-war in the British Navy." A Greek by birth, born at Latmos in 1850, he commenced, at a very early age, a career concerning which, if only the stores told of him were true, "he might well have been a lineal descendant of the Lambro immortalised in Don Juan."

At the age of eleven, Nicolas was shipwrecked off the Italian coast, and was the sole survivor of a crew of fourteen. Ever afterwards, he led an adventurous seafaring life, which eventually led him to the north coast of Queensland and the islands of New Guinea.

While on the Queensland coast Nicolas had many wild experiences with aborigines, while fishing for pearl shell, *beche de mer*, in Torres Strait; and it was mainly owing to his knowledge of natives, that the Queensland Government retained him as boatswain in their schooner "Pearl," under Captain Pennyfather, and his assistance was sought in capturing and punishing the "blacks." He believed in rough justice in dealing with a crude people, though he was feared by both the natives of Northern Australia and New Guinea, yet he retained their undoubted respect. "Taubada Nicolas" (Big Chief

Nicolas) he was called in the Louisades.

Nicolas Minister was attracted to the Louisades in 1882 by the *beche de mer* fishing, which was being carried on by a few traders and Chinamen, who sailed there in their cutters and junks, from Cooktown and from China. The native labour traffic for the Queensland plantations was then also in full swing, and the rumours of those days associated Nicolas rather too closely with "black birding" scandals.

That the scandals were serious, was proved by a Royal Commission in 1885 which, sitting in Queensland, found that of the 648 recruits obtained in New Guinea and the adjacent islands, in 1884, all were "seduced on board under false pretences."

Beche de mer and pearl shell fishing paid well, and so did recruiting, and

Nicolas established numerous depots, scattered about the islands—at Panniet, Brooker, Joannet, Sud Est and Rossel, and he spent his time between these, Port Moresby and Queensland, in his cutter "Dulama," sailing from one to another, collecting and distributing his trade. He did well; but his expenses were heavy, and though his one wish was to make a fortune and return to his home country, Greece, his wish was never fulfilled.

There are many tales told of Nicolas's daring in these islands, and of his duplicity in dealing with the treacherous, wily little inhabitants. Always on the alert to secure his head, either as a trophy, or to fulfil their duty to a superstitious belief, the natives gave him no peace.

But he took no chances. At night, invariably, he barricaded himself securely in his cutter, and in the morning, slipping the hatch back suddenly, he swept the deck with his sabre, making sure that no native waited for him with a tomahawk.

The Brooker Islanders, notorious for their treachery, were determined in their efforts to secure him, and in 1884 they nearly succeeded. One late afternoon, making the island, Nicolas sailed too close inshore and grounded. Immediately

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canoes filled with natives shot out and surrounded the cutter. Nicolas was jostled overboard, but clung to the gunwale. A native slashed at his fingers, and he sank, and was given up as drowned.

The looting then began. Howling and yelling, the natives wrenched at the trade, and, in the excitement of dividing the spoil, they gave no thought to Nicolas. He was hiding under the stern, clinging to the rudder, and biding his time.

Suddenly, with a terrible cry, Nicolas appeared over the side, and sprang on board. The terrified natives, thinking it was his spirit, dived overboard and swam in a panic to the shore. Next morning, the pigs of the ringleaders were shot, their canoes destroyed, and their houses burnt to the ground.

Nicolas declared openly that "Whenever and wherever he got the opportunity he would put a bullet through their bodies." The Brooker Islanders left him in peace ever afterwards. Nicolas's reputation grew, as time went on, and he was held in great respect by all the neighbouring islanders.

Shortly after the event at Brooker, while Nicolas was passing Pannassea, the gate of the Louisades, two larger sail-

ing canoes, manned by fifteen fierce warriors, bore down upon the "Dulama." With matted curls streaming in the gale, they rushed their canoes alongside. But, as they were boarding her, the Greek's pale, wan face appeared over the cabin hatch. With a frightened shriek of "Ho! Towpatta Nicolas!" (Big Chief Nicolas!) they drifted astern and turned swiftly back. They had mistaken his cutter for another.

A good tale is told of Nicolas Minister, which is declared to be true. Minister was delayed at Thursday Island, waiting for a schooner to take him across to New Guinea, when a French warship dropped anchor in the harbour. Hearing that the French were looking for a competent guide to the islands, Nicolas presented himself and offered his services.

They were in search, they told him, of a refugee from justice, a man named Nicolas Minister, a Greek and a trader in the Louisades. Nicolas undertook to act as their guide; and he sailed forth in state for his islands. The naval officers gained nothing but his pleasant companionship—which they were sorry to lose—but Nicolas, on the other hand, did well. Apart from the generous pay he received as pilot, his reputation soared sky-high amongst the islanders. For, circling through the Louisades, he touched at all his trading sites, where he threatened the natives with destruction if they did not accede to his demands. Who, in future, would have dared to disobey the owner of such a powerful warship!

Though Nicolas managed to evade the treachery of the natives, such was not the case with other traders of his time. Massacre followed massacre in 1884-5-6, and, in consequence, there was consternation in Australia.

Some asserted that those traders had got only their desserts; but Theodore Bevan, the well-known explorer and trader, who was in New Guinea at the time, took up the matter on behalf of the traders. In consequence of his writings, he was interviewed by Admiral Tryon, of H.M.S. Nelson, in Sydney, and he suggested measures by which the islands might be rid of the vendetta, and recommended Captain Fryer (who was then alive), and Nicolas Minister "as having the requisite knowledge and experience to help, if these measures were carried out."

It was not until after the revolting murder of Captain Craig, three white men, and a Malay, in September, 1886, at Joannet Islands, that measures were taken, and Mr. Bevan's recommendation adopted; for we read that in 1887, Special Commissioner, John Douglas, commissioned Nicolas Minister to accompany a punitive expedition consisting of an Assistant Resident Magistrate and 45 natives of other islands, to deal out justice to the murderers.

Justice was carried out. It was effective, but crude, and it did not commend itself to the high ethics of the Special Commissioner. The expedition was severely censured. Nicolas hunted down the murderers mercilessly, in their own fastnesses, and dealt out destruction; but thereafter "the murders of unoffending Europeans went out of fashion, as one of the fine arts of the natives of the Louisades."

This was perhaps a fitting climax to Nicolas Minister's reign in the Louisades of New Guinea.

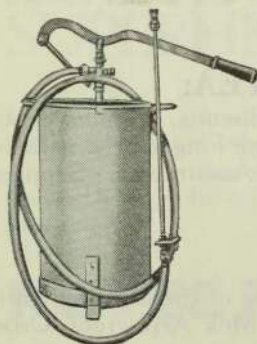
In writing of these murders one naturally has only the white man's point of view. Perhaps, if all the circumstances were known, it might appear that the natives had some justification—that sometimes white lives were taken to pay for those lost on Queensland plantations.

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THE PACIFIC ISLANDS MONTHLY

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But, mostly, no reason beyond a love of bloodshed or a desire for plunder was found.

Conditions changed, from then on, in New Guinea. In September, 1889, a Government was formed with Sir William MacGregor as the first Administrator; and 1889 saw the beginning of Sir William MacGregor's long series of explorations, and the discovery of gold in the Louisiades. Miners poured into the country from Cooktown, and the islands were opened up rapidly.

Under these new conditions, Nicolas Minister still carried on his trading, and his pearl shell and beche de mer fishing. He did not make his fortune, neither did he see the land of his birth. One can imagine how, as the years drifted by peacefully, and the country became more and more settled, Nicolas sighed for the wild old days, when he was a law unto himself and a terror in the land.

On January 18, 1915, Minister died at the age of 65, at Teavi, in the Trobriand Islands, on his last trading station, after an illness of three weeks. He was the last of the sea rovers.

Times have changed so completely in New Guinea (Papua) to-day that Nicolas Minister, and the massacres of his time, 1884-6, are now almost forgotten. In the Louisiades, where once savagery and bloodshed prevailed, law and order are completely established.

—MOLLIE LETT.

N.G. DISTRICT COURTS

Testing Their Jurisdiction

From Our Own Correspondent.

RABAU, Nov. 14.

A CASE which has caused considerable interest in the Territory is that in which the jurisdiction of the District Court, Rabaul, was tested. The action arose out of a charge under the Commonwealth Air Navigation Act.

Counsel for the defence (Mr. R. Ollerenshaw) contended that offences under the Air Navigation Act could not be tried before the District Court, as the Regulations are legislation of the Commonwealth and therefore only courts vested with Federal jurisdiction were capable of trying such cases. A further contention was that the only laws in the Territory were the Ordinances of the Territory and that an Act, before becoming law, must be proclaimed; also that the Air Navigation Act is not one of the laws included in the schedule of laws for adoption in the Territory.

The Crown Law Officer (Mr. Gerald Hogan, M.L.C.), in showing cause, pointed out that Australia had been granted a Mandate over the former German possession and was given authority in that Mandate to administer the Territory as an integral part of the Commonwealth, which permitted the Commonwealth to apply the laws of the Commonwealth to the Territory, subject to such local modifications as circumstances might require.

In his summing-up, His Honour the Chief Judge ruled that the Air Navigation Regulations are in force here, and that the Territory courts have jurisdiction in the case of Commonwealth Acts applied to the Territory or expressed to extend here; also that District Courts have jurisdiction to hear and determine offences against the Commonwealth Acts or Regulations which extend to the Territory, and which are punishable on summary conviction.

PROGRESS AT EDIE CREEK

New Hotel, Electric Light, More Transport

RAPID strides have been made in the introduction of new public utilities to Edie Creek goldfields settlement during the last three months.

The old store at Kaindi, first owned by Mr. Eric O'Connor, later taken over by Mr. Pianti and now owned and managed by Mr. H. D. McGilvery, ex-New Guinea Airways pilot, has been enlarged to three times its former size of about 12ft. wide by 24ft. long. Last month the new store was officially opened, a dance being held to celebrate the occasion. There were ten ladies present and about 50 men, so dancing partners were scarce, but the Spirit of Fun presided and all enjoyed themselves. The store has introduced electric light to Edie Creek.

Mr. Bob Franklin and Mr. Fonce Parer have just completed negotiations for the erection of a hotel at the Creek. This, too, will be situated at the Central Camp, Kaindi. Building has commenced; and, with this in view, two other men are starting in opposition to Mr. Dechert's lorry service from Wau to Edie Creek. One is Mr. McIntyre, ex-P.A.T. mechanic, who has two Fords being dismantled, the best parts to be assembled in one lorry. The other man to brave the perilous track is Mr. A. Grabowsky, of Bulolo, brother of Mr. I. H. Grabowsky, of the executive staff of New Guinea Airways.

Competition is so keen that Mr. Fred Dechert is at present in Sydney, arranging for the transport of his very latest model Morris truck to Wau early in January. This truck is so designed that the windscreen is in a line with the front of the radiator, the engine of the truck being underneath the seat, thus giving more space for carrying cargo.

Commander W. Abbie has a line of "boys" busy building a billiard saloon; and Mrs. Alice Bowring and Mrs. Tuckey have recently opened a Mess at Kaindi, where meals can now be obtained at any hour of the day. Previously, casual visi-

tors to the Creek had to depend upon the hospitality of the local residents for food and shelter.

If there were a suitable site among those towering mountains for an aerodrome, Edie Creek would go ahead in leaps and bounds. But as the surrounding country, for many miles, is just a series of mountains and gullies, aerial transport is out of the question. Not long ago, one of the Aerial Transport Companies considered inaugurating a gyroscopic aerial service from Wau to the Creek, but it was decided that, even when using this type of machine, there would be difficulties in taking off in such country, although landing would be safe.



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OUTSPOKEN CRITICISM OF ADMINISTRATION

Non-Official Members of Solomons Council Demand Reforms

TULAGI, Nov. 15.

MEMBERS of the British Solomon Islands Advisory Council are appointed for periods of three years, and the first session of the fifth series was held at Tulagi on October 25 and 26. The following were present:

Official members: His Honour the Resident Commissioner (Mr. F. N. Ashley), President; the Chief Magistrate and Legal Adviser (Mr. P. C. Hubbard); the Treasurer (Mr. F. E. Johnson, L.S.O.); the Acting Secretary to the Government (Mr. S. G. Masterman).

Non-official members: Right Rev. H. W. Baddeley (Bishop of Melanesia); Mr. D. Mackinnon, Mr. G. E. Clift, and Major F. R. Hewitt, M.C.

The President, after administering the oath to members, briefly addressed the Council, and concluded by reading the following radiogram, which had just been received from the High Commissioner for the Western Pacific, Suva:—

"Please express my greetings to newly appointed Council, with an assurance of my close personal interest in the welfare of the Solomon Islands. The disastrous fall in price of copra is a matter of gravest concern, but it is dif-

cult to devise any scheme to meet the situation. I shall be grateful for Council's advice in this and all other matters affecting the interests of the Group, and I assure them that their representations will receive my earnest and sympathetic consideration. I sincerely hope that profit and advantage may accrue to the Protectorate through their deliberations."

Members subscribed to a message in reply to his Excellency, and the President having vacated the chair, the Council resolved itself into committee to consider the Estimates for the year 1934-35, which formed the only Government item on the agenda.

Finance.

On resuming the formal sitting, the Estimates were first disposed of.

The Treasurer was complimented on his budgetary proposals to meet forecasted expenditure.

Non-official members individually acknowledged that items appeared to have been as closely pruned as was consistent with the maintenance of the existing establishment and public service commitments. They, however, took the opportunity to point out that the Administra-

tion was proceeding on its normal course regardless of the calamitous state of the planting industry, which had now reached so desperate a stage that many of the smaller estates had already closed down, and even the larger companies were seriously considering taking that step if the market for the staple product did not soon show signs of revival.

Government Criticised.

The non-official members, in a general criticism, declared that the Government remained aloof, and deaf to all warnings. It withheld assistance within its power to give without incurring sacrifice or hardship, and apparently intended to continue its amazingly myopic policy of inaction until the commercial structure of the Protectorate crashed about its ears.

So far, they declared, no attempt to assist the foundering industry had been made. On the contrary, vexatious, burdensome and unjust exactions, to which attention had been called over and over again, were continued, and all protests ignored in a manner that appeared to indicate a complete lack of understanding of the desperate conditions prevailing in the Protectorate, and the need to ameliorate these conditions at a period when every shilling counted with the planter and trader as never before.

The Tobacco Duty

It was again urged that the "extraordinarily high" duty on tobacco (a commodity that to some extent fulfils the function of currency in the islands), be reduced or, alternatively, that tobacco be eliminated from the scale of compulsory issues to labourers. (Two ounces of tobacco to each labourer per week forms part of the compulsory ration, and the import duty practically doubles the cost to the employer.)

Payment of Native Taxes.

Attention was again drawn to the inequitable system under which employers are compelled to pay the tax of every labourer he employs, notwithstanding that the rate of wages paid in the Protectorate is on a most generous scale, being at least double the amount paid to native labourers in the adjoining territory of New Guinea.

It was claimed that the Administration, although repeatedly challenged, has never attempted to justify this unfair levy upon Europeans for what is specifically described as a "native" tax. A tax upon natives, it was argued, should manifestly be paid by natives, and not by the overburdened European, who, in addition to many others, has to contribute a head tax—that relic of very early pioneering days when it constituted the sole means of revenue. It is now camouflaged, said non-official members, under the more euphonious term "Residential Tax," which, however, does not alter its objectionable and retrogressive character.

Other Means of Relief.

Further recommendations stressed by the non-official members included the reduction of the export tax on copra to one shilling per ton; the suspension of land rentals during the period of extreme economic depression; and the permanent adjustment of the inequitable difference between rentals of Crown and native leaseholds—a difference that has already resulted in the abandonment of a number of leaseholds, the rentals of which had been fixed arbitrarily many years ago. Time has proved those rates to be uneconomically high, and if they were persisted in, the outcome must be inevitably the surrender of all areas to which they apply.

The Copra Industry

It was contended that a new era has



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dawned for the copra industry, and it was contended that all phases of Administrative and commercial functions must sooner or later go into the melting pot and be recast and readjusted to the changed economic conditions; among alterations that must be made is the arbitrary minimum wage to labourers.

Native Passes Edict

Two other main items on the agenda gave rise to adverse criticism by non-official members of the Council.

One was the Regulation making it compulsory for natives to obtain passes (for which they had to pay one shilling each) if they wished to travel from one district to another, but within the confines of the Protectorate. This was called a restrictive measure, a direct and quite unnecessary interference with the liberty of the subject, and futile because it could not possibly be generally enforced, thus bringing the law into contempt. Members expressed astonishment that so unjust and irksome a Regulation should have received the approval of the High Commissioner.

"Wave of Crime"

What was described as a "wave of crime" in the Protectorate was the theme on which members based strong representations for the incorporation of corporal punishment in sentences imposed upon malefactors found guilty of crimes accompanied by violence or likely to lead to violence, particularly offences against white women. These offences have been committed at intervals over a period of years, and, recently, determined and atrocious assaults have been perpetrated.

Offences of this nature, it was pointed out, were not confined to the lonely, isolated places in the Protectorate, but even at Tulagi, the headquarters of Government and of the police establishment, it had proved impossible to give adequate protection. As one member put it: "You will continue to fail in affording that protection until impractical idealism gives place to cold reason and stern justice, and the punishment is made to fit the crime."

A sentence of simple imprisonment, it was claimed, was no deterrent, as was proved by the frequency with which it was found that accused natives had previous convictions for similar offences recorded against them. Within the last year, an amazing series of burglaries had been committed in various parts of the Group. Large quantities of spirituous liquors had been stolen at one centre, and drunken orgies had taken place which might easily have led to murder being committed. The death of one native was attributed to alcoholic poisoning.

The sentences imposed by the magistrate, who doubtless took into account the fact that the accused were for the most part old offenders, were not unduly severe, but nevertheless they were subsequently reduced by higher legal authority—an act of misplaced clemency that to the natives was an indication of weakness, and served to encourage them in their defiance of the law.

The ineptitude of the authorities, it was declared, as expressed in inadequate sentences and lack of understanding of native psychology, led European residents to openly state their intention to take drastic measures for the protection of their lives and property, should the occasion arise.

The Government was urged by the three members, who spoke to the issue before the Council, to instruct the Courts to exercise their powers under the penal code to the fullest extent in certain cases of crime, and if those powers debarred flogging—the only effective deterrent—authority must be obtained, if unconstitutional acts were to be safeguarded

against. At present, the Administration appeared to be under the stigma of deferring action until someone was killed.

His Honour, the President, undertook to bring the matter to the notice of the High Commissioner without delay.

NOT FORFEITED

Argument About N.G. Gold Claim

From Our Own Correspondent.

RABAU, Nov. 14.

AN appeal case came before Chief Judge Wanliss recently from the Warden's Court at Wau.

The appellant was New Guinea Alluvials, Ltd., the holder of a sluicing claim. The respondent, Hyde, was a holder of a miner's right.

In spite of reminders from the Warden, the appellant company had not paid rent on the claim at July 12, when it had become due on December 31st. On July 14, the appellant paid to the Warden a sum equivalent to the rental due, plus a penalty as laid down in the Ordinance. A receipt was issued by the Warden's office and marked "without prejudice."

On July 11, the respondent, Hyde, made application to the Warden for the claim which, he stated, had become liable to forfeiture.

At the Warden's Court, Wau, on August 10, the claim was heard and the Warden declared that the claim was forfeited, stating the rent had been received "without prejudice" and that any default, in compliance with the conditions prior to the commencement of the action for forfeiture, could not be remedied by any action to correct default after an action had been commenced.

The reasons for the appeal were that, prior to the date of August 11, the Administrator had waived forfeiture of the claim for non-payment of rent, and also that the Warden's Court had no jurisdiction to declare the claim forfeited for non-payment of rent.

In giving his judgment, His Honour stated that the language of Regulation 67 was far from clear. Subsection 3 enacts that if default is made in the payment of rent the claim shall be forfeited—taken by itself that would mean that the claimholder's interest ceased unless the rent was paid on or before December 31. But two provisions modified this meaning. One provided that, within ninety days after the rent became due, forfeiture might be avoided by the payment of the rent, plus certain sums in addition. That proviso meant that for that period the claim was forfeited, but not forfeitable, and that by compliance with its terms the claimholder might render the claim non-forfeitable. The second proviso stated that after a lapse of ninety days the Administrator may waive such forfeiture upon the payment of the rent, together with such sum by way of penalty as he thinks fit to impose.

The result, concluded His Honour, was that it rested with the Administrator—not with the Warden—to declare dredging claims forfeited for non-payment of rent. The appeal was allowed.

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TECHNICAL TRAINING OF NATIVES

Experiments in New Guinea

IN schools all over the world it is found that a very clever teacher, who has gained honours in a particular subject, somehow or other cannot impart his knowledge to his pupils in such a manner as to render the subject simple to learn. He knows his subject thoroughly, but cannot convey his data in sufficiently lucid terms. When examinations come along and the pupils fail, parents blame the teacher. It is the tragedy of the teaching world.

And so it is with the training of raw "boys" in New Guinea. Europeans are apt to forget that they are talking to a "boy" whose life, up to the time he has been recruited, has probably been a monotonous routine of digging the family vegetable patch, and planting the Kaukau and yams, making bows, arrows, and axes, or decorating his body.

The training of the "boys," particularly for housework, is a slow, tedious task requiring great patience. Lessons have to commence in the very rudimentary stages; a "boy" must be treated as a child and not expected to grasp his subject in a day, as some white men think they should, especially when they know little of "pidgin English."

It frequently happens that a new native boils sox, shirts, trousers and ties in the one pot at the same time, and then completes the job by scorching them all when he attempts to iron the ruined clothes.

