

Vol. V, No. 1 (Aug. 24, 1934)

Date : 7/17/26, 3:29 AM

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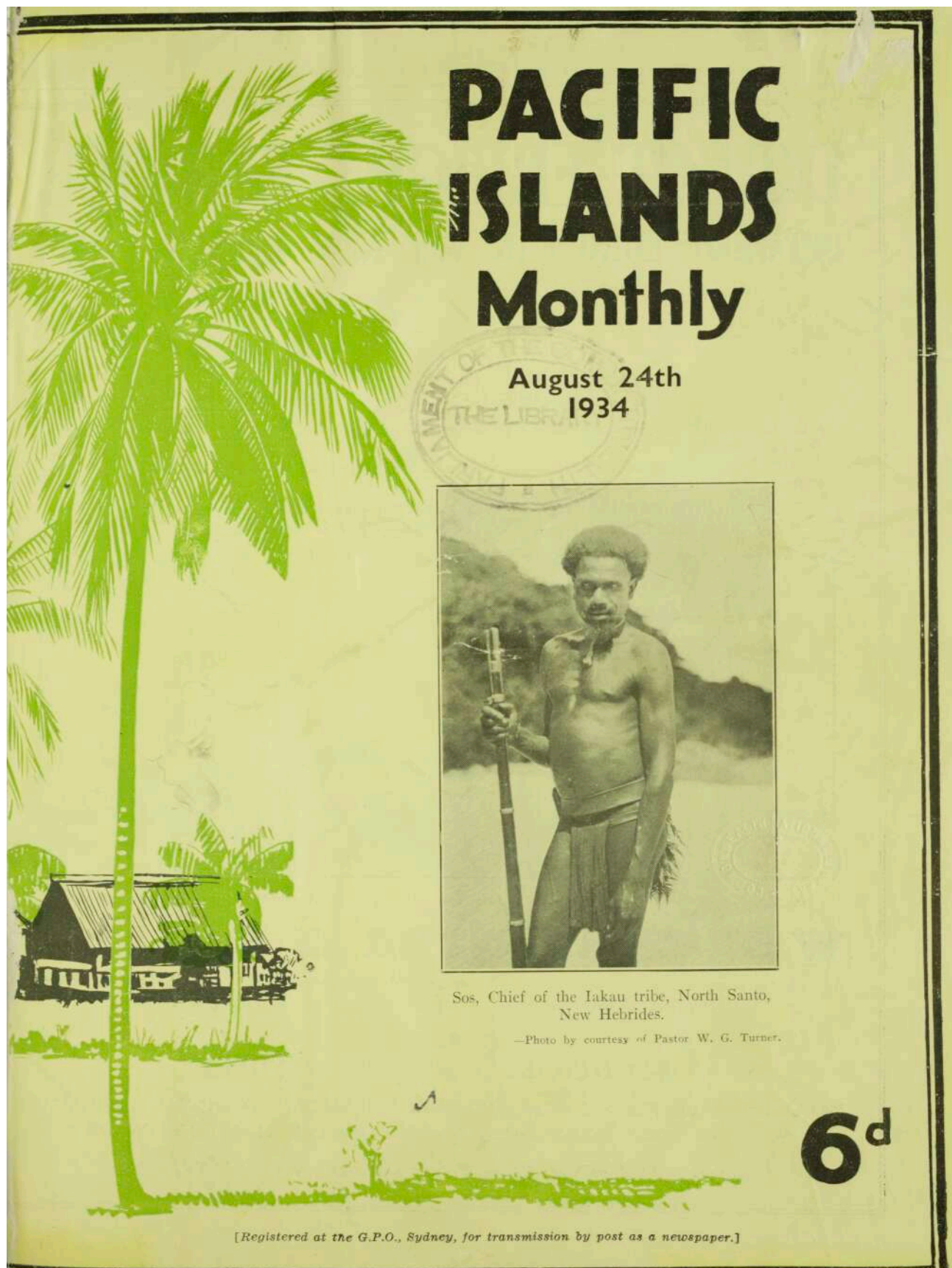
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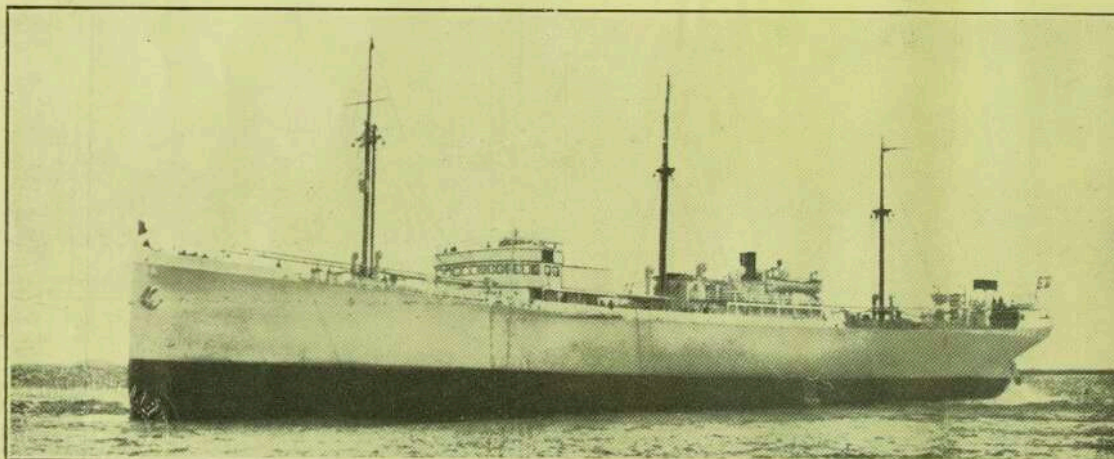
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THE NEWSPAPER-MAGAZINE OF THE SOUTH SEAS

[Registered at G.P.O., Sydney, for transmission by post as a newspaper.]