One "boy," when told to serve soup, endeavoured to balance it on a dinner plate, and was very upset when he found "soup 'e no stop."

Another case is known of a "boy" who was told to fill a saucepan of water and "put 'im along fire," which he promptly carried out to the letter, much to the disgust of his white "missus," as it was but five minutes before "kai" time. This woman could not convey to the "boy" exactly what she meant. If she had told the "boy" to "put 'im saucepan of water along stove along fire," she would not have been distressed unnecessarily.

That these natives can be trained to execute tasks intelligently and efficiently is clearly shown by the following examples.

In the Department of the Chief of Police, Rabaul, a local "boy" is being taught to use the typewriter and is proving an excellent pupil, with great possibilities.

At Wau, Mr. Alan McCay, a dentist, has a Kuku-Kuku "monkey," whom he is training as a dental assistant. The Kuku-Kukus are the famous nomad cannibal tribe, slayers of more than one white man. Mr. McCay's little "monkey" has exceeded all expectations—and does not display any cannibalistic tendencies when meeting Mr. McCay's patients. Many offers have been made for this "monkey" but the dentist refuses to part with his "find."

Mr. Ray Parer, of Pacific Airways Transport, is training a "boy" to become a pilot. This native can safely control an aeroplane in the air, but he has yet to learn the art of taking off and landing.

It would seem that most natives' intelligence depends upon the intelligence of their "mastas."—S.L.

Mr. H. Ian Hogbin, who has been engaged in anthropological research in the Solomon Islands for a year, returned to Sydney by the last "Mataram." Probably, he will go on next year to New Guinea, for further anthropological work.

ROMANCE OF THE CRUDE OIL DIESEL ENGINE

IN 1911 Mr. Ivan Nelson, senior partner of Messrs. Nelson & Robertson, Sydney, read in a London paper of a craft having arrived in London with an engine burning crude oil instead of the usual benzine.

Mr. Nelson's firm, having very extensive Island connections, had had trouble with the benzine engines, both in obtaining supplies of benzine and in getting spare parts for such complicated engines. He therefore made investigations and found that the vessel referred to had an engine made by the Skandia Works; and he ordered a 15 h.p. Skandia engine to be installed in a cutter for his own use.

This was the first introduction of a semi-diesel engine on the Australian market.

The Skandia semi-Diesel crude-oil-burning engines have since been sold in all parts of the South Seas and, with first class material and the best of workmanship, they have gained a position second to none in the engine world.

Many hundreds of Skandia engines are now working in every part of the South Seas, and even the first engine imported into Australia, in 1912, is still at work and has had practically no repairs. Since then, the Semi-Diesel engines have been made by various makers and the work has progressed and improvements have been made at such a rate that finally a Full-Diesel model has been put on the market.

The Skandia Works, being a conservative firm, have taken a long time to perfect a Full-Diesel engine, as they wanted to give themselves years of experiments before putting a Full-Diesel on the market.

Messrs. Nelson & Robertson advise us that the Skandia people are now ready to receive orders and wish to point out the following advantages:

These engines are of the most up-to-date design and have special features and advantages. For instance, no special valves are required for the admission of air and for the exhaust, the fuel being injected direct into the cylinder. They are simple in every detail, and have not the complicated valves, etc., of other Full-Diesel engines. The fuel consumption is very low, equalling 0.38 pints per horse-power per hour. The lubrication is up-to-date, the cylinder, bearing and all principal parts being lubricated by forced-feed lubricator. The lubricating oil is circulated through a strainer, without any loss whatsoever, consequently the consumption of the lubricant is very low. The fuel pump is a very simple design without any packed joints, and the camshaft is running in S.K.F. ball-bearings. The reversing gear is fitted with bevel-gear drive for the same speed ahead and astern, and the whole unit is wholly encased and gear running in oil. The launching parts are of the highest grade phosphor bronze, and are unaffected by tropical waters.**

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ROMANCE OF BULOLO FIGURES

How Aeroplanes and Dredges Were Introduced

THE fascinating story of the part taken in the development of the Morobe goldfield, New Guinea, by Bulolo Gold Dredging Ltd., and Guinea Airways, Ltd., was told by Mr. L. V. Waterhouse on November 22 in an illustrated lecture before the Institute of Engineers of Australia. Mr. Waterhouse is a director of both of the companies mentioned.

Some of the data provided by Mr. Waterhouse has considerable historical value and should be placed on permanent record. The following is a summary of some of the principal facts which he placed before his keenly interested audience.

1908.—Presence of gold in New Guinea brought under the notice of the German Government.

1909.—Party of Australian miners granted a concession in the Huon Gulf.

1910-1913.—Various parties operating on the Waria River and gold finds reported on Markham and Ramu Rivers.

1921.—Gold discovered by W. Park on Koranga Creek, a tributary of the Bulolo.

1923.—About twenty miners working on and about Koranga Creek.

1926.—Messrs. Royal and Glasson discovered phenomenally rich gold at the head of Edie Creek, at elevation of 7,500 feet.

1926.—Guinea Gold, N.L., of Adelaide, formed on C. J. Levien's instrumentality, to work Park's leases on Koranga and test about 12 miles of the Bulolo River.

1928 (April).—Placer Development Ltd., took option from Guinea Gold N.L., and commenced drilling.

1929 (July).—Placer proved a dredging area of 1,100 acres, comprising 40 million cubic yards of payable ground. Construction of road or light railway to coast advocated—estimated cost £250,000.

1926-1927.—Native carriers sole means of transport—single journey from coast occupied six to eight days.

1926 (July).—Levien suggested to Guinea Gold directors that aeroplane was only solution of transport problem.

1927 (January).—Lt. Mustar and A. W. Mullins, on behalf of Guinea Gold took D.H.37 from Sydney. "Nobby" Clarke visited goldfield and selected Lae and Wau aerodrome sites.

1927 (February).—Mustar and Mullins at Rabaul with D.H.37. They constructed temporary aerodrome at Matupi. Mustar visited Lae, where clearing of aerodrome commenced.

March 30, 1927.—Mustar flew D.H.37 from Rabaul to Lae, 540 miles, in 5 hours 20 minutes.

April 18, 1927.—Mustar flew from Lae to Wau aerodrome.

May, 1927.—Roy Parer arrived and commenced flying operations.

1927.—In its first six months, D.H.37 carried 80,000lb. of freight and 150 passengers.

December 1, 1927.—Guinea Airways, Ltd., acquired air service from Guinea Gold N.L.

1928.—Guinea Airways purchased two W.34 Junkers, the first of which was landed in Rabaul in March and flown to Lae.

April 18, 1928.—Mustar made first flight to Wau in W.34 Junker.

1928.—Second W.34 Junker flown from Melbourne to Lae, 3300 miles in six days.

1928.—Guinea Airways, Ltd., in nine months carried 367,000lb. of freight and 498 passengers. Carriage of this freight under old methods would have necessitated continuous employment and maintenance of 500 natives.



The executives of the successful Bulolo Company are constantly "on the job." A snapshot of Mr. T. D. Harris (general manager) and Mr. L. V. Waterhouse (Sydney director) inspecting operations in New Guinea.

December 1, 1927, to October 30, 1933.—Freight carried by Guinea Airways, Ltd., 7000 tons; passengers carried, including natives, 12,000; flights made, 9000; miles flown, 1,100,000. Before Guinea Airways, Ltd., was formed, the passenger rate from Lae to Wau was £33/6/8. Guinea Airways commenced with a rate of £25 in, £15 out. Rates gradually reduced until fares are now £5 in, 30/- out; cargo rate, once 1/6 per lb., is now 4d per lb.

To-day there are 30 aerodromes and landing grounds in use by the New Guinea aerial services—four of them in Papua. Aeroplanes are assisting the administration patrols in penetrating the great areas of unexplored country which lie to the westward of the Morobe field.

Guinea Airways' present fleet consists of one G.31 Junker, payload 5800lb.; three W.34 Junkers, payload 1800lb.; one F.13 Junker, passenger machine; two Moths and one Fox Moth.

In addition, Guinea Airways operate two G.31 Junker tri-motored machines, owned by Bulolo Gold Dredging Co., Ltd., for freight purposes. The first of these machines was placed in commission on March 31, 1931, and the second on May 4, 1931. They have carried, up to October 31, 1933, a total of over 14,000,000lb. of freight, have carried out 2607 flights, and flown 300,000 air miles. These aeroplanes have already carried in three dredges, each weighing 1200 tons, all of which are now in operation, and a fourth dredge is now being carried in.

No. 1 dredge commenced operation on March 21, 1932; No. 2 dredge on October 15, 1932; No. 3 dredge, November 7, 1933. These dredges, up to November 15, 1933, had between them dug 7,700,000 yards of gravel and recovered 172,000 ounces of



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bullion, worth about £900,000, Australian currency.

The staff of Bulolo Gold Dredging, Ltd., on October 31, 1933, included 220 Europeans, Guinea Airways' staff on the same date comprised 55 Europeans, including seven pilots and twenty mechanics and ground engineers.

During the last six years the two companies represented by Mr. Waterhouse have established aerodromes at Lae, Bulolo and various other places; have introduced and operated a large fleet of large aeroplanes; have built at Lae a wharf, railway, loading cranes, etc.; have transported to Bulolo and erected three large dredges and constructed innumerable buildings, roads, bridges, etc., in connection therewith; have installed a hydro-electric plant of 3000 h.p.; have cut and

transported a million feet of timber for fluming, etc.; and have established minor transport services on the goldfield and at Lae, operated in connection with the aerial services. This has all been accomplished without any serious accident, mishap, or delay.

Associated with Mr. Waterhouse during his lecture was Mr. H. G. Carter, consulting electrical engineer, who superintended the erection of the hydro-electric power plant at Bulolo. Mr. Carter, in a supplementary lecture, gave very interesting particulars of the special problems met with in carrying out this work and how they were surmounted.

NEW GUINEA NOTES

Epidemic of Weddings

From Our Own Correspondent.

RABAU, Nov. 14.

WEDDINGS seem to be popular in Rabaul at the present time.

On Monday, November 6, Miss Mary Elinor Walcott, only daughter of Mr. P. E. Walcott, one-time Public Service Commissioner in Brisbane, was married to Mr. William James Livingstone, of the New Guinea Police staff. The ceremony was performed by the Rev. T. J. Gibson at St. George's Church. After the ceremony the wedding breakfast was held at the residence of Mr. and Mrs. R. W. Crouch. The happy couple left that evening for South by the Macdhui.

The wedding is being celebrated this evening at the Roman Catholic Church by Rev. Father Madigan of Miss Maunsell, a sister of Mrs. Dodd, and Mr. E. Bishton, a well-known and popular member of the Amalgamated Wireless staff, stationed at Rabaul.

To-morrow the marriage of Miss Field, of the Namanula Hospital staff, and Mr. "Dick" Forsyth, of Messrs. J. L. Peardon's, will be celebrated.

And there are rumours of others in the near future.

GOLD EXPORTS.

Gold exports from the Fields show a decrease for the month of September. The amount exported was 19,645 oz., valued at £100,475. This decrease is not causing those in the know any concern, as it is stated that there are large quantities on the field awaiting shipment.

SCHOOL FOR KAVIENG.

Arrangements have been made by the Administrator for the opening of a European school at Kavieng early in the new year. It is understood that for the time being a temporary school-house will be supplied by the residents, but that as soon as the new estimates are through a proper school-building will be erected.

PERSONAL.

Mrs. Perriman, wife of Mr. B. B. Perriman, M.L.C., is making a quick journey to Sydney for the purpose of bringing back her son from school, for the Christmas holidays.

Mr. Philpotts, who has been managing B.P.'s interests at Madang for some months past, has now been transferred to Kavieng.

A rifle shooting club is being formed here, and there is every indication that there will be some keen competition between the various teams, consisting of B.P., W.R.C., Commonwealth Bank, and the Police.

The baseball season has closed. Administration team are the winners this season with 14 points. Commerce and Metropolitans tie for second place with 8 points each. It is anticipated that a Rabaul cricket XI will journey to Wau for the Christmas festivities there.

FATAL SEAPLANE CRASH.

The Coroner announced his finding in the air-crash inquest yesterday when he returned a verdict of misadventure. Mrs. Mirfield died, so it was stated, as a result of a fracture at the base of the skull. Mr. G. Mirfield, who was a passenger in the seaplane which crashed on October 15 near Kokopo, is a passenger proceeding to Sydney by the Nellore. He goes South for medical treatment.

MEASLES KILLED.

Owing to the vigilance of the Assistant-Director of Public Health, Dr. Champion Hosking, there have been no further cases of measles which were brought into the Territory by a passenger on the Macdhui. All contacts were quarantined at Namanula; the Administrator placing his residence at the disposal of the quarantined passengers. Mrs. C. I. H. Campbell, Mr. and Mrs. Moore, Mrs. Max Lees and several others were amongst the contacts.

Mr. "Ted" Hawnt, our telephone expert, has returned from the East after a holiday in China and Japan.

Mr. and Mrs. R. A. Laws are spending some time up in the goldfields.

B.P. Magazine and Its Beautiful Pictures

A NEW standard of photographic excellence is attained in the December issue of the B.P. Magazine which is just to hand. This attractive high-class quarterly has now been in existence for five years and it is a credit alike to the publishers and to Australian typography. Every issue introduces something new and pleasing; and in that under notice there is a very generous collection of articles, story and travel sketches all conforming to a high literary and editorial standard.

It is, however, in the reproduction of scenic photographs that the B.P. Magazine is notable—there is, in fact, nothing now in Australia to compare with it. In the issue under notice there is a particularly fine series of photographs of scenery and native life in New Guinea and Papua, and another series illustrating the charms of a holiday on the north Queensland coast.

In the beginning the B.P. Magazine had a general appeal. It retains that appeal—extends it, in fact—but the editors seem now to specialise in travel material. No one, even the least imaginative among us, could look through this delightful collection of travel stories and exotic pictures without feeling the urge to climb aboard the first outgoing steamer and make personal acquaintance with shining seas and smiling natives.

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December 21, 1933.

THE PACIFIC ISLANDS MONTHLY

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B.S.I. SERVICE**How Many Trips Per Annum?**

Letter to the Editor.

THE writer yclept "Frequency," and Mr. Musgrave, in your September issue, appear only to have proved that the present service is a one-way service, and that they are mainly concerned with its continuance in order that they may receive ten mails a year, instead of the eight, contended by many folk to be all that are necessary.

Mr. Musgrave is only quibbling when he goes back twelve years, to old Planters' Association days, to dig up the old fight we had for an improved service. Nobody knows better than he, nor complained more loudly than he, of the irregular and inadequate service then existing. It was no unusual thing for the steamer to be days behind her schedule, for cargo to be shut out, or for consignees to be in a constant state of anxiety at the possibility of having their produce left behind.

Followed the two-steamer service mentioned by "Frequency." But it must be remembered that these vessels were much smaller than the Mataram, and that only one of them confined itself to the British Solomons, while the other was shared with the Mandated Territory. Rabaul shippers so often monopolised all the space in the latter vessel that the three-weekly service became, so far as B.S.I. shippers were concerned, a myth. So there was not so much shipping knocking about in those days as "Frequency" would have us believe. And it is well to remember that at that time a number of planters and traders were consigning produce to Sydney, instead of as now, selling locally for direct shipment overseas.

It was, in fact, the latter factor that finally eased the pressure on the Sydney service. When Australia had lost its grip on the copra trade the Australian politicians woke up and said we needed brighter and bigger ships and more of them to cope with the vanished traffic, and so we got the Mataram and the present excessive service. Incidentally, one doubts whether the Mataram is in the habit of leaving the Group in the plethoric state mentioned by "Frequency," because, after all, the forward-looking Burns Philp are only replacing her with a vessel of about the same tonnage.

As for the time-wasting that "Frequency" makes so merry about, it should be sufficiently obvious that it is not practicable for folks with a business of any size, whether it be of a Commercial, Planting, or Mission nature, to meet only every alternate steamer. We were able to do so in the three-weekly service days. To do so to-day would entail a wait of ten or eleven weeks for supplies—which is too long.

Copra is not a seasonal product, that has to be rushed overseas to catch a market. It is capable of being stored for a reasonable period without marked loss. That being so, and the trade at present being of so one-sided a nature, it seems natural to suggest that all that is neces-

sary to bring about a more rational state of affairs is a readjustment of tonnage.

It can safely be assumed that a service of eight trips a year will fully meet all the present needs of the Solomons. Occasionally it may be necessary to divert a freighter to lift accumulations from the principal district exporting to Australia, which is a different proposition to increasing the number of trips of an expensive passenger steamer. Alternatively, it may be a better plan to dovetail our service in with that of an adjacent Group, and thus iron out the inequality of the present B.S.I. service. Burns Philp may safely be left to work out the details—I am, etc.,

LESLIE F. GILL.

Gizo, B.S.I.,
24/10/33.**BRITISH FLAG IN
NEW HEBRIDES**

Letter to the Editor.

WITH reference to the article entitled "Australia asked to help British in New Hebrides," by R. Carlton Bruce, I should like to bring to your notice that in 1932, H.M.S. Veronica called at Hog Harbour, New Hebrides; and that in July and August, 1933, Villa was visited by H.M.S. Dunedin, showing the broad pennant of the Commodore commanding the New Zealand station. The Condominium was visited also by H.M.S. Laburnum.

L. PRIESTLEY.

Auckland,
1/12/1933.**PERSONAL NOTES FROM
SAMOA.**

From Our Own Correspondent.

APIA, Nov. 25.

Mr. C. McKay, late at Government Head Office, has been appointed Secretary of Native Affairs.

Mr. and Mrs. G. Ross and family, a well known trader of Faga, Savaii, left Samoa by the "Mariposa" for Melbourne. Other passengers by the same boat were the Rev. and Mrs. Larby, of the Methodist Mission, Samoa.

The former Native Secretary, Mr. McBride, and his wife, left by last "Maui Pomare" for New Zealand. Mr. Lofley has severed his connection with the Health Department and returns to New Zealand with his family. Mr. T. Railey and family left by the "Maui Pomare" for an extended holiday in New Zealand.

Mr. Glover, of Apia Observatory, and his mother, Mrs. Glover, left by the "Ardenovohr," for New Guinea, and other parts.

ON A WORLD CRUISE

From Our Own Correspondent.

TAHITI, October 10.

The yacht "White Shadow," owned by Mr. T. Wessel, of the Danish Yacht Club, and now under charter to Mr. Henry Whitney and party, left Tahiti on October 3 for an extended trip round the world.

The first stop will probably be in the Northern Cook Islands, after which the yacht will proceed to Fiji, Java, Singapore, Colombo, and thence to the Mediterranean. The yacht is to be turned over to her owner at Cannes.

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MODEL LEPER SETTLEMENT

What Tahiti is Doing for Sufferers

From Our Own Correspondent.

PAPEETE, Nov. 2.
GOOD work is being done in Tahiti by the local branch of the organisation known as the "Association des Dames Francaise de la Croix Rouge." Lately their efforts have been successfully concentrated upon the amelioration of conditions in the leper settlement at Orofara, which contains some 125 inmates, brought from the various islands of French Oceania.

The settlement occupies an ideal natural site, situated on the north side of the island, about eight miles from Papeete,

which cannot fail to add greatly to their contentment and bring many days of real enjoyment.

The new structure, which was opened on October 26, is a two-story building of wood and concrete, the lower one being divided into parts so that visitors may talk with, and pass gifts over to, their sick friends and relations on the other side. The upper story is fitted up for cinema shows, two of which are given free every month by the sympathetic Tony Bambridge, who is the proprietor of the "Theatre Modern" in Papeete.



Part of the Orofara establishment, showing the new cinema hall, and the Catholic and Protestant Churches, close up, one on either side.

and consists of a valley running inland from the sea for a mile or more, to all of which the patients have access, and which they use for planting such native fruits and food stuffs as they need. The stream watering the valley has a waterfall which is now to be utilised as a source of power for electric lighting and other purposes.

A ball and lottery organised by the Association on August 15 last produced sufficient funds, when added to those already contributed privately by local philanthropists, to provide a new amusement house for the unfortunate people at Orofara.

In addition to this innovation, which the Red Cross Association has been able to bring about, thanks to the good-will and material help of the Administration, His Excellency Governor Montaigne has given orders for the construction of a new kitchen outside of the leper village, where food will be prepared three times a day for all the internees.

At the inauguration of the new building, which provided an occasion for festivity, and the presence of a large number of visitors, speeches worthy of the event were made by Monsieur Montirossi, Pro-

cureur of the Republic, officiating on behalf of the Governor; by M. Henry Grand, President of the Red Cross Association; and by Mr. Geo. Bambridge, Mayor of Papeete.

The orchestra, directed by Mr. William Bambridge, was in attendance at the proceedings, and a native guitar band and singing troupe from the district of Puna-avia, gave a performance highly appreciated by the inhabitants of the valley.

At the first cinema show, which was held later in the evening, His Excellency the Governor was fortunately able to be present, and was much affected by the expressions of gratitude from several native chiefs, who sincerely appreciated the great care taken of their suffering fellow-creatures in Orofara and the solicitude for their welfare he had shown.

In a suitable reply the Governor said that he would continue to do everything within his power to ameliorate the conditions within the settlement, and he also thanked, in his own name, and in the name of humanity, the two devoted French nurses who live in the valley, and who have so splendidly assisted the doctors in attending to the sick.

As it now seems to be definitely established that leprosy is curable in the early stages of the disease, it is proposed, in the near future, to set up a separate clinic for the treatment of such cases as fall within this category.

Copra Export Tax Lifted in N.G.

From Our Own Correspondent.

RABAU, Nov. 14.

ALTHOUGH it is impossible to pass the necessary legislation until the Legislative Council meets next February, it has been officially announced that the copra export duty will be lifted as from November 1, 1933, so long as the London market price is less than £10 per ton.

The present export duty is on a sliding scale and for the past few months has amounted to about 2/6 per ton.

This announcement means that there will be a considerable rebate due to the shippers as soon as the legislation has been put through the Council.

The Consulting Engineers to New Guinea Goldfields Limited report that the third dredging area has been tested and found to be unpayable.

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December 21, 1933.

THE PACIFIC ISLANDS MONTHLY

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GERMANY IN SAMOA

Interesting Glimpses of Pre-War History

Letter to the Editor.

UNDER the heading of "The German Peril" many a reader has in the past been primed up to be aware of a certain something, which darkens the sky, and which at a given moment may swoop down on him, devour him, destroy whatever he created, and blight his life forever. The world in general, ever since the ending of the last Century, has slowly, and I may say scientifically, been made to fear "The Enemy of Civilisation."

When New Guinea and, later, Samoa, were put under the German flag, this part of the globe went hysterical with fear and forebodings of what was going to happen to the British colonies. Those groups were considered the jumping-off places for the invasion of Australia and New Zealand. Everybody, also the writer, remembers well those "true" stores, that were told in the Press, and in the pubs, of all sorts of happenings, when Germans were met, where the sabre was rattled and the air filled with bombastic speeches.

The commercial world readily picked up the trend of the public opinion, and, wherever a German trading-post or business was established, where a German vessel showed her nose, a powerful propaganda was let off. No deal could be more crooked than that made with one of them! And talk about all those naval-bases, which had been and would be established all over these islands!

Just lately, the same kind of propaganda appears to be spread, or rather, attempts at that are appearing; and I think it is only fair, just and opportune, to point out to your readers how unwarranted, unfair, and incorrect the old propaganda has been, so that to-day all of us, who are making our living in these islands—or, rather, attempting to do so—may be able to keep on living in peace and with that friendliness to each other which behoves members of the white races, who have realised in their own selves the terrible sufferings and undeserved hardships which a catastrophe, like the one past may bring down on us again. Right now, we must look out for our racial safety and we can do so only by looking to each other.

Having lived in Samoa for just one-third of a century, having held a responsible position with the German Administration, and being an independent planter and business-man of these days, I believe I am entitled to a fair hearing, while assuring you that I am giving you only such happenings which I know to be facts, and facts only.

Before 1900, during the tri-partite Government of Samoa, the air and the land were filled with jealousies, strife and fights. Because every one of the three Governments wanted Samoa, it was natural that the owners of the place, the natives, were used to play the part of their so-called friends, resulting in progress and development being retarded and held off altogether.

From the day the German Government was established, equal trade-rights were accorded, not only to the nationals of the three Powers, but to everyone who was in Samoa, and who came later! Everybody was allowed to settle, acquire land, engage in work or business, and not the slightest differentiation was ever imposed.

German goods paid the same import duties as British, and other goods. To-day I may safely state that this treatment resulted in the British residents of German Samoa handing the officer in command of the occupying troops, before they landed in August, 1914, a petition signed by them all, to the effect that, as the German Government and the Germans in Samoa had treated them well, they respectfully asked that the same treatment be accorded them from then on. Surely this was not "cant." It was the natural result of a "fair deal" received.

And what about those military and naval bases, which were said to exist? The occupying forces found, I think, 60 old Mauser carbines with 40 rounds of ammunition each, no soldiers at all; and, in place of a naval station, a heap of coal on the Apia Beach, in Matautu! During

all those 14 years of German regime over Samoa, there were always one or two members of the Governor's Council appointed from the British residents, and as a natural result, the language at their meetings was mostly that of these two representatives.

Some of your readers may ask, what about B.P. in the Caroline Islands. The answer is easy. The right to trade had been granted to that old German firm, which had been established there for a number of years when Burns Philp's ship-of-trade put in an appearance. And what happened after? When the matter was considered, B.P. were allowed in. And when this same firm applied for a trading licence in Samoa it was granted (I think it was in 1912, when I happened to have the honour to be the Collector of Customs and Taxes for Samoa) and they have been established in Samoa ever since.

Just one more happening to show the feelings of the members of all those foreign residents in Samoa before the War. When several of the native constabulary ran amok in February, 1914, and killed several German planters, all whites united with the German residents and officials in search-parties for miles in the bush and, when finally those boys were

Start the New Year well by
Sending an Order to . . .

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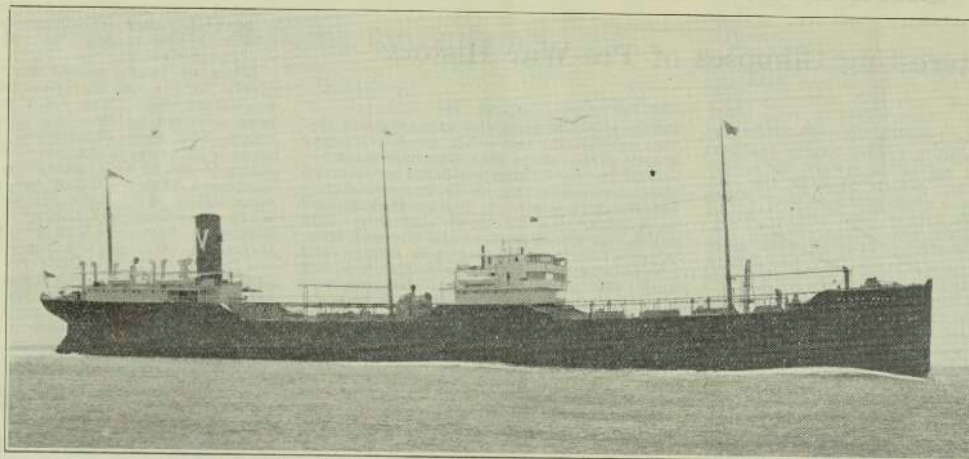
Ideal Unsweetened Milk, 6oz. tins (8 doz.)	3/6 doz., 21/- case
Nestle's Condensed Milk, Full Cream (4 doz.)	7/9 doz., 28/- case
Australian I.A. Sugar, 70lb. bags	14/6 bag
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Australian Trade Beef, 12oz. tins (4 doz.)	5/6 doz., 20/- case
St. George Assorted Meats, 14oz. tins (4 doz.)	16/6 doz., 60/- case
Australian Rice, Finest Dressed, 56lb. bags	9/3 bag
Mixed Crown Soap, Unwrapped, 56's or 72's	23/- case
Selmore Toilet Paper, 5oz. rolls	1/10 doz., 20/- gross
Californian Asparagus Tips, 9½oz. tins (4 doz.)	13/- doz., 44/- case
Rosa or I.X.L. Pears, 30oz. tins	10d. tin, 9/9 doz.
I.X.L. Fruit Salad, 16oz. tins	11d. tin, 10/6 doz.
Nestle's Pure Cream, 4oz. tins	4½d. tin, 4/3 doz.
Garden Vale Assorted Vegetables, 16oz. tins	8/- doz.
Rosa Best Western Honey, 2lb. tins	1/2½ tin, 14/- doz.
Eno's Fruit Salts, large bottles	3/9 bot., 43/6 doz.
Selmore Fruit Saline, 16oz. tins	1/3 tin, 14/6 doz.
Norfolk Tasmanian Hops, 1lb. pkts.	1/2 pkt., 13/6 doz.
Cornwell's Extract Malt, 2lb. tins	2/- tin, 23/6 doz.
Pure Mocha Coffee, 1lb. tins	2/10 tin, 32/6 doz.
Yoga Tea, Choice Ceylon Blend, 1lb.	1/10 pkt., 2/2 tin
Sparklet Bulbs, quart size "C"	3/10 doz., 43/- gross
Rumford's Bag Blue, knobs	10½d. doz., 10/- gross
Flybane Liquid Fly Spray, 16oz. bottles	1/2 bot., 13/6 doz.

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Vacuum pioneered the oil business in the South Pacific, and with the advent of the "Pulpit Point" "history repeats itself," as this is the first tanker to

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At Walu Bay, the Suva headquarters of Vacuum Service in Fiji, warehouse building, pump house, pipe lines and three storage tanks with a capacity of 302,000 gallons have been erected at a cost of over £22,000. This installation has given employment to many Island people in the locality, and was made possible by the preference shown by Island motorists for Plume.

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Australia, New Zealand and the South Pacific Islands

shot down in a pig-pen miles away from Apia, they were there to also face the deadly bullets which those troopers fired in their defence. Surely, there is a very certain reason for that!

You say nothing against other white nations, who send their ships to take your cargoes, whose nationals settle and marry in your country—so-called neutrals during the War, who lost neither lives nor treasure. But you do attempt to run down us Germans. Why? Is it because there are 66 millions of us—which some day may be very useful to fall back on, indeed! And don't you think and also agree that there is more honour and respect due us for having stood off twenty nations for over four years, than those twenty can claim for having downed us in the end?

Why this scare, at all? Have we not given proof a-plenty that, under the German flag, absolute freedom and liberty have been granted, allowed and issued, and never anything like a conquest even contemplated?

When talking about Japan, you coolly admit their right to expand, that their country is too small; but when we want to settle in other lands you stand up and shout from the house-tops: "Beware of these —!"

Have you forgotten that we are of one blood? Have you forgotten that this was the first time in history that we fought each other? And have you never heard that even the propagators and instigators of this War in your camp have realised to-day that it all was a terrible mistake? If you have not, ask those men who fought in the front trenches, and not those who only filled sandbags and—gasbags!

I gladly join hands with Major Schnockel in appealing to the readers of your valuable monthly to let bygones be forgotten, forgotten altogether. We all have arrived on a new plane of thinking. Our necessities to-day are vastly different from those of years ago!

I am, etc.

R. P. BERKING.

Samoa, Nov. 21, '33.

SAMOAN PLANTERS

Prices at Low Level

From Our Own Correspondent.

APIA, Nov. 25.

THE only silver lining in the black clouds hanging over Samoa is the increase in the banana price from 3/- to 4/- per case, which came into force for the November "Maui Pomare." A further rise under the new banana contract for 1934 to 5/- per case, is announced for the January, 1934, boat.

The cocoa auction in London, at which 3000 bags of Samoan cocoa were offered for sale, to test the market, brought prices ranging from £32 to £43 per ton, which should net the planters about £30 to £35 on the beach. So far, however, the Apia firms have not raised the cocoa price to anything like this figure, and at time of writing the rate of £12/5/- per ton is still mentioned, at which figure it is impossible to pick and cure cocoa. The fate of many planters still hangs in the balance.

The copra price, which in outside districts had been dropped to 1-8 cent, per lb. (11/3 per ton), was raised again to 1/4 cent (22/3 per ton), owing to the Administration taking 10/- off the copra export duty of 30/- per ton.

SAMOAN TOBACCO

Interesting Experiment by District Priest

From Our Own Correspondent.

APIA, Nov. 25.

THE Catholic district priest at Leauva'a, 10 miles west of Apia, has conducted an interesting experiment as to the possibilities of tobacco growing in Samoa.

Leauva'a is a large Samoan village, founded by the former German Administrator, to settle a number of Samoan natives from Savaii, who had become homeless after the eruption of the volcano in the Matautu district of Savaii. These people have taken up tobacco growing to a large extent at their new place of residence, for their own needs, and also for sale to other native consumers, and their tobacco has a good reputation all over the islands.

This fact, and the drop in copra and cocoa prices, and the precarious position of a large number of European settlers in Samoa, caused the Rev. Father Haller, of Leauva'a to try an experiment into the possibilities of tobacco cultivation for European consumption, and especially for cigarette tobacco. He ordered three kinds of tobacco seeds from a German tobacco experimental station, viz., Turkish (cigarette), Samsoun Havana (cigar), and Virginia (pipe) tobacco.

These seeds he planted out, carefully observing the detailed instructions, and a few months ago he had his first tobacco crop, which he fermented, dried and cured in the best possible way. From the various leaves he manufactured a large quantity of cigarettes, using the pure tobacco (fine cut for cigarettes), as well as blending the various kinds together.

These sample cigarettes Father Haller then sent out to a large number of European residents, requesting them to express their opinion on the taste and aroma of the cigarettes. Most of the people asked were quite enthusiastic regarding the possibility of replacing the large quantities of tobacco and cigarettes imported into Samoa by a much cheaper and equally good home-made brand.

Father Haller is now prepared to distribute tobacco seed from his plants to all who are interested. The cultivation should be exclusively for home consump-

tion and on small 10 to 12-acre plantations, which a man could work with his family. There is hardly any possibility of outside markets for cigarette tobacco being procured.

Father Haller deserves the sincere thanks of the community and all possible support for the self-denying way in which he has worked for the common good of the people of Samoa.

TINAI VALLEY GOLD

Another Papuan Venture

From Our Own Correspondent.

PT. MORESBY, Nov. 8.

MORE than usual interest is centred around mining in Papua lately, owing chiefly to renewed activity as Misima Island and the opening of the Tinal Valley, on the eastern slopes of Mt. Lawson (on the border between Papua and New Guinea).

In September, the Tinal Valley Gold Dredging Co., Ltd., was registered in Sydney with a nominal capital of 30,000 shares of 10/-, 20,000 of which were offered for public subscription and 10,000 go to vendors. These were over-subscribed in four days and the Company is starting preliminary operations immediately.

Mr. Cameron, a mining engineer, and an assistant, are arriving by the "Monitor" on November 10, and aerial transport has been arranged between Port Moresby and Garina, in New Guinea, from whence the party travels overland across the Papuan border to the Tinal Valley. Natives and cargo are being transported to the valley, where Mr. Cameron and his assistant intend to test the area taken up by the Company.

Mr. J. A. Miller, representing Misima Gold Reefs, N.L., which was floated recently in Melbourne, is in Misima with Major Stuart Love.

Mr. Miller is engaged on the preliminary work and Major Love is examining and reporting on the property. The Company has a nominal capital of £4,500, £3,000 contributing, which was subscribed to examine the leases. These leases consist of 24 acres each on the island of Misima. They were reported upon favorably by Mr. F. Mason, a mining engineer. Mr. J. E. Crocker, of Collins Street, Melbourne, is legal manager of the new company.

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FRENCH COPRA TAX

Tahiti Presents Another Point of View

From Our Own Correspondent.

PAPEETE, Nov. 28.

SOME resentment has been aroused in Tahiti over the editorial article on the copra situation, which appeared in the September issue of the P.I.M.—especially that part of it which deals with the tax recently imposed upon foreign copra by the French Government. The criticism is held to be unnecessarily harsh and unfriendly in tone.

It has been pointed out that the primary object of the tax, which applies to other oil-bearing products as well as to copra, is not to produce revenue for the French Government but to create a fund from which a bonus will be paid to planters in French Territories, to help them over the present hard times, and thus encourage further planting with a view to becoming less dependent upon foreign sources of supply in the future.

Perhaps, for the cogent reasons given by the Editor in the article referred to, the tax may fall in its purpose. Nevertheless, there is much to be said in its favour, from the French standpoint.

The people of Tahiti and other islands of the Society Group have good reason to feel chagrined when they recollect the manner in which a flourishing fruit industry was abruptly strangled by the imposition of a terrific import duty against their products in New Zealand some years ago, and the complete exclusion of island fruit from America.

The fruit business between this Colony and New Zealand was formerly of sufficient importance to warrant the Union Steamship Company sending a special intermediate steamer to Tahiti once a month; and as all the cases needed for packing came from New Zealand in the form of shooks, the trade was a reciprocal one of benefit to both sides. Only a very little fruit now goes to New Zealand, and that at Christmas time, when the price there is sufficiently high to stand the import duty and leave something over.

We are informed, also, that sample shipments of preserved fruit from Tahiti, which should be classed with figs,

dates, etc., and which do not compete with any similar lines produced throughout the British possessions in the Pacific or elsewhere, have had this tremendously high duty applied to them in New Zealand; and that, so far, the representations which have been made have not been successful in removing it, or having it reduced to a reasonable basis.

Locally manufactured perfumes and toilet articles are also held up in Australia, New Zealand and other Pacific Territories by prohibitive duties. Thus, business in these lines is just as impossible as in the case of fresh and preserved fruits; though we know quite well that all these things would be welcome to the people in those places if they were permitted to get them at reasonable prices. Evidently, there is more than one side to this tariff question.

Obviously, the present copra situation, which is of world-wide importance, is one for discussion and negotiation between the British and French home Governments. But it seems to us that in matters of more local concern, an organisation like the Pacific Islands Association might assist all the islands very materially by making a close study of the commercial relationships between the various groups, and then endeavouring to bring about a reciprocal adjustment of customs duties in respect to non-competitive lines. There is a vast difference in principle between the prohibitive tariff walls existing at present, and a protective duty.

POPULAR JUDGE

From Our Own Correspondent.

APIA, Nov. 25.

JUDGE MCCARTHY, who was to leave Samoa by "Maui Pomare" in November, to occupy a judicial position in New Zealand, had to cancel his trip at a moment's notice, owing to the political developments, as his local knowledge will be needed at the coming political trials.

The Judge and his family had been guests of honour at numerous social farewell functions lately, at which general regret was expressed over the impending loss to Apia social life. As further proof of the popularity of the Judge, a petition had been presented to the Administrator, requesting that Mr. McCarthy's services should be retained. The petition was signed by over 100 residents.

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December 21, 1933.

THE PACIFIC ISLANDS MONTHLY

31

MR. NELSON AND MR. GREENE

Sidelight on Mau Leader's Character

DETAILS of the newspaper squabble between Mr. O. F. Nelson, of Western Samoa, and Mr. Marc T. Greene, the American journalist, who recently visited that Territory, do not throw a very flattering light upon the character of Mr. Nelson and his advisers. The practice of replying to criticism by screaming abuse at one's critics may be very satisfactory to the screamer—in the heat of the moment, at any rate—but it certainly does not help to advance one's cause in any controversy where reasoned argument will ultimately decide the issue.

Mr. Greene went to Samoa and appears to have investigated the paramount political question there with thoroughness and without prejudice. His sympathies, both before his visit and afterwards, were clearly with the nationalistic ambitions of the Samoans. He felt, as all friends of Samoa must feel, that the Samoans were entitled, not only to justice, but to something more than justice, on account of the cruel maladministration which Samoa suffered between 1922 and 1930 at the hands of certain swashbuckling gentlemen from New Zealand.

Mr. Greene, a trained observer of events in many countries, came to the correct conclusion that the New Zealand Government now realises its errors and is ready to make substantial concessions to the Mau, with a view to securing a permanent settlement of the native troubles. He found, however, that one of the main obstacles in the way of a satisfactory settlement is the character of Mr. Nelson. He said in newspaper articles that Mr. Nelson, owing to his temperament and his bitter prejudices, would not be a suitable representative of the Mau in the pending negotiations with the New Zealand Administrator; and he therefore supported the Administrator in his refusal to negotiate with the Mau so long as the Mau insisted on Mr. Nelson being one of its delegates.

Mr. Greene in an article on this subject in a San Francisco newspaper was quite outspoken about Mr. Nelson. The picture he drew of Mr. Nelson was not exactly flattering; but neither was it unduly offensive. Possibly Mr. Greene was in error, when describing the personality and history of Mr. Nelson, in not giving emphasis to the fact that Mr. Nelson is an ardently patriotic Samoan, and that he has undertaken and suffered tremendous sacrifices, in both his personal liberty and his private fortune, in advocating the cause of the Mau.

In due course the "San Francisco Chronicle" of September 17, 1933, came to the hands of Mr. Nelson; and the latter, both by direct post and through the "Samoa Herald," directed a perfect tirade of abuse at Mr. Greene, who was still in Samoa. Mr. Nelson charged Mr. Greene with all sorts of things; but the only matter worthy of notice is his statement that Mr. Greene called on Mr. Nelson in Auckland and tried to borrow from him a sum of 200 dollars. The inference, of course, was that, as Mr. Greene failed to obtain this sum from Mr. Nelson, he deliberately used his position as a journalist to vilify Mr. Nelson.

But in Mr. Nelson's own newspaper, "The New Zealand Samoan Guardian," of

November 17, there is a statement which puts an entirely different complexion upon the matter. It is stated there that Mr. Greene went to the office of Mr. Nelson in Auckland, explained that owing to exchange difficulties he (Mr. Greene) had not received money due to him from certain investments that he has in public utilities in America, and asked Mr. Nelson to lend him 200 dollars on the basis of such securities. That, on the face of it, was not at all an improper proposal; but the subsequent insinuation that Mr. Greene was simply trying to extract a little easy money from a supposedly rich man eager to obtain publicity, is most unworthy and improper.

Other information to our hand shows that this incident of the 200 dollars occurred **two years ago**, and not recently; and that Mr. Greene did not ask for a loan, in the manner suggested, but instead asked Mr. Nelson if he could recommend a broker, who would handle the small matter for him. Mr. Nelson has magnified a trivial incident into something of major importance.

In a general way, it may be said that Mr. Nelson's attacks on Mr. Greene have been hysterical, savage, and unbalanced; and (what is more important) they support to a remarkable degree the very reasons which have been advanced by Mr. Greene and others to show that Mr. Nelson would not be a fit person to represent the Samoan Mau in the proposed conference with the Administrator. In fact, the man who would write such letters as Mr. Nelson has written to Mr. Greene, and about Mr. Greene, is the very last man who should be admitted to such a conference.

Mr. Greene at present is in New Zealand and we understand that he may shortly visit Sydney. It must be admitted that he is a challenging and provocative writer—just the type who would be likely to arouse the ire of a temperamental man like Mr. Nelson—but on the whole he appears to have summed up the Samoan situation fairly and justly.