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Owned and Produced by Pacific Publications Ltd., Union House, 247 George Street, Sydney.

TELEPHONE BW 5037
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Editor and Publisher:
R. W. ROBSON.

Registered Address for Radiograms and Cables:
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Vol. V, No. 1

Sydney, August 24, 1934.

Price { 6d. Per Copy
Prepaid: 6/- p.a.

PACIFIC ADMINISTRATORS

COMPLETELY successful administra-
tors of Pacific territories are born:
they cannot be shaped to order. The
nature of the responsibility placed upon
them makes it necessary that they shall
be dictators; other considerations make
it equally necessary that they shall hide
the strong hand of the autocrat in the
velvet glove of the diplomat. They must
have wide vision, and build for the
future according to a pre-conceived and
co-ordinated plan, and they must not
be deflected from their continuing pur-
pose. Yet ruthlessness will defeat their
ends; so they must be men with a broad
and tolerant understanding of human
nature. They must be naturally austere
men; for they live always in that "fierce
light that beats upon a throne." And if
they are followers of the flesh-pots, their
appetites may be counted against them
as weaknesses, and they may not enjoy,
as they should, the confidence and respect
of the people they govern.

Such men are hard to find. Among a
thousand who eagerly seek the privileges
and perquisites of administratorship,

there probably is not one who can meas-
ure up to the standard required.

It is a remarkable thing, therefore,
that the Pacific territories generally have
been so well governed. Much more often
than not, these regions—French as well
as British—have been placed in the care
of men of most conspicuous ability, who
have given to a difficult, discouraging,
and often thankless job a lifetime of de-
voted effort. Usually, they have been
men whose personal influence, no less
than their administrative acts, has lifted
the prestige of the flag they served, and
assisted definitely in the advancement of
human progress—often in circumstances
where they might have been excused if
they had exercised purely negative qual-
ities, and "taken it easy." No man, who
knows the Islands, blames officials who
succumb to that insidious "tropicitis."

Australia, in this respect, has been
surprisingly well served — surprising,
because Australia notoriously is governed
by a class of mediocre office-seekers, who
are the natural product of a degenerate
democracy, and who could not be ex-

pected to display much wisdom in their
choice of administrators. Nevertheless,
such notable men as Sir William Mac-
Gregor, Sir Hubert Murray and General
T. Griffiths have governed Pacific terri-
tories under the aegis of Australia.
Parenthetically, it is impossible to escape
the logical, distressing thought that, if
only her vicious political system could
be reformed, Australia might have this
class of man for her own government, in-
stead of for that of her dependent terri-
tories.

A new appointment has been made to
the New Guinea administratorship.
Everyone who is jealous of Australia's
fine record in Pacific administration—
and, not least of them, the officers of the
splendid public service corps which Aus-
tralia has built up in New Guinea since
1920—will use his influence to smooth
the path of the man who is taking up this
difficult job, with its embarrassing Im-
perial obligations.

Many people have expressed regret
that the Federal Government, in making
the New Guinea appointment, overlooked
the claims of certain outstanding figures
of the Papuan service. The Lieutenant-

Governor of Papua, Sir Hubert Murray, stands unchallenged as the greatest Pacific administrator this century yet has produced; and, without doubt, his personal influence has done much to train the vision and mould the characters of the men associated with him in that service. There are at least three of them who are regarded as competent to assume the major responsibilities of administration.

Incidentally, the fact that the Administrator of Norfolk Island, Captain Pinney, is a man trained and qualified in the Sir Hubert Murray school, should have carried some weight with Australian newspapers recently, when Norfolk Island affairs were under the limelight. But the man who attacked Captain Pinney was given the freedom of certain newspaper offices, and allowed to wag an agitated, irresponsible jaw; and not one word was said by the newspapers in defence of the silent officer who has to carry all the obligations of administration, and whose private and public record is without a blemish.

Too much praise cannot be given, in this general review, to the men who have guided Fiji and Western Samoa through these recent difficult years. Sir Murchison Fletcher has had a certain amount of relief in the flourishing condition of the Fiji sugar industry; but the burden he has had to assume, in supervising the public finance of the Solomons, Gilbert and Ellice, Tonga and New Hebrides Groups, since the collapse of the copra market, can only be guessed at by we unenviable outsiders. History should have something very flattering to say of this particular High Commissioner.

To the economic worries of the depression period were added acute political troubles, to provide a really frightful job for the New Zealand Administrator of Samoa, General Hart. There were a number of occasions, during the past three years, when a less able and less patient man inevitably and easily would have caused bloodshed in Samoa, embroiled Great Britain with the League of Nations, and discredited New Zealand. Instead, General Hart has brought Samoa to a condition of quiescence and comparative content—a thing that seemed impossible a couple of years ago. He not only has done his work in a most praiseworthy manner; he also has done much to wipe out the memory of New Zealand's blunders in Samoa between 1924 and 1930.

SORCERERS

And the Village Policeman

SORCERY is one of the most difficult problems that have to be tackled by the administrations of primitive races; and in Papua the evil effects of it are still very much in evidence, even after fifty years of white rule.

The native belief in sorcery is very wide-spread, and there is no tribe and no village in the Territory in which it is not practised and feared.

It is the more difficult to suppress because there is no organisation binding the sorcerers together. Each magician works by himself, and the Administration is unable to strike at the head of the evil, simply because there is no head.

From its very nature, sorcery cannot be classed as a crime. The things that the sorcerers do are so harmless in themselves that they can seldom be made the basis of any definite charge.