During July, August, and September of 1933, 9,647 cwt. of pearlshell, valued at £63,241, were exported from Australia, as compared with 4,915 cwt., with a value of £33,575 for the corresponding period last year.

TRADING SCHOONER WRECKED

Novelist N. Hall Cast Away in Oceania

From Our Own Correspondent.

PAPEETE, Nov. 2.

NEWS has been received in Tahiti that the local trading schooner "Pro Patria," which left Papeete for Pitcairn Island nearly three months ago, is now a total wreck on the island of Timoe, a small uninhabited atoll south-east of Mangareva, and that the passengers and crew are all safe.

Further details regarding the wreck are lacking, but it is surmised that the schooner went ashore during a severe storm known to occur some time in September.

As stated in recent notes, Mr. Norman Hall, the novelist, was a passenger on the "Pro Patria," and there were also some other Americans and two French ladies aboard.

The non-appearance of the vessel caused considerable anxiety in Papeete, so that the Administration despatched the training schooner "Zeelee" to search the Tuamotus for news, with the abovementioned result. The castaways were taken to Hao Island by the Zeelee, and now await the steamer "Ville de Papeete," for final transportation to Papeete. They are expected here about November 14. It is stated that the value of the "Pro Patria" and her cargo of trading goods is covered by insurance.

EDITORIAL NOTE: Mr. Hall recently collaborated with Mr. Nordhoff in the successful new novel "Mutiny," in which is re-told the fascinating tale of the Bounty mutiny. This was the first of a trilogy planned by the distinguished American writers. The second book will describe Bligh's historic voyage in the open boat; and the third will break entirely new ground by telling of what happened on Pitcairn in the first decade after the Bounty was cast away—an almost incredible story of cruelty and lust. Mr. Hall was on his way to Pitcairn, in connection with the latter book, when the "Pro Patria" was wrecked.



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SIR HUBERT MURRAY

From Our Own Correspondent.

PORT MORESBY, Nov. 25.

THE Lieutenant-Governor (Sir Hubert Murray), accompanied by the Official Secretary (Hon. H. L. Murray) left Port Moresby on the "Laurabada" on November 20 for Yule Island, Western Stations, and Thursday Island.

Sir Hubert, after inspecting Government stations in the west, will catch the steamer on November 28 for Sydney. He expects to be absent from the Territory for three months, during which time he intends visiting Norfolk Island, as guest of the Administrator (Captain C. W. Pinney and Mrs. Pinney—Sir Hubert Murray's son-in-law and daughter.

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59 YEARS AGO**L.M.S. Arrival in Papua**

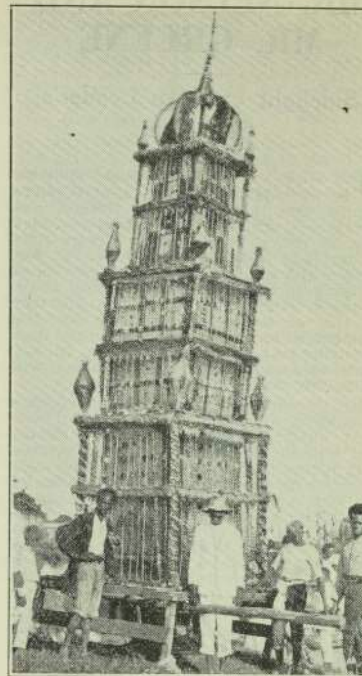
From Our Own Correspondent.

PORT MORESBY, Nov. 30.

THE London Missionary Society at Metoreia, held a service on Sunday, Nov. 26, to commemorate the beginning of the work of the Mission on the mainland of Papua. The Rev. Dr. Lawes first landed in 1874 at this place and made his settlement on the spot where the flagstaff now stands.

Actually, 1874 does not represent the introduction of the London Mission Society in Papua, for in 1871-2 South Sea Islands missionaries of the Society first crossed the Papuan Gulf to Red Scar Bay, and landed at Manu-Manu, in the "John Williams."

Manu-Manu proved very unhealthy and the teachers were removed. It was later, in 1874, that Dr. and Mrs. Lawes landed at Port Moresby—with the Captain's hopeful wishes and assurance "We shall be back in a year's time, if we can"—and started their wonderful work amongst the natives.



Imitation of Indian Temple, made of bamboo, coloured paper, etc., for a festival in Fiji, at a cost of £17. Inside are two small figures, representing the sons of Mahomet. At sundown, the whole affair is torn down and thrown into the nearest river, much to the delight of the local Fijians, who dive in and grab what they can, for decorations. A Fijian policeman is shown, standing on the right.

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NEW COMPANIES IN PAPUA

Three "foreign" companies were registered in Papua under the Companies' Ordinance during October:—

Misima Gold Reefs (New Guinea), N.L., with registered office at Misima. J. A. Miller, Public Officer.

Tropicane Limited, with registered office at Port Moresby. E. A. James, Public Officer.

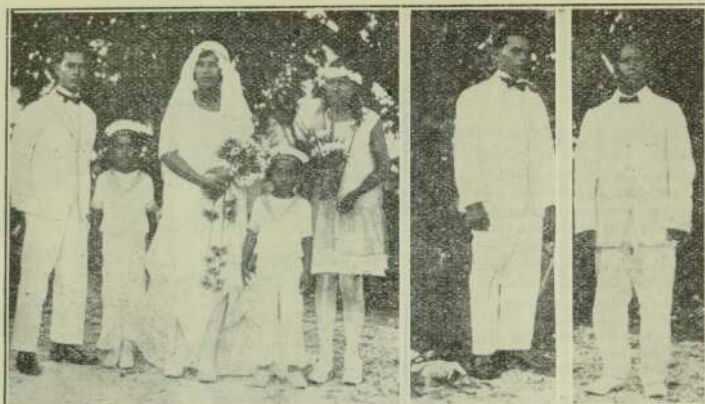
Bankers and Traders' Insurance Co., Ltd., with registered office at Port Moresby. Capt. A. S. Fitch, Public Officer.

**EARLY NUMBERS OF
"PACIFIC ISLANDS
MONTHLY."**

WE have been requested by Mr. W. F. Wilson, P.O. Box 3215, Honolulu, Hawaii, to announce that in order to complete his files of the "Pacific Islands Monthly," he is prepared to purchase early numbers of this magazine at the prices mentioned below:—

	1930	1930	1931	
	Sept.	Oct.	April	5/- each
Vol. 1—Nos. ...	2	3	9	

Persons who may have these early numbers for sale are requested to communicate with Mr. Wilson directly.



In the above photographs there are shown some leading members of the native community in Nauru, who are among the most advanced of the Polynesian peoples. From left to right, the adults are: Mr. Richard Capelle, postmaster of Nauru; Mrs. Capelle (she was formerly Miss Susannah Tim Daimon, grand-daughter of the late Head Chief Daimon); Walter Grundler, who is the chief umpire of the Nauru Australian Football League, and a very popular sportsman; and Chief Dieraragea, of Anibare district, a son of the late High Chief Isaac Daimon.

"Soft City Strangers"

Their Sad Experiences in N.I.

From Our Own Correspondent.

NORFOLK IS., Dec. 9.

AT daybreak on Sunday, November 26, the Strathnaver, sister ship of the Strathaird (which spent last Boxing Day with us) steaming south from Noumea, dropped anchor off Kingston for the day.

As on previous holiday occasions, the sea was like glass, the reef without a ripple; and by ten o'clock the island was alive with crowded lorries, cars, sulkies, and galloping horses, bearing fair freight of pretty girls in the shortest shorts that ever were seen, or veiled in flimsy frocks that blew over their heads, while pink and blue and yellow silk undergarments were displayed as racing colors.

From end to end of our little island they rode, under gallant escort of gentlemanly fellow passengers; up Mount Pitt and down by bush tracks to the romantic depth of banana valleys or rocky cliff edge—having a simply grand time. But when they came to dismount from their blown steeds, and step down into the waiting launches, for transport on board, sad sights were seen, sad cries were heard. Burnt and blistered by our summer sun, saddle-sore and skinned from thigh to ankle, the soft city strangers lamented their rashness and contemplated with distress their two last days aboard, to be spent with soothing oils and lotions and meals taken from the nautical equivalent of mantelpieces.

Apart from such unforeseen disaster, the day was a glorious success, and, as usual, Norfolk was voted the crowning experience of the entire cruise. From Captain Ohlson down—he is Commodore of the fleet and retiring after this next voyage Home—we are promised every living soul on board as a permanent resident some day. The genuine success of the visit is guaranteed by the fact that the Mongolla is already booking passengers for a visit here on January 21 or thereabouts and the Strathnaver will be seen again sometime in March—on her

return from this next voyage to England.

It is also a fact that Messrs. Burns, Philp, Ltd., who control our regular mail and passenger service, are belatedly entering the lists with their motor vessel, the Macdhui, and bringing tourists here at the New Year for two whole days. Nothing succeeds like success.

IN THE SOLOMONS

High Comm'r Will Personally Hear Grievances

CONDITIONS in the Solomon Islands—both economic and administrative—will be inquired into personally early in the new year by the High Commissioner for the Western Pacific, Sir Murchison Fletcher. Sir Murchison is going from Suva to Sydney in January, and thence will proceed to the Solomons early in February in the new Burns, Philp steamer.

It is likely that the rate of native wages (20/- per month), which has obtained in the Solomons for several years, will be reduced at an early date to 10/- per month, thus bringing the Solomons into line with New Guinea. The fact that they have had to pay 20/- for labour, while a few miles away across the boundary the

same service was purchased for 10/-, has long been a source of grievance to the B.S.I. planters.

Another matter that is receiving urgent attention is that of the competition offered to the European traders in the Solomons by increasing numbers of Chinese traders. The Chinese, importing large quantities of manufactured goods from the Far East at ridiculously low prices, have been able to undersell the European traders and stores to a degree almost beyond belief. Also, the conditions under which they operate have enabled them to outbid the European traders for B.S.I. produce.

The European traders have made bitter protests; but until recently, the Administration simply continued to issue trading licenses to the Chinese. In this regard an instance has been brought under our notice.

Early in November, Mrs. Bignell, of Fulakora plantation, Ysabel (in the absence of her husband), wrote to the resident Commissioner, referring to a report that Chinese had been allowed to obtain land whereon to establish stores at Ysabel; and she pointed out that already Ysabel was supplied with adequate European stores and trading vessels. "I cannot understand the policy of the Administration in crushing out the British trader in order to provide a living for Chinese," said Mrs. Bignell.

The Resident Commissioner replied, on November 11: "I have the honour to acknowledge receipt of your letter, in which you express your views on the advisability of allowing Chinese to trade in competition with the British stores at Ysabel."

Which, to say the least of it, is neither a helpful nor a tactful reply to a well-known British planter who is naturally anxious about future economic conditions in the Solomons.

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A1-93

Two famous prospector-explorers of New Guinea, who are at present away in the Sepik River District. On the left, Mr. Alf. Belfield, who is known all over the region between Morobe and the Dutch border and who, despite his age, can outwalk most of the younger men. On the right, Mr. Dick Glasson, one of the original pioneers of the Morobe field.

Photo by
Mr. L. V. Waterhouse.



INDIAN AGITATORS

"Common Roll" Problem in Fiji.

A GUARDED but very interesting reference to the Common Roll problem in Fiji was made by Sir Henry Milne Scott, of Suva, in an address at the Millions Club, Sydney, on December 11.

Sir Henry briefly described the position existing in Fiji—the attempt to provide in the Legislative Council, through communal rolls, adequate representation for 5,000 Europeans, 90,000 Fijians, and 70,000 Indians, while ensuring that the control of the Colony by Europeans should not be interfered with. He indicated that while the majority of Indians are satisfied with present conditions, there is a minority which conducts a ceaseless agitation for the Common Roll—that is, that an Indian shall have the same voting power as a European.

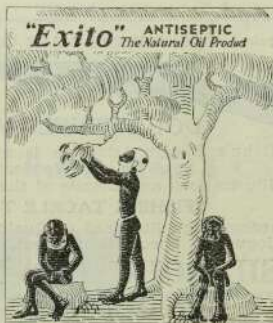
Sir Henry expressed his opinion that the present system is as near to the ideal as practical considerations will permit—a view that will be heartily endorsed by every intelligent observer. But he gave a hint, also, that the British Colonial Office is under constant pressure from the India Office to give greater political concessions to those Indian agitators in Fiji, and that there is always a danger that a very dif-

ficult situation will develop in this Crown Colony.

It is to be hoped that the Fiji Government will hold staunchly to the policy which has worked so admirably up to the present and brought Fiji into its present satisfactory condition. It may be that the time has come for very plain speaking—when the Indian agitators must be told that as a matter of practical politics, based on scientific fact, Indians in any part of the British Empire cannot expect to be given a franchise equal to that of the British themselves. A firm line should be taken in Fiji. If these agitating Indians are dissatisfied with the conditions there they should be promptly shipped back to India. Under such conditions the nuisance would very soon disappear.

Some tar and a few feathers might also be provided for some of the dreamy idealists who ignore ethnographical facts and persuade our coloured friends that, in the science of Government, all men may be regarded as equal.

Mr. Grand, new manager at Norfolk Island, for Messrs. Burns, Philp (South Seas) Co., Ltd., is winning golden opinions for his kindness and courtesy, allied to keen business ability (says our N.I. correspondent). Madame, born and brought up in Paris, is a tower of strength on the social side—bringing gaiety and laughter into any party with her quick wit and pretty broken English. They are a real addition to the island.



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December 21, 1933.

THE PACIFIC ISLANDS MONTHLY

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FASHION NOTES FOR ISLAND WOMEN

"CONFIDENCE," says the French philosopher, "brings more to conversation than wit itself can bring." How often do we face the world with calm, almost contemptuous indifference, secure in the knowledge that our clothes are just right for the occasion.

Going here, going there, makes the "little frock" an absolute necessity, and nothing could be better for this type of frock than "wartime silk," first cousin to our old friend, sponge cloth. It has so many things in its favour—economy, splendid wearing qualities, and, joy! it requires no special care in laundering.

A frock of beige or string colour made on tailored lines is the personification of chic, when trimmed with buttons and buckle of tortoiseshell, which is of such negligible cost in the Islands. Brown shoes, gloves and bag complete the perfection of the ensemble.

Nowhere is the dinner frock such a necessity as in the tropics. It can be so charming, with its low square neck, full, short sleeves, and softly falling skirt that our wardrobe should boast at least two of these in washing materials of any design. The materials are so varied, too, that scope for individuality is unlimited.

King Neptune's influence thrills us. The fish-tail silhouette is new. One feels and looks like a mermaid, with the skirt hugging the knees, then spreading itself in graceful flow to the hem line.

Who, indeed, would fail to succumb to a white satin evening gown made on these lines, dotted here and there with gold sequins or embroidered with spots of gold thread? A gold shoe and the tiniest of gold lame or sequined cocktail-caps, and the world is ours!

With the new silhouette, lingerie has become even more important, and the very newest is cut on the cross. Since petticoats are to be slim, the six gore has achieved great success and is a universal favourite. Nightgowns have the appearance of modified evening gowns, and boast tiny sleeves or added epaulettes.

Coffee, or Paris, lace is added to tea rose pink and Nile green in either georgette or crepe-de-chine, and the most delectable undies are the result.

Bare legs have come to stay in the realms of sport. Since to wear stockings for tennis is to be conspicuously overdressed, how sad it is that so few can boast "good complexioned" legs. An overseas manufacturing chemist has produced a new paste which has the effect of magic on leg blemishes, and gives the appearance of stockings of dull silk. Unfortunately it is not procurable in Australia—as yet.

For the beach, too, stockings are de-mode, and Roman sandals are madly sought after by the modern flapper, who lacquers her toenails to match her fingernails—a vivid scarlet.

Bathing costumes (or what there is of them) are the last word in daring. Some consist of brassiere tops and shorts, the more modest being merely backless. Long lines of cars roll incessantly towards the beaches, piled with young things clad in shorts and slacks. Slacks for beach wear are becoming increasingly popular, and are the mode for young and old alike. They are seen in many and varied colour-

ings, and in some instances are a decided improvement.

Beach dresses with low-cut backs are putting pyjamas well in the background, and are both useful and attractive, a particularly delightful one being of green diagonal striped cotton with plain green belt and shoulder straps. A green and white coolie hat of shiny straw and white sandals fill the wearer with intense satisfaction. Try it for your next swimming carnival. You'll be an instantaneous success.

Mr. Hubert Sturzenhofecker, and the Misses H. Reiner and Ruth Schnabel, of Mavaria, arrived in Sydney in the Mosel on their way to New Guinea, where they are to take up posts as teachers at the Lutheran Mission Settlement on the Milkin River. They will remain at the settlement for about 10 years.

Light Horsemen for N.I.

From Our Own Correspondent.

NORFOLK IS., Dec. 9.

THERE is a proposal, through the columns of our little weekly paper, to form a local troop of Light Horse—to be richly accoutred and lavishly paid and captained—we believe by Mr. J. A. Macarthur-Onslow, at the present resident here, and a member of a well-known Australian family.

Seeing that the island is only seven miles long by five wide, and that the able-bodied youth, upholstered and equipped according to individual fancy, already spends about a third of its waking hours ranging the roads on horseback, it is difficult to see what would be gained by mustering them expensively in a body and manoeuvring and deploying about the island en masse. They would be poor defence against any enemy attack from the sea, and the hard-up community at large is speculating as to what financial resources would be called upon to provide arms, equipment, and uniform.

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Books Worth Reading

I know an Island—a Romance of the South Seas, by Julian Hillas; published in London.

This is a first-class novel, with a South Seas setting and a plot on conventional lines. The young Englishman of good family goes to the Pacific in search of adventure, expecting to find there the things that are always expected in these circumstances. He meets, of course, the highly-educated half-caste Polynesian girl, loves her passionately and—because he is trained in the public school tradition—insists upon marrying her, and thereby involves himself in the usual social tangle. It is not a subtle plot; but action is quick and lively, dialogue is bright and clever, and the story presents in convincing fashion the atmosphere of Islands life.

The notable feature of the book is the manner in which the author deals with the half-caste problem and the relationship between European men and Poly-

nesian women. The subject is discussed in great detail, but we are brought no nearer to a solution of the problem. The characters of the typical South Seas trader, schooner captain, Catholic priest, Nonconformist missionary and immoral planter are mercilessly limned. Julian Hillas (Captain Julian Dashwood) lived for a considerable time on Rakahanga, in the Cook Islands, and his local color is true. Much of the action takes place on Tongareva—which is Rarotonga thinly disguised—and those of us who know that charming place will recognise many of the scenes and characters.

It is one of the few really worth while novels based on Pacific Islands life.

In Wild New Britain—the story of Benjamin Danks, pioneer missionary.

Rev. Benjamin Danks, one of the pioneer missionaries of the Methodist Church in the Pacific, went to the Duke of York Islands (Bismarck Archipelago) with a number of Fijian teachers in 1878; and from that point he spread the influence of his Church all over the north-east

corner of New Britain. His earliest efforts were directed to the tribes which lived around Blanche Bay, and Mr. Danks, often accompanied by his devoted and heroic wife, and battling constantly against virulent fevers and heart-breaking discomfort, travelled on foot many times over the districts where Rabaul and Kokopo now stand. He carried on his work in various islands of the Pacific, but his main effort was directed towards New Britain, and, in the course of his long lifetime, he saw a great change take place in the character and disposition of the native people. He saw inter-tribal fighting stop, cannibalism discontinued, the Germans come and go, and the final establishment of the Australian authority. His great physical strength and indomitable spirit enabled him to overcome incredible difficulties, particularly in the early days of the Mission in New Britain. He had many clashes with savage tribesmen and equally dangerous white traders, but he came through unscathed and died in his bed early in 1921, greatly honored. His diary has been carefully edited by his son-in-law, Rev. Wallace Deane, and this interesting book is the result. It is not only an inspiring contribution to the literature of the Pacific Missions—of which we have a great mass—but it is also a very valuable addition to the early history of the Bismarck Archipelago, and, as a book of reference, it should be in every library. It would have been more useful, however, if it had carried a map or two, and an index.

Our copy from Angus and Robertson, Ltd., Sydney. Price 6/-.

The Game Darrells, by Leslie Haylen.

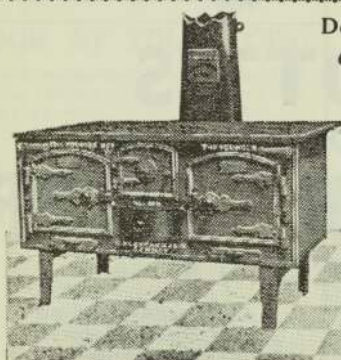
Everywhere throughout the Pacific Islands one meets people who love the Australians and Australian social life, but jeer constantly at Australian politics and conditions incidental thereto. Such people will read this book with delight. It is simply the story of the rise, fall, and rise again of a typical Australian family. They have a sheep station; then they are driven to a backblocks farm; they move on to live in a country town; and then the head of the family successfully enters politics and they live in Sydney. The story is commonplace, but the manner of its presentation introduces us to a new Australian writer of outstanding ability. It is a quick-moving tale which scintillates with humour, satire, and cynicism. We read about ourselves; and led by this clever, cunning author we find ourselves laughing immoderately at ourselves and our funny politicians. There has been a flood of new Australian books by new Australian authors lately. This is one of the best of them. Some parts of it deserve to take a permanent place in Australian literature.

Our copy from Macquarie Head Press, Sydney. Price 6/-.

Mrs. G. H. Davis, wife of the postmaster at Rarotonga, Cook Islands, arrived in Sydney during the month. Mr. Davis will visit Sydney, on long leave, early next year.