Sir Hubert Murray writes: "The chief difficulty in all cases in which sorcery is an element is in finding out exactly what the sorcerer did."

The evil seems to lie not so much in the acts of the sorcerers as in the general native belief in their powers. And it is this superstitious belief, rather than sorcery itself, which lies at the root of nearly all the crime committed in Papua.

In one of his official reports, the Resident Magistrate of the Kumusi division wrote of a case in point.

Two natives of his division had been charged with "pretending to exercise sorcery." They were convicted, served their sentence and were discharged. Shortly afterwards an indignant Village Constable appeared at the Government station.

"You know those two sorcerers you let out of gaol a week ago?" he asked the magistrate. "Well, when they got back to the village they put magic on the bush pigs. Now the bush pigs have broken into my garden and eaten all my taro. Look; here is some taro half-eaten."

"How do you know that these two men put a spell on the bush pigs?" the magistrate asked.

"When they came out of gaol they were angry. They said 'This village policeman made us go to gaol for three months. Now we will spoil his garden.'"

"Did anyone hear them say this?"

"No; but of course they said it. Isn't it exactly what they would say?"

"Then you have no witnesses?"

"No; but there is the taro, half-eaten."

Questioned, he admitted that he had not repaired his fence for six months, and that a Papuan fence could not be expected to last so long without attention; but he resented the magistrate's refusal to take action in what, he was convinced, was a clear case of sorcery.

Early Description of Pitcairn Is.

A portion of the log of the famous vessel "Surry," commanded by Captain Tom Raine, has been purchased by the Sydney Mitchell Library.

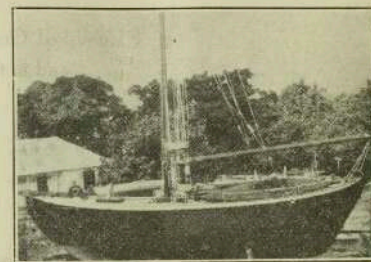
Captain Raine visited Pitcairn Island in the "Surry" in 1821. His log of the voyage gave a vivid account of the descendants of the "Bounty" mutineers. Their history, life, customs and appearance were faithfully chronicled by the skipper and the manuscript constitutes a valuable addition to South Sea Islands literature.

WORLD WANDERER IN FRENCH OCEANIA

From Our Own Correspondent.

PAPEETE, June 26.

THE well-known round-the-world yachtsman, Mr. Alain Gerbault, who is the author of several travel books, ar-



Mr. Gerbault's yacht on a slip in Papeete harbour.

ived in Tahiti on June 5, by way of the Marquesas Islands, and is now living aboard his cutter boat in Papeete harbour. As Mr. Gerbault abhors publicity and



Mr. Alain Gerbault (right), leaving the Papeete Post Office with a French official shortly after his arrival in Tahiti.

refuses to grant interviews it is not possible to state anything authoritative regarding his trip to Tahiti or his future movements.

DISABLED CARGO VESSEL REACHES PAPUA

From Our Own Correspondent.

PT. MORESBY, July 23.

On July 22, "Sol Afric," a cargo vessel under charter to Messrs. Andrew Weir and Co. crawled into the harbour of Port Moresby for repairs. She had a damaged crankshaft and a cracked cylinder, having struck trouble with her engine out from Sourabaya (Java) on her way to Callao, Chili. Mr. George A. Stewart, of Port Moresby, has undertaken the repair of the vessel.

August 24, 1934.

PACIFIC ISLANDS MONTHLY

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NEW ADMINISTRATOR

General McNicoll Appointed to N. Guinea

THE appointment of Brigadier-General McNicoll as Administrator of the Mandated Territory of New Guinea in succession to Brigadier-General Griffiths, who is retiring, was officially announced at the end of July.

General McNicoll intends to leave for Rabaul by the Mataram on August 30.

General Griffiths, according to present arrangements, will leave Rabaul early in September—probably on the 12th.

Details of the career of Brigadier-General McNicoll were published in this journal last month.

CARPENTERS' MOTOR SHIPS

Inauguration of Service

THE new direct freight service between European and New Guinea ports, planned by Messrs. W. R. Carpenter and Co. Ltd., will be inaugurated this month, and it will be known as the WRC Line. The motor vessel Rabaul (5600 tons) is leaving London this month for New Guinea, and thence will proceed to Australia. She will call at Rabaul, Kavieng, Madang, and if required at Salamaua, and is due in Sydney in October. She will be followed ten weeks later by the motor vessel Salamaua.

The route to be followed by the ships will be from Sydney, along the Queensland coast to New Guinea, and thence to Batavia, Suez Canal, and Continental ports.

These two newly-purchased Carpenter vessels are manned at present by British crews. It is reported, however, that if they meet unrestricted competition from the German ships which are operating in New Guinea (with their base at Hong-Kong) the British crews will be dispensed with and Chinese crews engaged instead. The German ships are manned largely by Chinese. We understand that representations concerning this have been made to the Commonwealth Government.

CORPORAL PUNISHMENT FOR B.S.I. NATIVES

IT was officially announced in August by the High Commissioner for the Western Pacific (Sir Murchison Fletcher) that legislation will be introduced immediately to empower courts in the British Solomon Islands to order floggings in cases where natives are convicted of certain offences against white women.

This development is the result of representations made recently to the British Colonial Office, London, by Sir Murchison Fletcher, on the question of native crime in the Solomons.

Mr. H. S. Reid, a director of Messrs. Buka Plantations and Trading Co., left Sydney by the Malaita on August 11 on a visit of inspection to the company's plantations in Bougainville.