Captain C. R. Pinney, Administrator of Norfolk Island, accompanied by his family, and by Sir Hubert Murray (who has gone to N.I. on holiday) will arrive in Sydney at the end of January.

Rev. W. H. MacFarlane, who recently retired from Torres Straits after 17 years' mission work there, has taken up secretarial duties at the Island office of the Australian Board of Missions. Mr. MacFarlane's new duties include a good deal of travelling.



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LAND-HOLDING ANOMALIES IN NEW GUINEA

Plea For Early Re-appraisal and Encouragement of New Settlers

Written specially for "Pacific Islands Monthly" by "Investor."

I HAVE just returned from a visit to the Mandated Territory, where I had been instructed to seek suitable land for development. My experiences have been interesting to a degree, and I have become entirely convinced that, whilst on the one hand there is an exceptional opportunity for profitable investment in primary products in the Territory, on the other, drastic alterations in the present system of land holding are badly needed.

The richness of the land in the Territory from an agricultural standpoint is obvious. With this richness, accompanied by abundant rainfall and moderately efficient native labour, there is ample scope for investment.

But much of the most desirable freehold land is held by men with little or no capital or as dummies for vested interests. On approaching the present holders—they will never become owners—one is met with a rabid desire to sell at exorbitant prices.

The conditions governing the sale of properties are set out in the Treaty of Peace Regulations (46-59) which state that the Custodian of Expropriated Properties (in whom all lands under the Mandates are vested) shall not sell to any purchaser other than to:—

- (1) A person who is an Australian soldier or who is a natural-born British subject.
- (2) A Company registered in Australia, in which at least two-thirds of the shares, issued by the Company, are held by natural-born British subjects.
- (3) A Company registered in any part of the Empire in which at least two-thirds of the shares issued are held by natural-born British subjects.

The properties were sold by tender and duly allotted. The terms of purchase to Returned Soldiers were extremely liberal; 5 per cent. on deposit, 10 per cent. in one month after acceptance of tender, the balance spread over 80 quarterly payments. The terms to Companies were 5 per cent. deposit, 10 per cent. on acceptance, 15 per cent. before possession was given, and the balance spread over 10 years with interest at the rate of 6½ per cent. on balance.

So far, so good. As far as can be ascertained, little or no enquiry as to the purchaser's ability to pay were made and the position to-day is not satisfactory. Of the developed properties, about 98 per cent. were coconut plantations, and, as copra was then bringing from £25 to £35 per ton, with cost of production ranging from £6 to £16 per ton, everybody had money to burn; and many of the "or-

iginals" did burn it. Planos, which rusted in six months; radios, which blasted the ears with static; motor cars with petrol at 3/9 per gallon and a 40 per cent. freight rate from Sydney. Beer at 35/- per case and spirits at 15/- per bottle, accounted for much of the profit which should have been set aside against the purchaser's commitments.

With the depression, hard times came; copra dropped, with other primary products, to £10-£12 per ton, and less. The settlers obtained a Moratorium of payments to the Custodian, but have had to pay interest to the "firms" on monies advanced. The majority of the planters are well in debt to the "firms," who are now practically in possession, with liens on the properties which will never be lifted if prices do not come back and stay back.

Many of these properties are huge domains, with a fringe of coconut trees, the vast majority of which the Germans planted before the occupation. An enquiry from official sources as to the number of acres planted since the occupation disclosed a pitiful fraction of the whole. The extent of some of the areas held covers thousands of acres and, in some cases, not a single improvement has been effected.

I have the particulars of one property offered and will quote from the figures given, which were checked, and show a lively desire to make a "pot" and get out with "an unearned increment," which our single-tax friends so often refer us to:

Area tendered for in 1920—13,000 hectares (Ha equals 2½ acres).

Actual area by measurement, 22,000 Ha. Planted on possession, 4000 Ha.

Number Ha. now planted (after eight years) 4127—that is, only 300 acres improvement in eight years.

Purchase price, 2/6 per hectare.

The holder has sold 6,000 hectares at £1 per hectare, all of which was paid to one of the firms "off the loan." This man has to sell all his copra to the "firm," purchase all his goods from the "firm," and, in effect, is a tied man without the capacity, the ability, the desire or the hope of ever doing anything to bring the balance of the land into development of any kind. He is holding (without payment during the Moratorium) 10,010 hectares or 20,525 acres of rich land which should be available for other people who have the desire, the capital, and the ability to develop the area.

This case is typical of many—so many that surely the time has come for the appointment of a Court of re-appraisal consisting, say, of an experienced administration official, a member of the Planters' Association, and a representative of the Federal Government, who would have all the facts placed before them and the holder should be called on to show cause why the original contract should not be varied. The facts would be (say), "You have 10,000 hectares of land, 1000 under cultivation; you have in eight years planted 10 hectares in coconuts. You have taken off so many tons of copra. You owe £3,000, which you have borrowed on the security of the coconut trees on the property you have not paid for. The purchase price of the property was £3,000; you have £150. The Court wants to know:—

"1. What are your intentions as to developing the 9,000 virgin hectares untouched for the eight years you have been on the place?"

"2. What resources have you to carry out the development?"

"3. Why have you only planted 17 hectares in eight years?"

In many cases such as this the answers to 1 and 2 would be that he would like to do a lot of things, but has not the money.

In reply to 3 he would probably blame (a) the price of copra, (b) the prices charged by the firms for his goods (high, of course, but carrying the risk of the unsecured creditor), (c) the Government, (d) the lazy native. But he would be silenced if his personal spendings were set out.

The court should then give: (a) full credit for the monies paid; (b) full credit for the improvements made; a reasonable area of virgin land for development in

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"KEEP ON KEEPING ON!"

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conformity with the holder's ability to pay for; take a first mortgage over the place and give the firm a second mortgage as security for their loans; throw the balance open for sale to new purchasers on easy terms and include the same provision in the contract which was contained in some of the grants made by the German Government, that unless the property was properly taken in hand, cultivated, and properly used, the property would revert to the Crown.

Under this scheme, the settler would be relieved of huge amounts of interest on capital which he will never be able to pay, notwithstanding the tolerant attitude of the Custodian and the Federal Government. He would have a virgin area within his means, and would be freed from the domination of any "firm" and, in many cases, would be able to borrow from the Bank to develop on the security of the mortgage. The firms would have a regularised registerable second mortgage where now they have nothing more than a lien which unofficially the Custodian recognises, but which on test would not be enforceable and would probably be frowned on by the

Government of Australia as against public policy. As it is now the Banks, naturally, will not advance on virgin country on which no title exists.

The Government and the people of Australia would be advantaged tremendously, as undoubtedly the residues of virgin land would be eagerly taken up by land-hungry young men in Australia who ballot on every Crown Land sale and never get a chance; and populating the Islands with new blood would give the Territory the boost it badly needs.

A judicious policy of advances for development in coffee, cocoa, ginger, rice and other tropical products would give a greater return in national wealth than subsidising with relief work, and the able, young men whose morale is being weakened day by day instead of being made self-reliant pioneers, who, with ordinary application, would be comfortably off in a few years.

The dummy would be exposed and the real holders, would be forced to develop or surrender. Every settler, planter and official can tell who the dummies are, but nothing is done to shake this incubus off.

The policy of the Government has been that no more land shall be freehold, but held on leases. The Ordinances regarding leases are very vague especially in respect to re-appraisalment. From enquiries made, it is evident that a trap exists for the unwary leaseholders, Jones and Smith, taking up separate leaseholdings can get very different treatment. If Jones puts his back into it and spends money in development, he will be faced with re-appraisalment on a vastly different basis than Smith, who just slouches along and makes a living. There is no equity in making the producer pay heavily and letting the loafer off easily.

It is not to be inferred that the Administration have done this; but there is no protection visible to prevent it being done. In other words, the position in this

respect needs clarifying, as does the freehold position. There should be, in brief, security of holding where there is development and none where there is not.

The position in respect to land tenure is intimately connected with the freight position. The freights and charges are a source of permanent grouching by all who seek to do business in the Territory; but with many thousands locked up in "advances" to planters, the firms must protect themselves. They are aware that they have an unregistrable mortgage, and, if the Custodian came down on the settler or planter, their "equity" would be valueless and the protection is shown in the freight rates.

The vexed question of "native rights" has been largely settled by the common-sense and resolute action of the present minister, Major Marr, and to him, the new Council, and the Administration these suggestions, outlined herein, are commended. The Territory offers wonderful possibilities for the establishment of primary production, and every effort should be made to encourage this development, not by harshly treating those who took their courage in their hands in the early days after the war, but by reviewing the position with justice and equity to all concerned. Development is lagging and must be quickened, else we will have no right to hold what we rightly took and what represents probably all that Australia won, in a material sense, from the war.

NEW GUINEA PUBLIC SERVICE

The following changes have been notified in the Public Service of New Guinea—

PERMANENT STAFF APPOINTMENTS.

J. Hepburn, Cadet, District Service.
L. W. Morley, Inspector of Mines and Machinery.
W. E. Sellen, Health Inspector.

TRANSFERS.

A. H. Ross, Patrol Officer, Kavieng to Salamaua.
H. E. Woodman, Assistant District Officer, Rabaul to Kavieng.
A. A. Roberts, Patrol Officer, Rabaul to Salamaua.
A. K. Walker, Clerk, Rabaul to Salamaua.
F. W. Mantle, Assistant District Officer, Madang to Gasmata.
H. L. R. Niall, Patrol Officer, Talasea to Rabaul.
J. L. Taylor, Assistant District Officer, Salamaua to Rabaul.
A. F. Kyle, Patrol Officer, Salamaua to Rabaul.
F. E. Cattell, Medical Assistant, Rabaul to Kieta.
A. E. Wilkinson, Medical Assistant, Rabaul to Gasmata.
G. D. Broome, Medical Officer, Kavieng to Rabaul.
N. F. McKenna, Medical Officer, Salamaua to Kavieng.
J. Morris, Medical Assistant, Gasmata to Salamaua.
R. M. MacKinnon, Nurse, Rabaul to Kavieng.
C. W. Thomas, Medical Assistant, Rabaul to Salamaua.
B. A. Sinclair, Medical Officer, Rabaul to Salamaua.
G. K. Whittaker, Medical Assistant, Salamaua to Rabaul.
E. P. Hitchcock, Medical Assistant, Salamaua to Rabaul.
L. Bell, Medical Assistant, Kavieng to Rabaul.
TEMPORARY EMPLOYEES—APPOINTMENTS.
V. Weatherall, Typiste.
J. McLaren, Nurse.
J. Hill, Roadmaster (New Ireland District).

TRANSFERS.

V. Weatherall, Typiste, Rabaul to Salamaua.
J. D. Powell, Foreman Carpenter, Salamaua to Rabaul.

POLICE FORCE.

A. E. Halley, appointed Warrant Officer.
A. S. Kellock, Warrant Officer, transferred from Rabaul to Kokopo.

J. H. MacGregor Dowsett

RABAU, NEW GUINEA,

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RELIABLE CARS, SERVICE & DRIVERS.
Gramophones and Latest Records.
Musical Instruments and Sundries.
Cameras and Photographic Goods.
Developing, Printing, Enlarging & Framing.
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ECONOMY**

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Some day my chance will come."

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Details,
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WE TEACH WHEREVER MAILS REACH



Missionary Work in Fiji

Extensive preparations are afoot for the celebration of the completion of 100 years' of work in Fiji by the Methodist Missionary Society. The first European missionaries (Rev. Wm. Cross and Rev. W. Cargill) landed on Lakemba beach on October 12, 1835; and that is the date fixed for the celebrations.

The accompanying photograph shows one section of the work of the Methodist Missions in Fiji. It shows healthy, happy children at the Jasper Williams boarding school at Lau-toka.

Block by courtesy of "Missionary Review."

MARRIAGES

Mr. B. Baker, who formerly was a member of the New Guinea public service, was married on December 15, to Miss Zoe Jordan, daughter of Mr. Ben Jordan, head of the well-known Sydney firm of process-engravers. Mr. and Mrs. Baker are

leaving immediately for Rabaul, where Mr. Baker, for a few months, will take charge of one of the legal firms. Later on, they will go to Wau, the goldfields' centre, where Mr. Baker will settle down to practise as a solicitor.

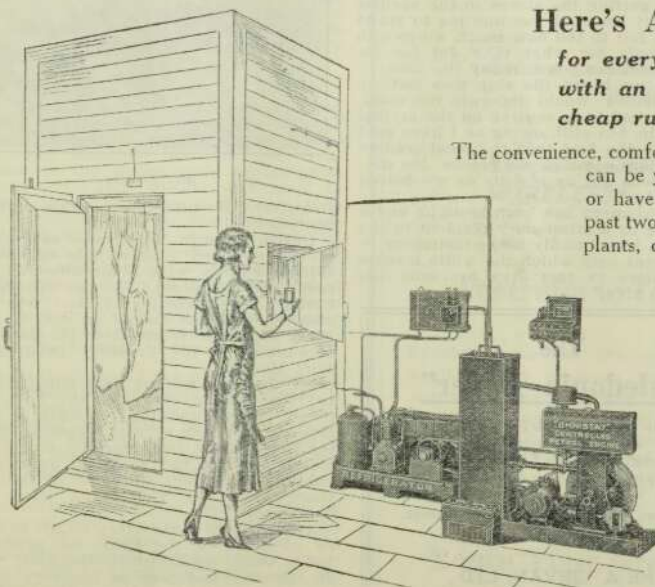
Mr. S. G. Middleton, patrol officer, of the Papuan public service, who is in Australia on long leave, was married in De-

cember in Miss Matty Richter, of Waterford, near Brisbane. The ceremony was performed at the Lutheran Church, South Brisbane, by Rev. B. Reuther. The bride was given away by her brother, Mr. Stan Richter. Mrs. Elsie Cellars was matron-of-honor, and the best man was Mr. H. O. C. Littlechild, also of the Papuan service. Among many friends present at the ceremony was another Papuan official, Mr. T. V. Lowney.

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Here's Automatic Refrigeration

for every Homestead
with an "OMNISTAT"-controlled
cheap running Petrol Engine.



The convenience, comfort and economy of automatic electric refrigeration can be yours even if you have no electric current supply, or have a lighting plant already fully loaded. For the past two summers OMNISTAT - controlled refrigerating plants, driven by water-cooled petrol engines, have been giving trouble-free service in N.S.W. and Queensland. The engine is started automatically whenever the temperature in the cool-room rises above a predetermined safe-point, and is stopped again when the temperature has been sufficiently reduced.

Write to-day for full particulars and prices, free of Australian Customs Duty.

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COOK ISLANDS PERSONAL NOTES

From Our Own Correspondent.
RAROTONGA, Nov. 20.

Our C.M.O. is now Dr. Macknight, who, with his wife, arrived a month ago. Samoans will remember him for his most successful surgical work when in charge of the hospital there. His reputation had arrived in advance of him, and the operation cases have been steadily queue-ing up, so the doctor will have a busy six months.

The Headmaster and Superintendent of Schools in Rarotonga, Mr. McKenzie, once of Niue and later of Aitutaki, is leaving on furlough. We hope that in New Zealand he will recover his health and return his usual energetic self.

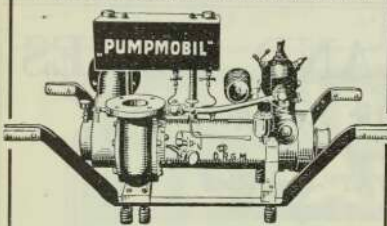
The annual exodus has started already. Next month will see a great diminishing in our numbers, though it is surprising how many of us there are left to "get together" at Christmas and New Year.

W. M. FORD
SHIP, YACHT, AND BOAT BUILDER,
BERRY'S BAY, NORTH SYDNEY
(Established 1870.)

BUILDERS of all kinds of Islands Craft from Dinghies to Auxiliary Schooners of any tonnage. New and Second-hand Islands Craft of various types in stock.

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PUMPMOBIL
Light & Portable MOTOR PUMPS.



Weight about 140 lbs. — Automatic Priming. — Reliable and Efficient. Especially suitable for Prospecting and all Sluicing requirements.

Particulars from
NELSON & ROBERTSON
12 Spring Street — SYDNEY

**MISSIONARY THANKS TRADERS****Good Relations In the Solomons**

IF some of the hard-bitten old missionaries, who roamed the South Seas 60 and 70 years ago, fighting off cannibals on the one side, and conducting almost a ceaseless war against European traders and recruiters on the other, could have been present at the last annual meeting of the Melanesian Mission in London, they might have decided that the Millennium had arrived.

The Rev. D. E. Graves, who was Administrator of the Diocese of Melanesia last year, when the new "Southern Cross" was wrecked, made the following statement at the meeting:—

"Before I start to speak about the general work in Melanesia I want to say a few words about one class of the community which has not had any public word of thanks for what they did for the Mission when the "Southern Cross" was lost. We have heard how much was done by England, Australia and New Zealand; but I want to thank, on behalf of the Mission, the trading community of the Solomon Islands for what they did for us when they heard that the ship was lost.

"Any trader or planter who had a ship of any kind came to our rescue. If they had not done so, I do not know how we could have carried on. All the stores were lost. Replacements were sent from Sydney and were landed in the Solomon Islands, but there appeared to be no way of getting them to their respective stations, till the traders and planters came down and carried the stuff for us, charging only out-of-pocket expenses and many of them refused any compensation even for out-of-pocket expenses.

"As one on the spot who was responsible for getting the stores to the various stations, it would ill become me to stand here and fail to tell how much we owe to those people for what they did for us. The Mission can never repay the debt.

"When we heard the ship was lost we realised how it would dislocate the work. All hopes had been centred on the arrival of the ship, but still, owing as I have said already to the fact that the local traders and planters came to our rescue, the dislocation was not as serious as we feared it would be."

This statement has been brought under our notice by a missionary resident in the Solomons, who "gladly bears testimony to the frequent help which the white traders and planters in this area are only too willing to give."

The "Caledonia Dover"

A COOKING STOVE guaranteed to give complete satisfaction and now recognised as **THE BEST** on the market. Suitable for coal, coke or wood fuel.

Illustrated Catalogue on request.

LANE & GIRVAN, LTD.,
BONNY BRIDGE, SCOTLAND.

Mr. L. V. BROSSEY**Retires From Papuan Service.**

From Our Own Correspondent.
PT. MORESBY, Nov. 5.

Mr. and Mrs. L. V. Brossey, after a series of farewell parties, left the Territory by the Montoro on October 18 for Australia. Mr. Brossey has retired from the public service of Papua, after 20 years' service.

Mr. Brossey arrived in the Territory in 1913, and joined the Treasury staff and remained in that Department 14 years. In 1928 he was transferred to the Central Court of Papua, where he was appointed



Mr. Brossey.

Registrar. He held that position until his retirement.

During the war, Mr. Brossey saw service in Gallipoli and France. He enlisted in 1915 in Sydney with a machine-gun section (20th Battalion). He was wounded at Pozieres in August, 1916, and was discharged, with the loss of an eye, in May, 1917; and later returned to his duties as accountant to the Treasury Department, Port Moresby.

Mr. Brossey will be very much missed in the Public Service by both his fellow officers and the residents of Port Moresby. It was he who helped to found the Golf Club in Port Moresby, and it was mainly through his consistent and enthusiastic work as hon. secretary, in its initial stage, that the Golf Club lived and flourished.

At a farewell party given to Mr. Brossey by members of the Club, the president, Judge Gore, remarked on the good work Mr. Brossey had done as honorary secretary, and stated that there was no doubt that the Club would not be alive to-day but for his untiring energy and interest.

December 21, 1933.

THE PACIFIC ISLANDS MONTHLY

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NEW and QUICKER SERVICES

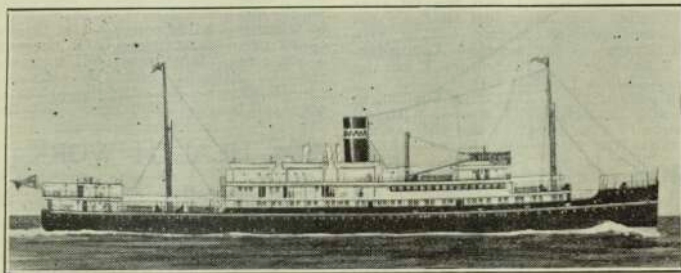
N. Guinea and Solomons Vessels on Improved Itineraries.

SOME re-arrangement of the time-tables of the Burns, Philp steamers, affecting New Guinea and the Solomon Islands, has been made as a result of the introduction of the new motor vessel Malaita, which has just arrived from England.

takes in the Manus calls) has not been altered.

It should be explained that these new time-tables have been exceedingly difficult to fit in, and there has been much communication concerning them between the Federal authorities and Messrs. Burns, Philp & Co., Ltd. The arrangements set out above are merely tentative for the present, and extend only until the end of March.

The Malaita, on her maiden trip, arrived in Salamaua from England direct on December 13, and went on to Rabaul where she was due on December 15. She is proceeding to Sydney via Samarai, Townsville, and Brisbane.



M.V. Macdhui—which is of same type as M.V. Malaita.

As will be seen from the time-tables published elsewhere, the Malaita replaces the Mataram in the Solomon Islands service in January. It will be noted that her greater speed enables her to make the Solomon Islands round trip in January-February in less than four weeks.

Taking advantage of the new vessel's greater speed it is proposed, commencing in February, to extend the Malaita's run from the British Solomon Islands up to the coast of Bougainville and through to Rabaul, the round trip then taking, approximately, six weeks.