MR. O. F. NELSON

AT the middle of August, there had been no further developments in the O.F. Nelson case. Since the decision of the Full Court of New Zealand, in June, which annulled the gaol sentence of eight months' imprisonment, but upheld the sentence of ten years' exile from Western Samoa, Mr. Nelson has been living with his family in Wellington.

It is stated that the final recourse now open to Mr. Nelson is an appeal to the Privy Council in England. But, so far, nothing has been done in that direction.

ON WORLD CRUISE

Danish Yacht "Monsunen" At Vila

From Our Own Correspondent.

VILA, July 7.

WHEN the Danish yacht "Monsunen" dropped anchor in Vila Harbour on July 3, she had completed about half of her trip around the globe. The "Monsunen" is making her world tour to collect specimens of small marine life and curios for the National Museum at Copenhagen. The mission, which is subsidised by the Danish Government, is under the direction of Mr. Moeller, the owner of the yacht.

He has with him Mr. Stubbe-Teglbjerg, zoologist, Mr. Jan Degenkolw, ethnologist and Mr. Hakon Mielche, journalist and cartoonist of the "Jyllands Posten." The latter, as well as reporting for his journal, is writing a book about the voyage, and, by way of amusement, is making humorous pictorial records of things and people seen at their different stopping places. Unfortunately, Mr. Mielche had a lot of business to attend to while in Vila, so we were not able to see ourselves as he saw us.

The yacht is manned by a crew of three sailors under Captain Thomsen, and a mate, Mr. Nielson. The tenth and last member of the party is "Bob," a very fierce-looking though friendly German dog. The "Monsunen" is 52 feet long and of 60 tons burden; she carries a 30 h.p. motor, but this is used only in emergency. Most of the voyage has been done under sail.

News was received in Sydney from the British Solomon Islands late in August that the Monsunen had been wrecked on the main reef at Vanikoro. The yacht's personnel are safe and the valuable collection for the Copenhagen Museum has been saved.

SALAMAUA 'DROME FLOODED

Ulm Did Not Like Conditions

SALAMAUA, July 31.

WHEN Mr. Ulm arrived in his aeroplane at Port Moresby with the first official air mail for New Guinea, he was met by Mr. F. T. O'Dea, in a Holden aeroplane and Mr. Orme Denny in a Guinea Airways aeroplane. These two pilots, in their machines, accompanied Mr. Ulm when he left Port Moresby, intending to land at Lae; but on the account of the bad weather and low clouds they went only as far as Wau, where Mr. Ulm landed. Later in the day, he continued on to Lae.

Mr. Ulm was the guest of Mr. and Mrs. O'Dea in Salamaua on Friday night, July 27; and on Saturday, July 28, Mr. O'Dea flew with Mr. Ulm as passenger to the Upper Watut, to meet Mr. Jerry Pentland, one of the old time pilots, who has lately returned to the goldfields. Later, Mr. O'Dea took Mr. Ulm back to Lae and, from that point, he left on his return to Australia, on the following Monday morning, July 30.

Mr. Ulm did not like New Guinea flying conditions and expressed astonishment at the way aviation activities are carried on in such inhospitable country.

The condition of the Salamaua aerodrome was a good illustration. At present, it is leased by New Guinea Goldfields Ltd. The Administration will not do anything to improve it and, apparently, N.G.G. Ltd., not being sure of its position, declines to do anything. Consequently, this aerodrome is in an appalling condition during heavy weather—of which we have had much during the last 25 days, when 43 inches of rain fell at Salamaua. The aeroplanes have had to land in water, and take off in water.

It is hard to understand why this important aerodrome should be so seriously neglected. Even the Administration depends upon it entirely for the transport of government supplies, mails, passengers, etc., and N.G.G. Ltd. uses it very extensively both as airport and sea-port, for its requirements.

It is generally expected that the plan for a road from the coast to the goldfields will be abandoned; and then perhaps, the Government, being no longer pre-occupied with this plan, will give more attention to real transport requirements.



Group at the official opening of Bulwa's Night Tennis Court on the Morebe Goldfield, New Guinea, which is believed to be the only night court in the Territory. Mr. O. B. Hart (Chief Constructional Engineer) served the first ball. The Bulolo Gold Dredging Company gave this court to its employees. Mr. Hart (with racquet and ball) is in the centre of the group. Photo. by H. C. Hill.

DINNER-HOUR ABOARD B.P. SHIPS

Union Secretary Says Some Angry Words

Letter to the Editor.

YOUR publication of June 22, 1934 (The Pacific Islands Monthly) contains on Page 10 a most uncalled for and insulting reference to the members of my Association employed on board vessels of the Burns Philp steamers. Of course it is quite obvious that the attack is made in your unqualified ignorance of the true position, and the only grounds for your attack is that you and your ilk are unable to have dinner served at midnight, and that you cannot strut your stuff over this fine body of men who have more guts and more spine than your whole brood.

It may interest you to know that this Association, since 1915, has never caused one day's delay to a ship owned or controlled by Burns Philp, Ltd.; even where very serious differences of opinion have arisen, the ships have sailed and conciliatory methods have been used. At no time have we used methods in our disputes that could be called harassing or unfair, and since September 1915, this Union has at all times been able to arrive at amicable agreements with the Management of Burns Philp & Co., in the matter of employment conditions. Any matters not agreed upon have been left to the Conciliation and Arbitration Court for adjustment, and once the Award has been made both sides have observed the letter of that Award.

Your reference to Union Boss, Union tyranny, and the unreasonable dictates of the Trades Hall boss, is so much eye wash and really childish. And further, as stated by you, that you are driven like a lot of cattle by the union-conscious stewards to dinner at 6 p.m. is purely bunk, and I should think that your readers would discount such a ridiculous and childish reference to men, who at all times, are most courteous to the travelling public and who go out of their way to try and make the passengers have a pleasant voyage.

I feel more sorry for you than angry, and whoever is responsible for such an article, should at least take a few more lessons in Journalism, otherwise there will never be a hope of him being employed by any decent newspaper.

I am, etc.,

A. H. MOATE.

General Secretary, Executive Council of the Federated Marine Stewards and Pantrymen's Association of Australasia.

Trades Hall, Sydney. July 24, 1934.

Editorial Note

We have printed the letter—crude, misspelled, ungrammatical and abusive—exactly as we received it. Could any better evidence be supplied of the methods and character of the "Trades Hall boss"?

The writer of the article which aroused the union secretary's ire makes the following necessary comments:—

Quite as much credit is due to Burns Philp & Co., Ltd., as to the Association, for the peaceful conditions aboard the Islands ships—the firm has been just as conciliatory and reasonable in its treatment of staff as the union is admitted to be. But that has nothing to do with the point at issue.

This writer has travelled widely, and he will say that there are no more courteous and efficient stewards anywhere than those

CAUSE OF THE OUTBURST.

The following is the portion of the article in the June issue to which Mr. Moate refers:

The very definite warning to the maritime unions, pronounced at the Burns Philp annual meeting by Mr. James Burns, was long overdue. The extent to which the firm is hampered and harassed by the trade unions, in its effort to give the Islands communities efficient and profitable shipping services, has never been disclosed—and, if it were, it would seem incredible. The firm, for instance, is trying nowadays to get its share of Pacific tourist business; yet travellers on B.P. ships are driven in to dinner by union-conscious stewards at 6 p.m., while tourists on ships not on Australian registry are permitted to take their principal meal at an hour that is much more suitable to the tropics. The B.P. stewards may be just as much victims of union tyranny as their employers; but the spineless refusal of the stewards, and of the constantly troublesome firemen and deck hands, to stand up against the unreasonable dictates of the Trades Hall bosses, inevitably will cost them their jobs. The time must come when the crews of the Island steamers will be recruited from the available Asiatic and native labour, so that the firm may compete on more equal terms with ships registered in other countries.

aboard B.P. ships. That, also, has nothing to do with the point at issue.

This writer, who is not accustomed to dining at the hour of 6 p.m. has been driven in to dinner repeatedly aboard B.P. steamers in the manner described. Also—for this union secretary's information—he has a lively recollection of seeing a party of Melbourne tourists trying to induce the B.P. steamer's kitchen staff to cook some fine fish which had just been caught. The kitchen staff refused, and protected themselves behind some union rule. The fish were thrown overboard—and a few hours later we were served with "fish" that had been carried from Sydney in the freezer.

Furthermore, has this union secretary ever heard of what happens not infrequently to lonely officials and planters who come aboard B.P. steamers in isolated ports at somewhat irregular hours, hoping eagerly to obtain a civilised meal? If not, he is recommended to listen-in, some time, to the frank opinion of those gentlemen concerning union rules.

I see no reason to alter one word of the opinions expressed in the June article. The attack was not on the stewards, individually or collectively, but was directed at a rotten system. The point is that no shipping company, which has to submit to such conditions, can hope to compete quite successfully against companies not on the Australian register, and whose passengers are not asked to suffer the same inconveniences.

I am delighted to observe that this union secretary, among other things, is a judge of journalism. That must be a great comfort to his more intimate associates.

At the quarterly meeting of the committee of the Pacific Islands Association, in July, Mr. E. A. James, proprietor of the Papuan Courier, Port Moresby, and Mr. Raymond J. Sands, chartered accountant (Aust.), Sydney, were elected to membership.

Carpenters Take Over N.G. Air Contracts

Dragon Moth's Flight to Salamaua

THE New Guinea Government contracts were formally taken over by the Carpenter Air Service on August 1. The Carpenter Service fleet at that date consisted of two small Moths and a Dragon Moth.

The new two-engined De Havilland Dragon Moth arrived in Sydney from England in July and was tested out at Mascot. Mr. R. O. Mant, chief pilot of the Carpenter Service, had intended to leave with the machine for New Guinea on Saturday, July 28, but particularly stormy weather intervened and he did not get away until July 31. Additional oil and petrol tanks were fitted to allow the plane to fly safely up the Queensland coast and across New Guinea to Wau. It is intended to use this machine on the Wau-Port Moresby service.

Mr. Mant arrived at Port Moresby on his second day after leaving Sydney; and he landed at Salamaua at 9 a.m. the following day.

Pastor H. L. Tolhurst of Nukualofa, Tonga, and Pastor E. B. Rudge of Suva, Fiji, arrived in Sydney by the Aorangi on August 10. They will attend the annual council meeting of the Seventh Day Adventist Conference, which will be held shortly at Wahroonga, N.S.W.

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PACIFIC PUBLICATIONS LTD.,
Union House, 247 George St., Sydney

August 24, 1934.

PACIFIC ISLANDS MONTHLY

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MR. ULM CARRIES FIRST AIR MAIL TO NEW GUINEA



Mr. Charles Ulm, flying his famous Monoplane, "Faith in Australia," left Melbourne on July 24 and, after calling at Sydney, Brisbane, Rockhampton, Townsville and Port Douglas, landed in Port Moresby in the late afternoon of July 26. The next day, accompanied by two Guinea Airways machines, two Holden machines, and Mr. Ray Parer's Fokker, Mr. Ulm flew to Wau. The return flight was started two days later, and was concluded at Melbourne on August 1. The aeroplane carried 28,000 letters north and about 38,000 on the return flight.

Photograph shows "Faith in Australia" at Port Moresby on July 26. Left to right: Mr. Chas. Ulm; Father McEnroe; Pilot Kevin Parer (P.A.T. Airways); Brother Gerrard; Chas. Lexius - Burlington; Pilot Tommy O'Dea (Holden's Airways); Pilot "Scotty" Allen ("Faith in Australia"); Aircraft Engineer R. Bolton ("Faith in Australia").