In consequence of this, it is proposed to alter the itinerary of m.v. Macdhui, which is one of the vessels carrying on the Papua-New Guinea-Sydney service. In the past, the Macdhui has run out from Rabaul to the Bougainville Island ports (about every six weeks) and back to Rabaul, before returning to Sydney. It is now arranged that the Macdhui will reduce her itinerary by about a week, by cutting out the Bougainville run and giving more attention to the goldfields ports, in the manner shown in the new published time-table. The Malaita, running up from the Solomons to Rabaul in the manner described, will give service to the Bougainville ports, in place of the Macdhui.

The advantages of the new arrangement are three—the Macdhui will provide a quicker service between New Guinea and Papua and Australia; the Morobe goldfields will have a better service; and a valuable new link will be established between Rabaul and the British Solomons.

Incidentally, from the tourist point of view, the new run in the Malaita up through the Solomons to Rabaul, via Bougainville, should become highly popular. It will be a very attractive and interesting trip.

The itinerary of the Montoro (which

RELIEF FOR N. G. PLANTERS

Big Firms May Remit 6 Months' Interest

A DECISION of much importance to planters in the Mandated Territory of New Guinea is announced, as we go to press, by Messrs. Burns, Philp & Co., Ltd., and Messrs. W. R. Carpenter & Co., Ltd.

It is as follows: Should copra remain at an average price of £10 per ton, or less, for the six months ended March 31 next the two companies will credit the accounts of their clients in the Mandated Territory with an amount equal to the amount charged for interest during that period of six months. This decision—assuming that copra remains at a low price—is equivalent to a gift of at least £20,000 to the clients of the two companies referred to.

The decision was taken by the two companies as a gesture of goodwill to the holders of New Guinea plantations who are mostly soldier-settlers and who have been trying to pay off the cost of the Expropriated plantations on which they were placed. It means that, taken in conjunction with a Moratorium which has been allowed by the Australian Government, occupiers of the plantations will be living practically free of rent and interest charges, as well as of capital charges, during the period of the copra slump.

Christmas and New Year Greetings

Send a greeting message to your friends abroad during the Festive Season.

Special Greeting Rates available via "BEAM WIRELESS" from 14th December to 6th January inclusive

Australia to United Kingdom 10 words 4/-

Special cheap services also available for greeting messages between Australia and Pacific Islands; and from Australia and Pacific Islands to European countries; North and South America; Canada, and other places.



For particulars of cheap rates for greeting messages, enquire at any Post Office or Radio Telegraph Station or at City Offices of Amalgamated Wireless (A'sia) Limited.

Route Your Greeting Messages via "BEAM"

G. AND E. GIFT

£750 for British Navy

THE Government of the Gilbert and Ellice Islands offered £750 recently as its contribution towards the cost of the defence services of the Empire.

The offer has been gratefully accepted by the British Government, and the High Commissioner for the Western Pacific (Sir Murchison Fletcher) has been asked to convey sincere appreciation to the colony.

The Resident Commissioner's report for the year 1931-32, just to hand, shows a deficit on the Colony's finances (revenue £49,110; expenditure, £53,946) of £4,836. This was the first deficit recorded for many years. The surplus usually is anything from £10,000 to £20,000. The accumulated surplus, from 1925-26 to 1930-31 was nearly £70,000. The Colony's statement of assets and liabilities shows no public debt, and an excess of assets totalling £111,364. The main sources of revenue are customs duties, native taxes and licenses. There is £90,000 lying on fixed deposit.

Short-lived Adventure

A PARTY of adventurers, whose plans included hunting and film photography, and whose proposed venue included the South Sea Islands, left London in October in the topsail schooner "Myonie B. Kirby" (73 tons), but they did not get very far. The little ship was dismasted off Brest, was taken in tow for Falmouth, but broke away; and a lifeboat rescued the crew and took them to the Scilly Islands, where they were clothed and fed. Apparently the vessel, which was a 50 years' old veteran of the Arctic regions, was lost. Mr. Bryce Gibson and Herr Karl Berkke were the leaders of the party, and they had planned a voyage of five years. It actually lasted five hours.

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FOR

ISLAND USE.

Made on Galvanised Tree, Copper Tacks and Rivets, Best Selected Leather, All-Brass Fittings.

No. 1. STOCK or PARK SADDLES, with Mounts .. £5 10 0

No. 2. STATION STOCK SADDLE, with Mounts, 4in. Pads .. £7 0 0

No. 7. The Famous NEVERTIRE STOCK SADDLE, with Mounts and Surcingle, 5in. Capped Knee Pads, Pigskin Seat. Complete .. £8 8 0

We Pay Freight.

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J. P. TALTY,

6 Cunningham St., Sydney

FIJI'S FUTURE

"All the Eggs in One Basket"

Letter to the Editor.

WITH reference to my letter which was published in your October issue, under the heading of "Scope for Development in Fiji," I notice with some surprise the contribution was not published in its entirety.

No comparison was intended, nor attempt made to compare the Fiji Administration with that of Australia at the present day. But most certainly an effort was made to contrast the methods employed in Fiji in developing a new country with this of Australia in the early or pioneering days, and I can see no reason to alter my assertion that Crown Colony methods, as carried out in Fiji, do not appeal to the average Australian. Also, I have reason to believe I am by no means alone in this view.

With regard to the "taxation burden, in Fiji being negligible," I would, with all deference to you, point to the old saying, "One must live with a man to really know him." This is very applicable in the present contention.

As a matter of fact, at the moment Fiji has all her eggs in one basket—viz., Sugar—as both the copra and banana industries are moribund, if not actually dead. Should the Colonial Sugar Co. happen to cease operating, this Colony would sink like a stone.

This must be apparent to the authorities; yet, as previously pointed out, no attempt is made to encourage other primary industries, of which there are several suitable for the climate.

From the tenor of the note under review, it would appear, the contention is that, because Fiji is in a sound financial position, extravagant and wasteful administration is justified.

With regard to the financial aspect of the Colony, it may be said that, according to reports, there was a surplus of revenue of about £18,000 on last year's operations. But a casual perusal of the published figures reveals that over £12,000 of this amount was saved by starving the Public Works Department, thus preventing necessary maintenance work being carried out. This may be considered good finance, but it does not require much intelligence to imagine what this may mean in the way of future outlay for the maintenance of public buildings, roads, bridges, etc.

The reason why European or white settlers are not "pouring into the Colony" is not far to seek, as it is purely owing to the peculiar land policy, which practically means the locking up of the land.

Leaseholds only are available, and the rent and tenure are such, that at the expiration of the full term of the lease, the holding, with all improvements, running perhaps into four figures, is to be handed over to the Fijians, who own the land, free, gratis, and for nothing. Is it likely, under these alluring conditions, practical European farmers would make Fiji their home?

I am quite at one with you, Mr. Editor, as to the deplorable and unsatisfactory condition of present day politics in Australia, which, to my mind, has been wholly and solely brought about by the introduction of payment of members; one adult one vote; and a pernicious system of party government. Besides it is very doubtful whether Federation was an unmixed blessing.

I am, etc.,

RICHD. B. HOWARD.

Navua, Fiji.
11/11/33.INFLUENCES AFFECTING
COPRA PRICES

AFTER spending several months in Europe Mr. C. Winand, who formerly owned Matadeduk Plantation, in Namatanai, New Guinea, has returned to Australia. He has gone to live in the Northern Rivers district of New South Wales, and does not plan an early return to the Islands.

Mr. Winand, while abroad, made a personal inquiry into the copra position, and is not favourably impressed by the outlook. The buying of copra in the European zone is now virtually in the hands of one organisation; and the price is governed by the fact that recent scientific processes now allow various other commodities—whale oil, ground nuts, soya beans, etc.—to compete with copra. He thinks the copra price must come back presently to a more reasonable rate; but it is obvious that in future it must be aligned to a considerable extent with the prices of the other oil-bearing commodities referred to.

HEALTH WORK

Rockefeller Campaign in
CooksFrom Our Own Correspondent.
RAROTONGA, Nov. 20.

A WELL advanced stage of the Rockefeller Foundation work at Rarotonga was reached some months ago, and material and plant were transferred to the Island of Aitutaki. Good weather conditions and keenness on the part of the native people to assist with the work resulted in the installations at that island being all finished by October last.

On October 20, the schooner "Tagua" sailed from Rarotonga with material and equipment for landing at Mangaia, where the sanitation work will be continued during the hurricane season.

Upon the resumption of the schooner service in March or April next, the work will be transferred either to Mauke or Atiu.

On leave from his duties as Government medical officer at Rabaul, Dr. R. W. Cooper, arrived in Melbourne in November by the steamer Nellore. After graduating at Melbourne University Dr. Cooper became administrator of quarantine and health work at Rabaul, and he also practised on the gold fields of the Morobe district. Diseases, he said, were gradually being wiped out there, and the tropics were becoming less unhealthy than formerly.

A CERTAIN
REMEDY FOR PILES

This preparation has been on the market for several months, and it has effected a Cure in every case in which it has been tried. Cases of Long Standing generally Cured within One Month, with one bottle only.
For External Use only.—Transparent and Stainless.—Painless and Odourless.—Hygienic and Healing.
NO INCURABLE CASE FOUND YET. Should there be one, Money will be Refunded in Full. PRICE: 5/- PER BOTTLE. Posted, securely packed, for 6/6 per bottle. Copies of Testimonials forwarded on request.

ROBERT BRUCE

Room 7, 2nd Floor,
15 Hunter Street, Sydney

December 21, 1933.

THE PACIFIC ISLANDS MONTHLY

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ISLANDERS' NEEDS

A Melbourne newspaper, "The Star," finds a "human interest story" in the fact that the average Islands resident has to depend on the steamers for most of his everyday requirements.

THE ships engaged in the island trade carry many strange items of merchandise and the companies that control them receive what, to the man in the street, are extraordinary requests, touched at times with unwitting humor.

To the office of one Melbourne firm there came recently an old boot. It mystified the shipping officials until the "covering" letter changed what seemed to be a practical joke into an urgent order.

An island dweller suffered from corns. Efforts to purchase new boots, which would give comfort had failed, and in a last attempt to retain the ease which the old pair provided, the customer parted with one of them, sending it to the company with the request, "Please match and return in your next ship."

Those engaged in the island trade are used to surprises, but one of them received a shock some time ago when he opened an order for a gaol door.

That order might well have shattered any romantic illusions he cherished about the islands and their inhabitants, but, business being business, the order was filled promptly.

Bills of lading for island-going ships specify innumerable items, practical and personal, which, although bought unthinkingly in a metropolitan community, become strange when they are cargo for a ship.

These include face powder, tinned butter, spirits, bon-bons, soap, boiled sweets, gramophones, cigarettes, and furniture.

Some orders are more intimate than others and the petty vexations of life are glimpsed in the order of one customer who sent his glasses to have a lens repaired, and another who had exhausted his supply of brilliantine—even in the islands hair is well groomed.

The medical officer in charge of one group of islands awaits the shipment of phials of calf lymph. Natives and Europeans alike must be vaccinated against disease.

This order is filled through the Commonwealth Serum Laboratories, and the precious consignment will shortly be taken on board an island steamer at Victoria Docks.

Customers in the islands do not confine themselves to orders for goods. Shipping company officials are often advisers on serious problems. Parents on one island, having decided to send their children away from home, sought information on the most suitable schools to which they might be sent.

One of the most unusual requests received recently was from a farmer who asked to be informed of a firm which rigged sailing vessels.

He wanted fittings for a hay stacker of

his own design, and sought second-hand tackle with which to construct it.

It is all commerce, but the circumstances of it must arouse sympathetic understanding in people who enjoy from habit the privileges of city life; privileges which to these islanders form the chief source of interest and pleasure.

Mr. Mirfield Making Recovery

MR. GRAHAM MIRFIELD, who was badly injured in the seaplane smash near Rabaul, New Guinea, in October, was brought down to Sydney in the November Macdhui for special attention. It was at first feared that his injuries would have permanently incapacitated him; but, on last report, as a result of a complete rest, Mr. Mirfield is making a very satisfactory recovery. An official enquiry into the seaplane accident has been made and the matter will be dealt with officially in due course. Mr. Mirfield is staying with Mr. Campbell Smith, at Waratah Street, Chatswood, Sydney.

COOK ISLANDERS FOR NEW ZEALAND

From Our Own Correspondent.

RAROTONGA, Nov. 28.

Preparations are going ahead for the visit of the chiefs of this island to New Zealand, where they will be entertained by many of the tribes and will also be present at the celebrations connected with the Waitangi Treaty.

Accompanying them will be a troupe of dancers and singers, and a string band. The whole party will number about thirty, most of whom have never left the group before, and never would have done so if the New Zealand Government had not "footed the bill."

B.S.I. DUTIES

Doubled on Goods of Foreign Origin

A RADIOGRAM received in Sydney on December 16 announced that the Solomon Islands Administration has doubled the import duties on all goods of foreign origin as from December 13.

The B.S.I. tariff, as published officially in 1932, had a fairly limited list of goods carrying around 12½ per cent. ad valorem, with special rates on luxury lines; and a long list of articles which entered free. We understand that a considerable proportion of the articles on the free list will now have to pay duty, when they are of non-British origin.

In a normal year, B.S.I. imports goods worth £250,000, the origin of which is about as follows:—Australia, £95,000; Burma (rice), £17,000; India, £15,000; Britain, £30,000; United States, £40,000. The new rates, therefore, will affect mostly U.S.A. goods, and also a large and growing trade which has developed recently with China and Japan.

Details should be available by next mail.

Mr. F. E. Johnson, Treasurer of the Solomon Islands Administration, arrived in Sydney by the December "Mataram," and will spend five months' leave in Australia.

The Utmost Satisfaction

AUNT MARY'S PURE FOOD PRODUCTS

Aunt Mary's Pure Food Products ensure the utmost satisfaction to consumers. For thirty years the high quality and supreme excellence of these goods have been appreciated by Pacific Islanders. Specially manufactured and packed to meet Island conditions.

"Defiance" Brand Canned Goods

The proprietors of Aunt Mary's Pure Food Products also pack "Defiance" Brand Canned Goods.

Hygienically prepared and hermetically sealed to withstand tropical heat, they are sure of appreciation.

These branded goods are of the highest quality standard, and are prepared and packed only by

TILLOCK & CO., LTD., PURE FOOD MANUFACTURERS.
Kent and Liverpool Streets, SYDNEY, N.S.W.

GOSHEN PRIVATE HOSPITAL

(Sister E. W. YEAMAN),

37 Gloucester Road,
Hurstville, Sydney

General and Private Wards. — Spacious
Grounds. — High and Cool Situation.
Moderate Fees.

PEARL SHELL

Control of the American Market

THE pearl-shell situation has again assumed a character where there is a strong feeling in trade circles that the semi-monopolistic control of the American market keeps the product at prices resulting in the active discouragement of many button manufacturers to use Australian shell and the continued growth of the use of such substitutes as fresh-water shells and synthetics.

Efforts are being made by certain groups in New York to enlist the aid of the Australian Government for the establishment of an agency in the United States as the sole outlet for Australian shell, with the output strictly controlled in order to equalise the good and bad seasons. The agency also will give a complete account to the Australian fishers of all income derived in America, and encourage a wider use of pearl buttons by publicity and a price attractive to users.

The matter is being officially laid before the Australian Government.

NEW GUINEA AND PAPUAN GOLD SHARE MARKET

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.	Authorised Capital £	Shares Issued		Paid-up.	Market Price	
		Number.	Amount.		Buyer.	Seller.
			£ s d	£ s d	December 12.	December 12.
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	—	—
Bulolo Gold Dredging Ltd.	\$6,000,000	765,000	\$5.00	\$5.00	5 8 0	5 8 6
Guinea Gold, N.L.	50,000	50,000	1 0 0	1 0 0	—	—
Mount Kaindi, N.L. pd.		90,000	0 4 0	0 4 0	—	—
Mount Kaindi, N.L. ctg.	50,000	160,000	0 4 0	0 1 3	—	—
Mount Lawson Blocks, N.L. pd.		80,000	0 4 0	0 4 0	—	—
Mount Lawson Blocks, N.L. ctg.	48,000	140,000	0 4 0	0 1 0	—	—
Mount Lawson Extended, N.L. pd.		80,000	0 4 0	0 4 0	—	—
Mount Lawson Extended, N.L. ctg.	48,000	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.	40,000	643,800	0 1 0	0 1 0	—	—
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 Goldfields, Ltd. pd.	10,000	80,000	0 2 6	0 2 6	—	—
N. Guinea Goldfields, Ltd. ctg.*	5,250,000	4,055,186	1 0 0	1 0 0	0 6 3	0 6 4
N. Guinea Options, Ltd., N.L. pd.		375,000	1 0 0	0 1 0	—	—
N. Guinea Options, Ltd., N.L. ctg.	50,000	50,000	0 2 0	0 2 0	—	—
North East N. Guinea, N.L. pd.		272,200	0 2 0	0 0 9	—	—
North East N. Guinea, N.L. ctg.	50,000	90,000	0 4 0	0 4 0	0 0 8	0 0 8½
Placer Development, Ltd.	\$500,000	140,000	0 4 0	0 1 0	—	—
Sloane's New Guinea, N.L. pd.		80,000	\$5.00	\$5.00	14 5 0	14 14 0
Sloane's New Guinea, N.L. ctg.	25,000	25,000	0 2 0	0 2 0	—	—
	25,000	200,000	0 2 0	0 0 8	—	—

* Quotations not granted these shares.

WEEKLY FLUCTUATIONS.

The following shows weekly fluctuations for two of the main New Guinea concerns:—

Placer D'ment, Ltd.—									
Nov. 25.			Dec. 2.		Dec. 9.		Dec. 11.		
b£15/13/-	s£15/17/-	b£15/-	s£15/10/-	b£14/10/-	s£15/5/-	b£14/8/-	s£14/19/-		
N.G. Goldfields, Ltd.—									
b/6/7	s/6/8	b/6/3	s/6/4	b/6/4	s/6/5	b/6/3	s/6/4		

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SYDNEY.

Established 25 years.

Bankers: Bank of New South Wales,
Haymarket, Sydney.

Norfolk Island's Village Smith

From Our Own Correspondent.

NORFOLK IS., Dec. 9.

UNDER a tall and stately pine the Village Smithy stands. Actually christened "The Village Smithy," and doing as well or better than the modern motor garage a few yards down the road. That will show exactly our place is still well in the romantic rear of the onward march of civilisation.

There are quite as many traps, sulkies and waggons on the island as cars and lorries; and horses are used in hundreds. The newly established Village Smith hails from Devon, via Australia, where he spent four years, and he said that his first touch of homesickness for his native county came when he sighted our red roads and grassy cliffs.

RECIPES, PLEASE!

Letter to the Editor.

JUST a suggestion that might be of use to some of your readers. Cooking, or getting a change of food, in some of these Islands, is a pretty hard proposition at all times. Here in Mauke we see fresh meat when a steamer calls—which is only about three times a year now—and sometimes a little when a schooner calls. But if the schooner happens to call at other Islands first, we do not get our meat.

This is not a good Island for poultry or pigs. They thrive well enough, but other people are as fond of them as the owner. We get deep sea fish, and most of the usual native vegetables.

What I wish to suggest is that some of the ladies who have been in the Islands, and have had native cooks, should write each month a few useful hints on simple cooking, where nearly all food comes out of the good old tin.

I am, etc.,

E. C. VELLENOWETH.

Mauke, Cook Is., 9/10/33.

Mr. Harry Shapiro, anthropologist on the staff of the American Museum of Natural History, New York, arrived in Tahiti by the "Maunganui" recently, to complete certain investigations begun on his last visit. He is accompanied by Mr. Rossell Miller, who brought an equipment for the taking of under-water pictures, and who has been operating chiefly in Moorea, where the lagoons have bottoms of white sand, and the general conditions appear to be more suitable for his work than in Tahiti.

If you are a planter or trader in New Guinea we can do your buying or selling in a large or small way.

If you reside elsewhere and want something in New Guinea: write to us. If it is obtainable we'll get it for you.

Our twenty-odd years' experience in this Territory is the foundation of our business.

G. THOMAS & COMPANY, Rabaul

GENERAL AGENTS

Radios: "Gortom, Rabaul."

P.O. Box 9.

December 21, 1933.