Photo by courtesy of C. Lexius-Burlington.

MISSION RIVALRY

Race for the Benna-Wahgis

From a Special Correspondent.

SALAMAUA, July 27.

THE missionary war goes on! The souls of the Benna Benna-Wahgis are to be snatched from the burning! European civilization will triumph, what e'er be-tide!

I reported in June that the discovery of a large native population, with a considerable degree of culture, on the rich plateaux that lie between the Upper Ramu and Mount Hagen, had stirred the missionary bodies to activity; and that three of the missions—the Alexishafen (Roman Catholic), Finschafen (Lutheran) and the Seventh Day Adventists—were racing each other in an attempt to be the first mission body established in the new field.

This keen rivalry had resulted in the appearance of a certain bitterness between the parties; and the hard-boiled miners and traders in those parts were clearly enjoying this interesting manifestation of Christian enterprise. At the time of that writing the Catholic party was actually on the new field; the Lutherans were hurrying inland by forced marches; and the Seventh Day Adventists were at Salamaua, receiving reports on the rival campaigns and trying to make up their mind to also make a dash inland.

Since then, the Lutherans have been into the new country and reconnoitred, and have returned. Somewhere en route the Lutherans made contact with the Catholic party under Father Ross, a well-known American missionary. Father Ross, it is reported, offered the weary Lutherans hospitality, but they ignored the friendly gesture and pushed grimly on.

When the Lutherans returned to Lae it was decided to establish immediately three stations in the new territory, with two Europeans on each station, as required by the Government. It is regarded as likely that the Lutherans will withdraw all their European missionaries on coastal stations, for this purpose, and leave the latter under the care of natives.

Meanwhile, the leader of the Seventh Day Adventists in this part of the world chartered an aeroplane, and flew into and all round the Benna Benna-Wahgi region and made a close examination. As a result, he placed half-a-dozen native teachers, including some Solomon Islanders, in the Upper Ramu district, and left the work of introducing Christianity to those gentlemen for the present. The further plans of the S.D.A. people have not been disclosed.

Sir Harry Lawson to Retire

THE Australia-Pacific Territories are to have still another Minister.

Senator Sir Harry Lawson (who is a former Premier of Victoria and who had been quietly "tipped" by well-informed people as a possible future Prime Minister) took charge of the Territories recently, when Major C. W. C. Marr was relieved of Islands administration and other Cabinet work in order to organize the Prince's tour in Australia. Sir Harry Lawson, however, has decided that he will retire at the end of the present Commonwealth Parliament.

Probably it will be some little time before an announcement is made about a new Minister for the Islands. It is likely that Sir Harry Lawson will carry on until after the general election in mid-September—when, of course, there will be a re-allocation of Portfolios.

COPRA OUTLOOK

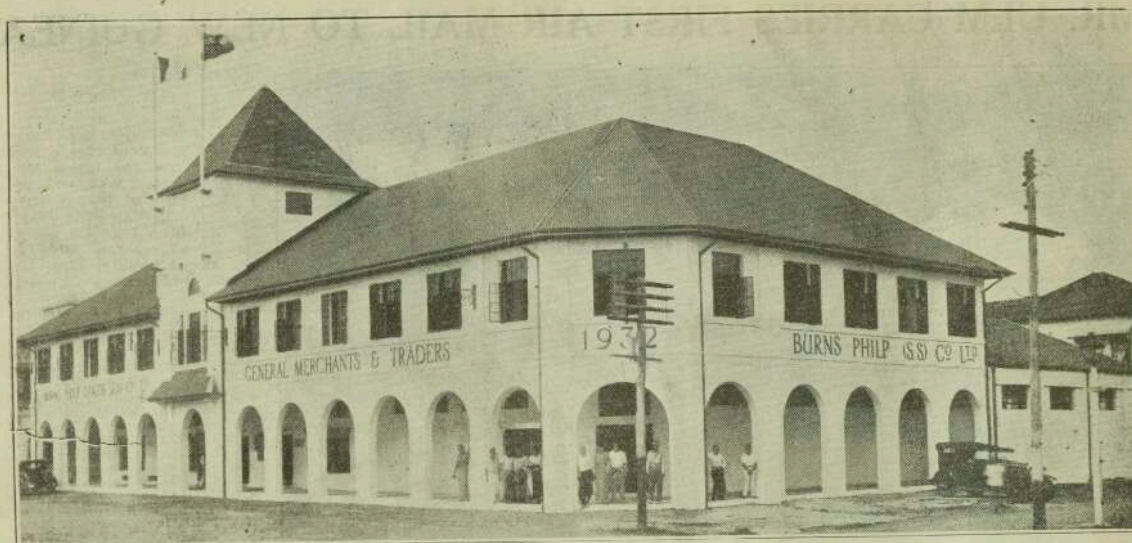
Interesting Notes from London

THE following items have a bearing upon the future of the copra market.

A Sydney resident writes: "A confidential communication which has reached me from important financial interests in Britain expresses the view that the copra market is likely to revive within the next year and that copra production will again become profitable. I am of the opinion that this would be a good time to buy coconut plantations if there are any going at bargain prices."

A close student of the oil market writes as follows from London under date June 27: "There is rather a disturbing report in this morning's paper that the British Whale Oil Combine have decided to refine whale oil in England, so that more may be used in the manufacture of margarine. It is also stated that they are desirous of fitting the steamers engaged in fishing for whales with some system whereby the meat can be made palatable for hogs. This would have a very detrimental effect on the sale of copra cake. Until something is done with regard to limiting the slaughter of whales, I feel that the future is beset with real difficulties."