THE PACIFIC ISLANDS MONTHLY

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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.	South Sea, Sun-Dried.	Plantation, Sun-Dried, Rabaul.
Price on—	Per ton c.i.f.	Per ton c.i.f.
January 16, 1931 ..	£14 7 6	£14 12 6
February 27 ..	£14 12 6	£14 17 6
March 27 ..	£14 10 0	£14 12 6
April 24 ..	£13 15 0	£13 17 6
May 29 ..	£10 17 6	£11 0 0
June 26 ..	£11 15 0	£11 17 6
July 31 ..	£11 5 0	£11 7 6
August 28 ..	£11 2 6	£11 5 0
September 25 ..	£12 15 0	£12 15 0
October 30 ..	£13 10 0	£13 15 0
November 6 ..	£14 0 0	£14 5 0
December 4 ..	£14 5 0	£14 10 0
December 18 ..	£14 5 0	£14 10 0
January 1, 1932 ..	£14 10 0	£14 15 0
January 29 ..	£14 15 0	£15 0 0
February 12 ..	£16 7 6	£16 10 0
February 26 ..	£16 10 0	£16 12 6
March 11 ..	£16 2 6	£16 5 0
March 25 ..	£14 17 6	£15 0 0
April 1 ..	£14 10 0	£14 15 0
April 29 ..	£13 15 0	£14 17 6
May 20 ..	£13 17 6	£14 0 0
May 27 ..	£13 0 0	£13 2 6
June 3 ..	£12 17 6	£13 0 0
June 17 ..	£13 2 6	£13 5 0
July 1 ..	£13 5 0	£13 7 6
July 29 ..	£13 15 0	£13 17 6
August 12 ..	£13 17 6	£14 0 0
August 26 ..	£13 12 6	£13 15 0
September 2 ..	£13 17 6	£14 0 0
September 16 ..	£14 2 6	£14 5 0
October 7 ..	£14 5 0	£14 7 6
October 28 ..	£14 2 6	£14 5 0
November 11 ..	£14 7 6	£14 10 0
November 18 ..	£14 5 0	£14 7 6
December 16 ..	£14 2 6	£14 5 0
December 30 ..	£13 15 0	£13 17 6
January 6, 1933 ..	£13 10 0	£13 12 6
January 13 ..	£13 10 0	£13 12 6
January 20 ..	£13 2 6	£13 5 0
January 27 ..	£12 17 6	£13 0 0
February 3 ..	£12 5 0	£12 7 6
February 10 ..	£12 2 6	£12 5 0
February 17 ..	£12 2 6	£12 5 0
February 24 ..	£11 15 0	£11 17 6
March 3 ..	£11 7 6	£11 10 0
March 10 ..	£11 12 6	£11 15 0
March 17 ..	£11 12 6	£11 15 0
March 24 ..	£11 7 6	£11 10 0
March 31 ..	£10 12 6	£10 15 0
April 7 ..	£10 0 0	£10 2 6
April 14 ..	£10 5 0	£10 7 6
April 21 ..	£10 10 0	£10 12 6
April 28 ..	£10 10 0	£10 12 6
May 5 ..	£10 7 6	£10 10 0
May 12 ..	£10 5 0	£10 7 6
May 19 ..	£10 12 6	£10 15 0
May 26 ..	£11 2 6	£11 5 0

M. HARPER,

MANDOLIANA ISLAND,
NORTH GELA, B.S.I.

Postal Address:

P.O. Box 6, Tulagi, Solomon Islands.

Recruiting Contracts Undertaken.
Auxiliary vessel "Papari" available for
Charter.

Full details of Services from
BURNS PHILP (S.S.) CO., LTD.,
Makambo (B.S.I.) and Sydney.

London.	South Sea, Sun-Dried.	Plantation, Sun-Dried, Rabaul.	London	Para	Plantation Smoked.
Price on—	Per ton c.i.f.	Per ton c.i.f.	Price on—	per lb.	per lb.
June 2 ..	£11 12 6	£11 15 0	June 10 ..	3½d.	1 11/16d.
June 9 ..	£11 7 6	£11 10 0	July 22 ..	3½d.	1 15/16d.
June 16 ..	£10 12 6	£10 15 0	August 5 ..	4d.	2½d.
June 23 ..	£10 15 0	£10 17 6	September 2 ..	5½d.	2½d.
June 30 ..	£10 17 6	£11 0 0	October 14 ..	5d.	2 40/100d.
July 7 ..	£10 15 0	£10 17 6	November 11 ..	5d.	2 65/100d.
July 14 ..	£10 15 0	£10 17 6	December 2 ..	5d.	2 59/100d.
July 21 ..	£11 2 6	£11 5 0	January 6, 1933 ..	4½d.	2 43/100d.
July 28 ..	£10 12 6	£10 15 0	January 27 ..	4½d.	2 15/100d.
August 4 ..	£10 10 0	£10 12 6	February 3 ..	4½d.	2½d.
August 11 ..	£10 10 0	£10 12 6	February 10 ..	4½d.	2½d.
August 18 ..	£10 5 0	£10 7 6	March 10 ..	4½d.	2½d.
August 25 ..	£10 5 0	£10 7 6	March 24 ..	4½d.	2½d.
September 1 ..	£10 0 0	£10 2 6	April 14 ..	4½d.	2 34/100d.
September 8 ..	£9 15 0	£9 17 6	April 28 ..	4½d.	2½d.
September 15 ..	£9 12 6	£9 15 0	May 5 ..	4½d.	2 81/100d.
September 22 ..	£9 10 0	£9 12 6	May 26 ..	5½d.	3 09/100d.
September 29 ..	£9 7 6	£9 10 0	June 2 ..	5½d.	3 56/100d.
October 6 ..	£9 5 0	£9 7 6	June 9 ..	5½d.	3½d.
October 13 ..	£9 2 6	£9 5 0	June 23 ..	5½d.	3½d.
October 20 ..	£8 15 0	£9 0 0	July 7 ..	5½d.	3 71/100d.
October 27 ..	£9 0 0	£9 2 6	July 14 ..	5½d.	2 90/100d.
November 3 ..	£9 10 0	£9 15 0	July 21 ..	5½d.	4 06/100d.
November 10 ..	£9 7 6	£9 12 6	July 28 ..	5½d.	3 84/100d.
November 17 ..	£9 2 6	£9 7 6	August 4 ..	5½d.	4d.
November 24 ..	£8 12 6	£9 0 0	August 11 ..	5½d.	3 9/100d.
December 1 ..	£8 12 6	£9 0 0	August 18 ..	5½d.	3 78/100d.
December 8 ..	£8 2 6	£8 12 6	August 25 ..	5d.	3 71/100d.

Rubber

London	Para	Plantation
Price on—	per lb.	Smoked per lb.
January 1, 1932 ..	4½d.	3 5/16d.
February 5 ..	3½d.	2½d.
March 4 ..	3½d.	2 5/16d.
April 1 ..	3½d.	1½d.
May 13 ..	3½d.	1 13/16d.
June 10 ..	3½d.	1 11/16d.
July 22 ..	4d.	2½d.
August 5 ..	5½d.	2½d.
September 2 ..	5d.	2 40/100d.
October 14 ..	5d.	2 65/100d.
November 11 ..	5d.	2 59/100d.
December 2 ..	5d.	2 59/100d.
January 6, 1933 ..	4½d.	2 43/100d.
January 27 ..	4½d.	2 15/100d.
February 3 ..	4½d.	2½d.
February 10 ..	4½d.	2½d.
March 10 ..	4½d.	2½d.
March 24 ..	4½d.	2½d.
April 14 ..	4½d.	2 34/100d.
April 28 ..	4½d.	2½d.
May 5 ..	4½d.	2 81/100d.
May 26 ..	5½d.	3 09/100d.
June 2 ..	5½d.	3 56/100d.
June 9 ..	5½d.	3½d.
June 23 ..	5½d.	3½d.
July 7 ..	5½d.	3 71/100d.
July 14 ..	5½d.	2 90/100d.
July 21 ..	5½d.	4 06/100d.
July 28 ..	5½d.	3 84/100d.
August 4 ..	5½d.	4d.
August 11 ..	5½d.	3 9/100d.
August 18 ..	5½d.	3 78/100d.
August 25 ..	5d.	3 71/100d.
September 1 ..	4½d.	3 5d.
September 8 ..	4½d.	3 5d.
September 15 ..	4½d.	3 65/100d.
September 22 ..	4½d.	3 71/100d.
September 29 ..	4½d.	4d.
October 6 ..	4½d.	4 03/100d.
October 13 ..	4½d.	4d.
October 20 ..	4½d.	3 71/100d.
October 27 ..	4½d.	3 90/100d.
November 3 ..	4½d.	3 96/100d.
November 10 ..	4½d.	4 09/100d.
November 17 ..	4½d.	4½d.
November 24 ..	4½d.	4 28/100d.
December 1 ..	4½d.	4½d.
December 8 ..	4½d.	4 09/100d.

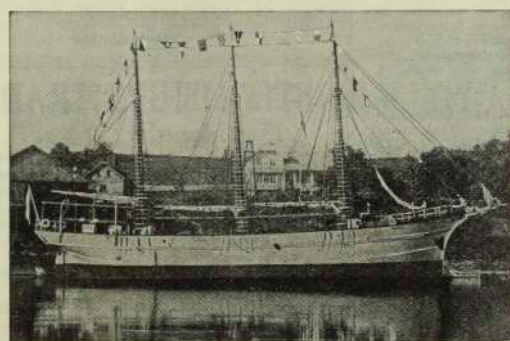
WALLARINGA MANSIONS, SYDNEY



Occupying one of the picked positions on Sydney Harbour. Quiet and secluded, only fifteen minutes by Ferry, or 8 minutes via Bridge, from G.P.O.

The Mansions are complete with Lounges, Smoking Rooms, Tennis, Bowling Green, Private Swimming Baths, Ballroom and Guests' Laundry. Noted Table.

For all information apply to— THE MANAGER, "Wallaringa Mansions," Neutral Bay, SYDNEY, N.S.W. — Phone: X 2267, X 2139.



Auxl. Schooner "NIDELV,"
Designed and Built by L. Halvorsen, in Norway, 1920.

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LAUNCHES, etc.
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Send particulars of
your requirements.

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SYDNEY, N.S.W.

Exchange Rates

The following exchange quotations, gathered in Sydney, show the rates existing in Sydney on December 18:—

FIJI—THROUGH BANK OF N.S.W. AND BANK OF NEW ZEALAND.

Australia on Fiji on basis of £100 Fiji: Buying £111, selling £113/10/-.
Fiji-London on basis £100 London.
Telegraphic transfer... .. Buying. Selling.
On demand £110 15 0 £112 0 0
£110 12 6 £111 17 6

WESTERN SAMOA—THROUGH BANK OF N.Z.

Exchange Australia, on Western Samoa, basis £100 Samoa—selling £113/15/-, buying £110/15/-.
Exchange, Samoa on London, basis £100 in London:—

	Buying.	Selling.
Telegraphic transfer	£124 5 0	£125 5 0
On demand	124 0 0	124 17 6
30 days	123 15 0	124 5 0
60 days	123 10 0	124 12 6

The above is only a nominal indication. The exchange between Apia and Suva, Apia and New Zealand, Apia and Sydney, and Apia and London, is constantly altering.

NEW GUINEA AND PAPUA—THROUGH COMMONWEALTH BANK.

From Australia, on Rabaul and Pt. Moresby, £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.

DIRECT TELEGRAPHIC TRANSFER. SELLING RATES.

Quoted by:
BANK OF NEW SOUTH WALES
in Australia.

Australia on Papeete.	Francs to £ Australian
Average for week ended 20/11/33	64.49
Average for week ended 27/11/33	65.39
Average for week ended 4/12/33	66.10
Average for week ended 11/12/33	65.78
Australia on Noumea.	Francs to £ Australian
Average for week ended 20/11/33	64.29
Average for week ended 27/11/33	65.19
Average for week ended 4/12/33	65.90
Average for week ended 11/12/33	65.53

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. As quoted by the Comptoir National, in Sydney, and the Bank of Indo-Chine, Noumea:—

On December 18, when the Australian £ was nominally worth 66.20 francs, £100 Australian would purchase a credit in Noumea of 6,620 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 between 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.; remittances strictly restricted to small amounts for business purposes, at absolute discretion of post office authorities.

Norfolk Island 6d. for £5 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 minimum 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.—Transfers can be effected by Australian Post Office through New Zealand Post Office; but amounts are limited to £100 per week per remitter.

Value of English Currency

The following is the quotation for English currency, obtained in Sydney just before this issue went to press:—

COMMONWEALTH BANK.

Each English Sovereign	Aust. money. £1/16/1
Each English Paper £1	£1/4/9
Each English £1 in silver	Par

PROFESSIONAL MONEY-CHANGERS.

Each English sovereign	Aust. money. £1/16/1
Each English paper £1	£1/4/10
Each English £1 in silver	£1/3/-

Copra and the Northern Cooks

From Our Own Correspondent.

RAROTONGA, Nov. 28.

ORANGES, bananas or tomatoes are not grown at the Northern Cooks. These islands depend solely upon two items of trade, namely, pearls and copra.

Even at those far, out-of-the-way places, flour and meat are regarded as essential articles of food, while clothing, besides tools and utensils of different kinds, are no less necessary to the people there, as elsewhere.

The islanders appear to have lost heart in pearl-diving, and the price of copra is now so low as to make the outlook for the northern islands appear almost hopeless.

It is nothing short of marvellous that the northern people are able to produce sufficient now to make trade with them worth while, more particularly when it is remembered their distance from Rarotonga is up to 750 miles. Sufficient is produced, however, from the faithful old coconut to induce the stores there still to maintain business as formerly, when pearls and copra were booming.

GOLD PRODUCTION

Bulolo G. D. Ltd.

Production of the No. 1 and No. 2 dredges of the Bulolo Gold Dredging, Ltd., for November, compares with that of the previous periods as follows:—

	Period ended,		
	Sept. 30.	Oct. 31.	Nov. 30.
Cubic yards	440,900	448,100	400,200
Bullion, oz.	11,063	12,218	10,302
Gold, fine, oz.	7,333	8,101	6,764

VALUE—
Aust. currency* .. £55,012 £60,757 £59,730
Per cubic yard .. /29.94 /32.54 /30.42
Working profit ... £A41,370 £A47,737 £A38,220
* At £A7/10/ per fine ounce.

Reduced yardage in November was due to power interruptions.

From November 17 to November 30 inclusive, No. 3 dredge dug 82,000 cubic yards, and recovered 943oz. bullion, containing 670oz. fine gold. This dredge started dredging about the eastern margin of pay, and has not reached bedrock. On account of adjustments to gold-saving equipment, the dredge will not operate continuously for several weeks yet, and no estimate of monthly profit will be made for some time.

New Guinea Goldfields, Ltd.

The following progress report for the month of October has been issued by The Mining Trust Ltd., consulting engineers for the Company:—

DEVELOPMENT

Location 3.—The west drive on No. 3 level was advanced 60 ft. in oxidised ore assaying 35.2 dwts. gold and 18.3 ozs. silver over a width of 20 inches. The east drive on No. 3 level crosscut at 184 ft. cut a faulted portion of the vein, which assayed 18 dwts. gold and 6 ozs. silver over a width of 42 inches.

PRODUCTION

The estimated profit for September from alluvial work was £6,539. The production for October was 1,921 ozs. bullion, the low production being due to three weeks' drought.

Mill: The estimated profit for September was £9,366. The output for October was 1,294 ozs. fine gold. The reduced output was due to a lower grade of ore being treated.

Port Romilly Case

AN echo of the lengthy litigation which took place in Papua concerning Port Romilly Sawmills, Ltd., was heard in the High Court, Sydney, on November 17, when judgment was given in the appeal case Fitch v. Romilly Sawmills, Ltd.

The High Court decided that the learned judge in Papua was wrong in not allowing the amount of £1279, which he awarded to the appellant, in the judgment for services rendered to the Company, to be set off against the amount of £1059, admitted by the appellant as being due from him to the respondent. Accordingly, the appeal was allowed, with costs.

This means that in the final judgment the Company must pay to Captain Fitch the difference between £1279 and £1059.

STEAMSHIPS TRADING COMPANY LIMITED

Port Moresby

PAPUA

Samarai

Chairman and Managing Director: A. S. FITCH.

Shipowners, Wholesale and Retail Merchants and Traders; Shipping, Customs and Insurance Agents

AGENCIES:—At Port Moresby: Coral Sea Insurance Co.; Phoenix Insurance Co.; Delta Sawmills, Ltd.; Acme Bakery Co. At Samarai: Royal Packet Nav. Co.; Yorkshire Insurance Co.; Coral Sea Insurance Co.; Papuan Rubber and Copra Co.; Delta Sawmills, Ltd.

BRANCHES:—In Papua: Hanauabada, Sivitoli, Aroma, Koki, Hula, Ela Beach.

SYDNEY: NELSON & ROBERTSON, 12 Spring St.; Melbourne, 394 Flinders Lane; London, E. Whiteaway & Co., 7 Chiswell Street, Finsbury, London.

Cable Address: "STEAMSHIPS."

Code: Bentley's.

December 21, 1933.

THE PACIFIC ISLANDS MONTHLY

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Sydney—Papua—New Guinea Service.

	Maedhui	Montoro	Maedhui
Sydney	Jan 11	Jan 31	Feb 22
Brisbane	Jan 13	Feb 2	Feb 24
Townsville	Jan 16	Feb 5	Feb 27
Cairns	Jan 18	Feb 8	Feb 28
Yule Is.	Jan 18	Feb 8	Mar 2
Samarai	Jan 19	Feb 10	Mar 3
Woodlark Is.	Jan 21-23	Feb 13-14	Mar 5-6
Rabaul	Jan 21-23	Feb 13-14	Mar 7
Lindenhafen	Jan 21-23	Feb 13-14	Mar 7
Pondo	Jan 21-23	Feb 13-14	Mar 7
Kavieng	Jan 21-23	Feb 13-14	Mar 7
Lamburn	Jan 21-23	Feb 13-14	Mar 7
Lorengau	Jan 21-23	Feb 13-14	Mar 7
Borani	Jan 21-23	Feb 13-14	Mar 7
Murnass	Jan 21-23	Feb 13-14	Mar 7
Madang	Jan 21-23	Feb 13-14	Mar 7
Salamaua	Jan 21-23	Feb 13-14	Mar 7
Lae	Jan 21-23	Feb 13-14	Mar 7
Finshafen	Jan 21-23	Feb 13-14	Mar 7
Madang	Jan 21-23	Feb 13-14	Mar 7
Alexis	Jan 21-23	Feb 13-14	Mar 7
Witu	Jan 21-23	Feb 13-14	Mar 7
Pondo	Jan 21-23	Feb 13-14	Mar 7
Kavieng	Jan 21-23	Feb 13-14	Mar 7
Rabaul	Jan 21-23	Feb 13-14	Mar 7
Samarai	Jan 21-23	Feb 13-14	Mar 7
Pt. Moresby	Jan 21-23	Feb 13-14	Mar 7
Cairns	Jan 21-23	Feb 13-14	Mar 7
Townsville	Jan 21-23	Feb 13-14	Mar 7
Brisbane	Jan 21-23	Feb 13-14	Mar 7
Sydney	Jan 21-23	Feb 13-14	Mar 7

* After the Maedhui leaves Rabaul on this trip she will call at Kietia, Feb 1; Numa, Feb 2; Soraken, Feb 3; and return to Rabaul on Feb 5.

Burns, Philp & Co., Ltd., Agents

Sydney—Rabaul—Hongkong

	Nankin	Nellore	Tanda
Hongkong	Dec 30	Feb 3	Mar 3
Manila	Jan 2	Feb 6	Mar 6
Rabaul	Jan 10	Feb 14	Mar 14
Brisbane	Jan 16	Feb 20	Mar 20
Sydney	Jan 18	Feb 22	Mar 22
Melbourne	Jan 18	Feb 22	Mar 22
Sydney, dep.	Feb 1	Mar 3	Apr 4
Sydney, dep.	Feb 10	Mar 14	Apr 14
Brisbane	Feb 20	Mar 16	Apr 16
Rabaul	Feb 12	Mar 24	Apr 24
Manila	Feb 28	Apr 1	May 2
Hongkong	Mar 3	Apr 4	May 5

E. & A. STEAMSHIP CO. LTD., Agents.

Papuan Inter-Island Services

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

The M.V. Nusa (Steamships Trading Co. Ltd.) holds the Papuan Government's contract for carrying mails and passengers on the north-east coast of Papua. The Nusa connects with all southern mail steamers at Samarai.

N.G. Goldfields' Service

Aeroplanes conducted by Guinea Airways Ltd., Holden's Air Transport Services Ltd., and other companies, leave Salamaua and Lae two and three times daily for Wau, and other centres on the Morobe Goldfield. The aerial services are the only means of communication.

Wau-Port Moresby

A regular aeroplane service is now maintained by Guinea Airways Ltd., allowing passengers to and from the goldfields to connect with the steamers at Port Moresby. Details from the pursers of the Burns Philp steamers.

New Guinea Inter-Island Service

S.S. Maiwara (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. John Bolton (W. R. Carpenter & Co. Ltd.) make sailings from Rabaul every two or three weeks to various ports in the Territory.

Shipping Services in the Pacific**Sydney—Norfolk Island—New****Hebrides**

	Per S.S. Morinda.		
Sydney	Jan 18	Feb 8	Mar 8
Lord Howe	Jan 20	Feb 10	Mar 10
Norfolk Is.	Jan 22-23	Feb 12	Mar 12
Vila	Jan 22-23	Feb 15	Mar 15
Bushman's Bay	Jan 22-23	Feb 16	Mar 16
Malou	Jan 22-23	Feb 16	Mar 16
Tangoa	Jan 22-23	Feb 16	Mar 16
Segond	Jan 22-23	Feb 17	Mar 17
Aoba	Jan 22-23	Feb 18	Mar 18
Norfolk Is.	Jan 23	Feb 21	Mar 13
Lord Howe	Jan 25	Feb 23	Mar 15
Sydney	Jan 27	Feb 25	Mar 17

BURNS, PHILP & CO. LTD., Agents.

Hongkong—New Guinea—Solomon Islands Service

	Friderun		
Hongkong	Jan 23	Feb 5	Mar 7
Madang	Jan 23	Feb 7	Mar 9
Salamaua	Jan 23	Feb 9	Mar 11
Rabaul	Jan 23	Feb 12	Mar 14
Kavieng	Jan 23	Feb 15	Mar 17
Manus	Jan 23	Feb 18	Mar 20
Tulagi	Jan 23	Feb 21	Mar 23
Gizo	Jan 23	Feb 24	Mar 26
Kieta	Jan 23	Feb 27	Mar 29
Rabaul	Jan 23	Feb 30	Mar 31
Hongkong	Jan 23	Mar 1	Mar 3

NORDDEUTSCHER LLOYD, Agents.

Sydney—Fiji—Tonga Service

The Waipahi, which has replaced the Karetu, will leave Sydney for Fiji and Tonga on Wednesday, December 20. She will call at Lautoka (Dec. 28), Suva (Dec. 30), Nukunono (Jan. 1), Suva (Jan. 3), Auckland (Jan. 9). Return to Sydney direct. The Waipahi will leave Sydney on her next trip on January 17.

UNION S.S. CO. LTD., Agents.

New Hebrides Inter-Island

S.S. Makambo (Burns, Philp (South Sea) Co. Ltd.) connects every 6 weeks at Vila with s.s. Morinda from Sydney, then proceeds on southern trip, calling at the islands of Efate, Erromanga, Tanna, Anietyun, 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, Paama, 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.

S.S. "Bucephale," Messageries Maritimes inter-island service steamer, makes regular trips to Tanna every two months, connecting at Vila with the "Laperouse."

Gilbert and Ellice Islands Service

M.V. Rahm, 368 tons (Burns, Philp (South Sea) Co., Ltd.). Operates from Tarawa (Gilbert Islands), and connects regularly with all Islands in the Gilbert and Ellice Groups.

Solomon Islands—N.G. Service.

	M.V. Malaita.		
Sydney	Jan 30	Feb 24	Mar 24
Brisbane	Jan 22	Feb 26	Mar 26
Makambo	Jan 27-28	Mar 24	Mar 24
Fulagi	Jan 27-28	Mar 24	Mar 24
Gavutu	Jan 29	Mar 5	Mar 5
Su-u	Jan 30	Mar 6	Mar 6
Kaukau	Jan 30	Mar 6	Mar 6
Rere	Jan 30	Mar 6	Mar 6
Aola	Jan 30	Mar 6	Mar 6
Kere	Jan 30	Mar 6	Mar 6
Teneru	Jan 30	Mar 6	Mar 6
Kookoom	Jan 30	Mar 6	Mar 6
Lunga	Jan 31	Mar 7	Mar 7
Mamara	Jan 31	Mar 7	Mar 7
Domma	Jan 31	Mar 7	Mar 7
Aruligo	Jan 31	Mar 7	Mar 7
Lavoro	Jan 31	Mar 7	Mar 7
Yandina	Jan 31	Mar 7	Mar 7
Banika	Feb 1	Mar 8	Mar 8
Loavie	Feb 1	Mar 8	Mar 8
Lingatu	Feb 1	Mar 8	Mar 8
Ufa	Feb 1	Mar 8	Mar 8
Faiami	Feb 1	Mar 8	Mar 8
Younger	Feb 1	Mar 9	Mar 9
Pepesale	Feb 1	Mar 9	Mar 9
Kaylan	Feb 1	Mar 9	Mar 9
Meringe	Feb 1	Mar 9	Mar 9
West Bay	Feb 1	Mar 9	Mar 9
Somata	Feb 1	Mar 9	Mar 9
Rendova	Feb 1	Mar 9	Mar 9
Stanmore	Feb 1	Mar 9	Mar 9
Vila	Feb 2-3	Mar 10	Mar 10
Hathorn	Feb 4	Mar 12	Mar 12
Gizo	Feb 5	Mar 13	Mar 13
Faisi	Feb 5	Mar 13	Mar 13
Kieta	Feb 5	Mar 13	Mar 13
Arigua	Feb 5	Mar 13	Mar 13
Teopasino	Feb 5	Mar 13	Mar 13
Numa	Feb 5	Mar 13	Mar 13
Rabaul	Feb 5	Mar 13	Mar 13
Soraken	Feb 5	Mar 13	Mar 13
Faisi	Feb 5	Mar 13	Mar 13
Gizo	Feb 5	Mar 13	Mar 13
Tetipari	Feb 7-8	Mar 22-23	Mar 22-23
Russell Group	Feb 9	Mar 24	Mar 24
Tulagi	Feb 13	Mar 28	Mar 28
Brisbane	Feb 15	Mar 30	Mar 30
Sydney	Feb 15	Mar 30	Mar 30

Burns, Philp & Co., Ltd., Agents

Solomons Inter-Island Service

S.S. Mitiaio (Burns, Philp (South Sea) Co. Ltd.) maintains a regular service. The inter-island vessels of Burns, Philp & Co. Ltd. and W. R. Carpenter & Co. occasionally run down from New Guinea.

Noumea—New Hebrides Service

	Per S.S. Laperouse.		
Sydney	Dec 23	Mar 3	Mar 27
Noumea	Dec 27-29	Mar 7	Mar 31-Apr 3
Vila	Dec 31	Mar 11	Apr 5
Santo	Jan 1-2	Mar 15	Apr 9
Vila	Jan 2	Mar 16	Apr 10
Hongkong	Jan 17-18	Mar 30	Apr 24
Hainphong	Jan 20-24	Mar 31	Apr 25
Saigon	Jan 27-29	Mar 31	Apr 25
Santo	Feb 14	Mar 31	Apr 25
Vila	Feb 15	Mar 31	Apr 25
Noumea	Feb 17-19	Mar 31	Apr 25
Kembia	Feb 21	Mar 16	Apr 10
Sydney	Feb 24	Mar 17	Apr 11

MESSAGERIES MARITIMES CO., Agents.

NORDDEUTSCHER LLOYD, BREMEN**Hongkong, New Guinea, British Solomon Islands Service.**

REGULAR SAILINGS BY

S.S. "FRIDERUN" and S.S. "BREMERHAVEN"

Through Bills of Lading and Passage Tickets issued to all parts of the world.

For further particulars apply to

MELCHERS & CO., General Agents, P.O.B., 423, Hongkong, China.

C. A. M. ADELSKOLD, N.D.L. Agents, Rabaul.

GREENWOOD & LAWS, N.D.L. Agents, Rabaul.

GILCHRIST, WATT & SANDERSON, LTD., N.D.L. Agents, Sydney.

New Zealand-Samoa

N.Z. Government steamer Maui Pomare (mails, passengers and cargo) carries on a regular service between New Zealand ports and Western Samoa. There are also regular services between Apia (Samoa) and Suva (Fiji).

Samoa Inter-Island Services

A.S. Makoa, 250 tons (Burns, Philp (South Sea) Co., Ltd.). Operates from Apia and connects regularly with Pago Pago, also Tokelau, Swain, Nasau, Puka-Puka and Phoenix Groups.

Sydney—N.Z.—Fiji—Samoa—Hawaii

	Mariposa.	Monterey.	Mariposa
Honolulu	Jan 15	Feb 12	Mar 12
Pago Pago	Jan 20	Feb 17	Mar 17
Suva	Jan 23	Feb 20	Mar 20
Auckland	Jan 26	Feb 23	Mar 23
Sydney	Jan 29	Feb 26	Mar 26
Melbourne	Feb 2	Mar 2	Mar 30
Sydney, dep.	Feb 7	Mar 7	Apr 4
Auckland	Feb 10	Mar 10	Apr 7
Suva	Feb 13	Mar 13	Apr 10
Pago Pago	Feb 14	Mar 14	Apr 11
Honolulu	Feb 19	Mar 19	Apr 16

THE OCEANIC STEAMSHIP CO., MATSON LINE, Agents.

Sydney—N.Z.—Cook Is.—Tahiti

	Maunaganui.	Makura.	Maunaganui
Papeete	Jan 27	Feb 24	Mar 24
Rarotonga	Jan 30	Feb 27	Mar 27
Wellington	Feb 5	Mar 5	Apr 2
Sydney	Feb 15	Mar 10	Apr 7
Wellington	Feb 20	Mar 15	Apr 12
Rarotonga	Feb 24	Mar 20	Apr 17
Papeete	Feb 26	Mar 26	Apr 23

UNION S.S. CO. LTD., Agents.
(For steamer connections with Tahiti, see also "French Eastern Pacific Service.")

Saigon—Java—Noumea Line

	Per S.S. Van Rees.	
Saigon	Jan 9	Mar 13
Batavia	Jan 13-15	Mar 17-19
Samarang	Jan 16	Mar 20
Port Moresby	Jan 25	Mar 29
Samarai	Jan 27	Mar 31
Rabaul	Jan 29-30	Apr 2-3
Vila	Feb 5	Apr 9
Noumea	Feb 7-9	Apr 11-13
Sydney	Feb 13-16	Apr 18-20
Port Moresby	Feb 23	Apr 27
Batavia	Mar 6-8	May 8-10
Saigon	Mar 12	May 14

ROYAL PACKET NAVIGATION CO. LTD.

Sydney—N.Z.—Fiji—Hawaii

	Niagara.	Aorangi.	Niagara
Honolulu	Jan 10	Feb 7	Mar 7
Suva	Jan 19	Feb 16	Mar 16
Auckland	Jan 22	Feb 19	Mar 19
Sydney	Jan 27	Feb 24	Mar 24
Sydney dep.	Feb 1	Mar 4	Mar 29
Auckland	Feb 6	Mar 6	Apr 3
Suva	Feb 9	Mar 9	Apr 6
Honolulu	Feb 16	Mar 16	Apr 13

UNION S.S. CO., LTD., Agents.

Fiji Inter-Island Service

S.S. Malake, 736 tons (Burns, Philp (South Sea) Co., Ltd.), under contract with Fiji Government. Regular four-weekly itinerary comprises: Two trips each Suva to Levuka, Savu Savu, Tavuni, Buca Bay and Rabi, returning by same route to Suva—trip occupying 8 days. Two trips each Suva to Lautoka, returning to Suva direct or via Ellington—trip occupying 3 or 4 days.

M.S. Sir John Forrest (Fiji Shipping Co., Ltd.), makes regular trips from Suva to Levuka, Savu Savu, Nabouwalu, Baulailai, Lekutu, Dreketi, Raduri, Labassa, 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.

Ocean Island-Nauru Service

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

Wholly Set Up and Printed in Australia by The Land Newspaper, Ltd., 59 Regent St., Sydney, and Published by Pacific Publications, Ltd., Union House, 247 George Street, Sydney. Telephone: BW 5087.

French Eastern Pacific Service

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

	Strasbourg.	Verdun.	D'Amiens
Papeete	Jan 20-22	Mar 17-19	May 12-14
Raiatea	Jan 23	Mar 20	May 15
Vila	Feb 2	Mar 30	May 25
Noumea, arr. ..	Feb 4	Apr 1	May 27

To Panama—

Noumea, dep. ..	Feb 16	Apr 10	June 5
Vila	Feb 21	Apr 14	June 9
Raiatea (opt.) ..	Mar 3	Apr 22	June 17
Papeete	Mar 4-6	Apr 23-25	June 18-20

MESSAGERIES MARITIMES CO., Agents.

OTHER ISLAND PRODUCE

Nominal prices for other Islands produce quoted in Sydney on December 16 from two different sources were:—

(a) Trochus shell, No. 1 grade	£86
Trochus shell, No. 2 grade	£72
Trochus shell, No. 3 grade	£59
Green snail, good quality	£27
Ivory nuts	£10
(b) Trochus shell, No. 1 grade	£89
Trochus shell, No. 2 grade	£75
Trochus shell, No. 3 grade	£62
Cocoa beans	£25 to £32
All quotes are f.o.b., and on the Australian £.	
Ivory nuts	£9/15/-

HOLDEN'S AIR TRANSPORT SERVICES LTD.

Air Transport, Customs, Shipping and Indent Agents.

SALAMAUA. WAU. SYDNEY, 7 Wynyard St.—'Phone: B 4515.

HOLDERS OF THE GOVERNMENT PASSENGER, FREIGHT AND MAIL CONTRACTS BETWEEN SALAMAUA AND/OR LAE AND ALL PARTS OF THE MOROBE GOLDFIELDS.

Holden's Air Transport Services, Ltd., was established in New Guinea in 1930, by the late Captain Les. Holden, M.C., A.F.C. It now operates six Aeroplanes, and carries on Daily Services (weather permitting) to all Major Aerodromes.

CHARTERS ARRANGED TO ANY AERODROME IN NEW GUINEA OR PAPUA.

Holden's are Organised, Staffed and Equipped to give the most Efficient Air Service to the Goldfields at the Lowest Possible Rates.

PACIFIC MAPS

WE have completed arrangements with the well-known firm of Map Publishers, Messrs. H. E. C. Robinson, Ltd., of Sydney, under which we are able to supply modern maps of the Pacific region, or of any of the chief Groups and Territories, at a price which includes cost of postage and despatch.

Some of the Pacific Maps now available are listed below. Others are in course of preparation. If a map of any Island or District is specially required, please give us details, and a quotation for same will be sent at once.

FOR SALE:—

OCEANIA.—A clear map of the Pacific from Australia to America, east and west, Japan on the north and New Zealand on the south. Showing all trade routes, with mileage thereon, and clearly defining all the Mandated Territories by tints of colour. SIZE: 30in. x 40in. PRICE: £1/5/-, including Postage.

MAP OF MOROBE DISTRICT, NEW GUINEA, MANDATED TERRITORY (Mercator's Projection).—SCALE at Equator, 6 Statute Miles to an inch. These maps have been compiled from all the official data Messrs. Robinson have been able to collect, much of which has been supplied by Mr. Ralph W. Gossett, an authorised Surveyor of the Mandated Territory of New Guinea. SIZE: 30in. x 40in. PRICE, 20/-.

AUSTRALASIA.—A good clear Map of Australia and Surroundings, extending on the North to Borneo and Caroline Islands; South to Tasmania and New Zealand; East to Fiji Islands; West to Singapore—showing all the Islands, with the Principal Trade Routes and Mileage. A clear index to places is printed beneath the Map. SIZE: 28in. x 30in. PRICE: Paper, 2/6; Cloth and Rollers, 7/6.

PAPUA AND NEW GUINEA.—Compiled from the Published Maps of Evan R. Stanley, F.G.S., Geologist. A good Map, showing detail and boundaries. SIZE: 30in. x 40in. PRICE, Black only, 15/-; Coloured, showing Geological formation, £1.

MOROBE GOLDFIELDS.—A clear detail Map of Bulolo area of Morobe Goldfields, showing Road-Tracks and Air Routes from Salamaua and Lae to the Goldfields. SCALE: 2 miles to an inch—Statute Miles. By Chas. Lexius Burlington. SIZE: 30in. x 32in. PRICE, 12/6.

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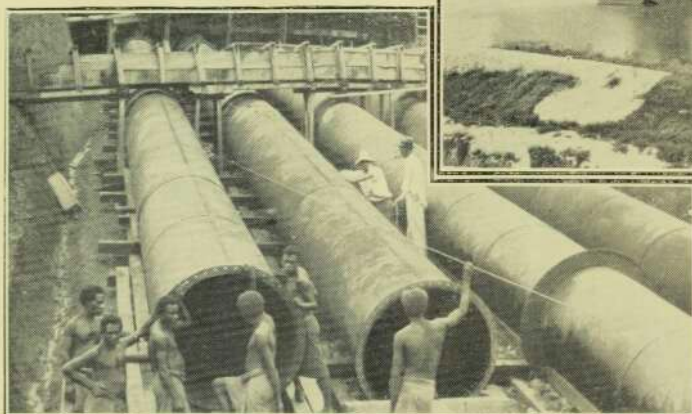
December 21, 1933.

THE PACIFIC ISLANDS MONTHLY

iii.

Goldfields Aerial Transport Service

EVERYTHING required for the Development of the Morobe Goldfield—men, foodstuffs, building material, dredges, miscellaneous machinery, cattle and horses—has been carried over the mountains, from the coast of New Guinea, by aeroplanes. Modern aviation has made possible the establishment of a flourishing gold-mining industry in the heart of New Guinea.



Massive equipment carried in onto the Morobe Goldfield recently by aeroplanes operated by Guinea Airways Ltd.—

TOP PICTURE.—Bulolo G.D. Company's No. 3 Dredge, which commenced operations at Bulwa in November. No. 4 Dredge is now being erected nearby.

LOWER PICTURE: Part of the pipe-line which brings the water to the new Power-house at Bulolo, thus making electric light and power available to the whole of Morobe.

Aeroplanes, flying on regular schedules, transported all this heavy machinery without mishap. The weight of some of the pieces exceeded 6 tons.

31 Aerodromes

BABUAP	MARAWASSA
BAPI	NADZAB
BULOLO	PORT MORESBY*
BULWA	PURARI
GABANZIZ	RAMU
GARINA	SALAMAU
JUNI	SANGAN
KAJABIT	SUNSHINE
KIDJURA	SURPRISE CK.
KOKODA*	UP. WATUT
KABUNA*	WAGAU
LA	WAHGI
MT. HAGEN	WAMPIT
MARILINAN	WU
MENYAMYA	ZENAG
	WARONA

In Papua.

In 1926 the Morobe Goldfield, guarded by dense jungle and precipitous mountain ranges, was almost unexplored and practically inaccessible. To-day, it is the seat of a great and flourishing industry, employing hundreds of Europeans and thousands of natives, and equipped with all the amenities of civilisation.

Aerial transport made that possible. There is no road in from the coast.

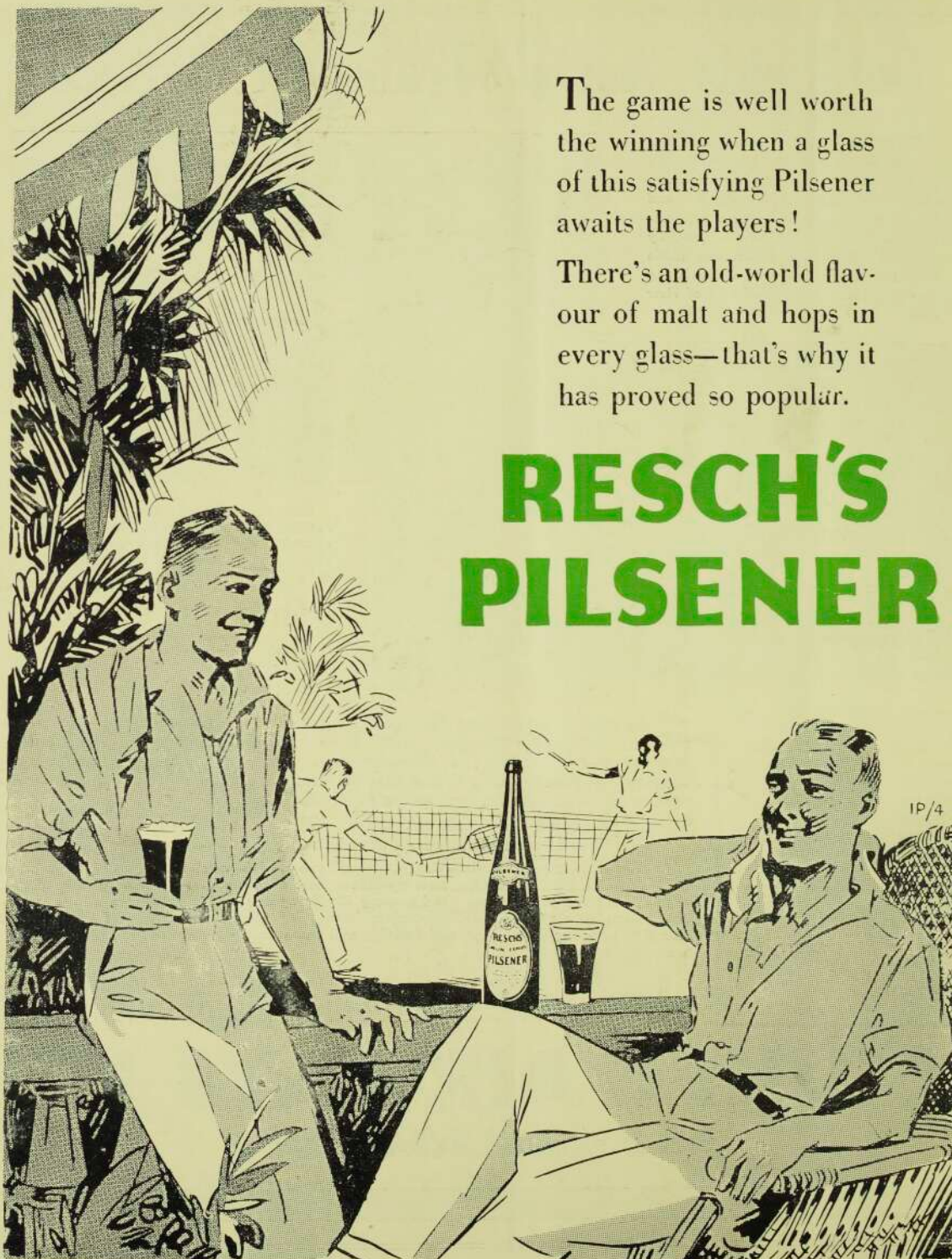
A road could not be built, except at enormous, crippling cost.

Guinea Airways Ltd., launching this unique aerial service, originally with one machine and a handful of men, now operate a fleet of aeroplanes—including three very large tri-motored monoplanes—and employ 80 Europeans and a numerous native staff. Their aeroplanes run on fixed timetables from Lae, Salamaua, Bulolo, Wau and Port Moresby, carrying passengers and freight, and maintaining regular communication between 31 aerodromes.

Travellers may leave the steamer at Port Moresby, fly across to Morobe (time of journey, 1h. 45min.) and spend 9 days in the Goldfield centres before rejoining steamer at Lae for Rabaul. Or, after visiting Rabaul, they may disembark at Salamaua or Lae, spend several days on the Goldfield, and fly to Pt. Moresby to rejoin the steamer. All information from Pursers on the Steamers.

GUINEA AIRWAYS LTD

LAE - SALAMAU



The game is well worth the winning when a glass of this satisfying Pilsener awaits the players!

There's an old-world flavour of malt and hops in every glass—that's why it has proved so popular.

RESCH'S PILSENER

1P/4