The following is contained in a private letter from London to the Editor of the P.I.M.: "A firm wrote me yesterday stating that they are definitely interested in coconut plantations, but they must be large, so that they can invest large sums in them. If there is anything in this I will let you know—but it may be merely hot air." There has been no further communication on the subject.



NEW BURNS PHILP STORE IN APIA

Fine Modern Building is Opened with Ceremony

From Our Own Correspondent.

APIA, June 28.
A NOTABLE event in the history of Apia was the official opening of the new business premises of Messrs. Burns Philp (S.S.) Co., Ltd., which took place on June 5 in the presence of a representative gathering of citizens.

The Secretary of the Administration (Mr. Turnbull) warmly congratulated Messrs. Burns Philp and Co., Ltd. on their praiseworthy enterprise, which conclusively proved their confidence in the future of the South Sea Islands and especially of Samoa. He felt sure, he said, that the public of Samoa would appreciate the work done by the firm and grant its support accordingly. He also congratulated Mr. R. H. Brown,

the manager of the firm, on his good work. The emporium now completed constituted a distinct embellishment of and an attraction in Apia's main street, and was a credit to all those who had shared in the building of it.

Mr. Brown, in reply, thanked those present for their courtesy and said that, in spite of depression and hard times, his firm had spent the large amount of £70,000 on the new premises erected in Fiji and Samoa, thus showing their belief in the future of those islands. He also paid a tribute to his co-workers on the staff of the firm, to the contractor, Mr. Freeman, and his men, and to the Administration, who had at all times assisted wherever they

could. The firm was doing its best for the public, he said, and he was sure that the public would reciprocate as it had done in the past.

The new building, which has taken 20 months to complete, is situated at the busiest corner of Apia, opposite the old Central Hotel, and the Town Clock Tower, and is flanked on the east by the Post Office, which is built in exactly the same style of architecture. The building has two floors and is constructed all in concrete and steel, and is spacious, cool and comfortable.

The grocery and drapery departments are both located in the main large hall, while the offices are located upstairs. A feature of the design is the spacious verandahs leading right round the building, through which the various departments are entered.

Taken altogether, the new store is a Samoan record in regard to size, beauty and modern fittings, and is a most impressive addition to Apia's business quarter.

MONTORO ASHORE

THE Burns, Philp passenger vessel Montoro went ashore at Fortification Point, a rocky part of the New Guinea coast 18 miles north of Finschafen, on August 7. Subsequently she was refloated and proceeded under her own power to Finschafen.

At the time of the stranding the Montoro was sailing along the mainland coast on her way to Salamaua from Rabaul and was commanded by Captain G. E. Williams.

On arrival at Finschafen the vessel was examined by a diver who flew over from Port Moresby to Lae and thence was taken by launch to the Montoro. Temporary repairs were carried out to enable her to continue the voyage to Australia.

When the Montoro arrives in Australia in September she will be placed in dock and thoroughly examined. The Mataram, formerly of the Solomons run, is to replace her and will leave Sydney for Papua and New Guinea on August 30.

JULY 14

Celebrations In New Caledonia

From Our Own Correspondent.

NOUMEA, July 16.

WE have just celebrated the 14th of July, the French National Day, on which Frenchmen all over the world celebrate the Fall of the Bastille.

The day is a public holiday and always in French Territories is an occasion for great festivity and rejoicing.

The Governor, and Madame Siadous, held a small, select, and very enjoyable ball in Noumea, and balls were held in all the country centres.

Many of the business people left Noumea on Friday night, or early on Saturday morning, and motored about 80 miles along an excellent road to La Foa, where city mingled with country, and dancing went on until a late hour on Sunday morning.

Odd Will Case in Samoa

From Our Own Correspondent.

APIA, June 26.

THE good old "beach-combing" day and some features characteristic of those days gone past, were recalled recently during the hearing of the Coe will case in the High Court of Apia, before Chief Judge Luxford.

Jonas M. Coe, an American citizen, after a long residence in Samoa, died in 1891. He was legally married not less than fifty times to various Samoan women, and had thirteen children from three of these marriages. He left some valuable property in Vaiala and Matautu (suburbs of Apia) besides numerous small pieces of land further inland. In his will he left the former to, as he expressed it, "all my family" and the latter to "my family" and the Court was now asked to interpret those terms.

The judgment, apportioning the land and the proceeds of land sales among the applicants, apparently satisfied the latter.

RAROTONGANS AND MAORIS

Very Cordial Relationship

DURING their recent visit to New Zealand the Rarotongans were the guests of Princess Te Puea Herangi at her model settlement near the old Maori Kingite capital of Ngaruawahia, where the accompanying photograph was taken. Second from left is Tere, the daughter of Makea Arikini Tinirau, of Rarotonga. On her left are Te Heu Heu V., the ariki of Ngati-Tuwaharetoa, and his wife; Pei Jones, a well-known chief of the Ngati-Maniapoto, and a former candidate for Parliament, is on the Rarotongan princess' right. Standing behind is Mr. David Katipa, a Waikato chieftain, and the husband of Princess Te Puea Herangi.

There have been several instances where Rarotongans of rank have married into Maori noble families. The visit of the Cook Islanders recalled the fact that Kainuku Ariki, a member of the party, had once been the husband of the high chieftainess Piu-piu. The father of Piu-piu (who now resides in the King Country), was Te Whero Whero, younger brother of the late King Mahuta, so this chieftainess comes of the bluest blood in Maoriland. Present at Ngaruawahia on this occasion to support his young nephew, King Koroki, was Haunui, the only surviving son of King Tawhiao.

Ariki Kainuku, who comes of the Taki-

timu clan of Rarotonga, with whom the Ngati-Kahungunu, of the East Coast of New Zealand claim affiliation, was of great assistance to many of his old Maori friends, because he can speak their tongue as well as themselves. Some of the Maoris found it a little difficult to follow the dialects of the Cook Islanders, Kainuku lived in Waikato for some years.

It should be explained, perhaps, that the Cook Islanders and the Maoris are of the same race—separated only by the 500 years which elapsed between the departure of the colonising expedition which left the Cook Islands for New Zealand, and the re-establishment of communication when the Europeans arrived, over a century ago. The Cook Islanders are always referred to in official documents as "Maoris." High-caste Maoris—both New Zealanders and Cook Islanders—are remarkably handsome people (as the photograph shows) and, psychologically as well as physically, are nearer to the Europeans than any other Pacific race. The Maori nobles, by strict control of marriage, have preserved their Caucasian characteristics in a remarkable way—an interesting study for ethnologists.

The Maori language is the language of the Cook Islanders, with some slight differences. The Tahitian language is almost the same as that of Rarotonga, but

softer. The Rarotongan greeting is "Kiorana;" the Tahitian "Iorana." The New Zealander and Rarotongan say "Koe" (you); the Tahitian says "Oe."

The visit of the Rarotongans to Waikato aroused so much interest that a return visit by Kingite notables to the Cook Islands is being seriously discussed. If it takes place it is certain that Princess Te Puea Herangi and her husband, David Katipa, will join the party. For some years past the Princess has directed the land settlement scheme, under the Native Minister (Sir Apirana Ngata), in her own district of Waikato, and in addition, has been given a considerable tract of country at Tikitere, near Rotorua, to develop. A tireless worker, she is constantly on the move, and her people, I know, would welcome the possibility of a much deserved holiday for her.

The Rarotongans brought many beautiful mats of exquisite workmanship as gifts to the Waikatos. These now adorn Mahinarangi, one of the finest examples of the modern whare whakairo, or carved meeting house, in all Aotearoa. In return, the Waikatos gave their Pacific cousins some fine mats to take back with them to their island homes. Placing a conservative estimate of ten pounds each on the korowai, the Maori gift must have represented at least one hundred pounds. As similar gifts were made and given at all the important settlements the Cook Islanders visited, it can well be imagined that this question of presents was one that occasioned considerable thought.

It was typical of the generosity of the



Waikatos' that the proceeds from a dance, which they gave in honour of their guests, should have been placed on the mats which Makea received on behalf of his party. The day has gone when Maoris can place five pound notes on gifts of food, but they do the best they can in these days of depression, and so fulfill their traditional code of hospitality to "the strangers from beyond the far horizon."

Young King Koroki, who was forced to bask in the limelight to a degree, both at Waitangi and elsewhere, for which he was obviously not prepared, received the Rarotongans' offerings. It was not until the girls danced towards him in the customary manner, and placed necklaces of shells and berries around his Royal neck, that he relaxed and broadly grinned, and so showed himself to be the boy that he really is.

The fact that two young Cook Islanders are going to learn carving at the Government School of Arts and Crafts at Rotorua, is evidence that Makea's project for a finely carved house in his Pacific home, is likely to be realised.

Throughout the whole of the tour the Rarotongans were accompanied by Rakaheera Pomare, a son of their late beloved Minister (Sir Maui Pomare), and Dr. Ivan Sutherland, who visited the Islands not so long ago. Lady Pomare, Miss Ana Pomare, and Dr. Wi Repa, of the East Coast, likewise travelled a considerable distance with the Islanders, and materially assisted them in many respects.—"Eriki."

N.G. Patrol Arrests Head Hunters

THE official report from Mr. G. M. Keogh, A.D.O., containing details of some recent murders in the Sepik River district, was received in Canberra during June.

With his patrol Mr. Keogh had investigated a raid on Mogomotel villages where three women, one man, and two children had been killed and decapitated. After investigations several tribesmen who admitted having killed the Mogomotel natives were arrested, together with others thought to have participated in the incursion. The chief of the raiders said that the raid had been carried out to protect his own tribe.

While interrogations were proceeding, some of the natives became hostile and one arrested native escaped. He was pursued and wounded by a police boy, and died next day.

The patrol also went up the Korosomeri River and arrested a native who admitted that he had killed a woman and child of a rival tribe.

AUSTRALIA'S GRANT TO PAPUA

In the House of Representatives of the Commonwealth Parliament on July 13, Mr. David Watkins (Newcastle) asked the Prime Minister (Mr. J. A. Lyons) what provision had been made for the annual grant to Papua. "In view of the considerable improvement in the revenue position (he said) will the Prime Minister endeavour to restore the grant of £10,000 formerly made to Papua and which was suspended from the commencement of the depression?"

In reply, Mr. Lyons said that the matter would be dealt with when the budget was presented.

When presenting the budget at Canberra on July 24, Mr. Lyons announced that the grant for 1934-35 would be £59,100.

THE AFFAIR OF THE AUTO-GEE-GEE

By W. GILL.

IT was a despondent group of fellows who met at the bar of the Coconut Club after seeing poor old Henry hoisted aboard the mail steamer in a bo'sun's chair and a strait jacket.

Not that the sight of a human being in a strait jacket endeavouring to bend himself to fit a bo'sun's chair was particularly depressing—on the contrary!—but we were all sorry to witness the sad fate of a fellow whom we liked and to know that jealousy had been his downfall.

Henry had managed Uavaruka, the most remote plantation on the Island, for years and never seemed to mind his isolation. Although we had all urged him to visit the settlement more frequently for sanity's sake, pointing out that everyone who had managed Uavaruka had gone mad there save Vogie (who was mad before he went), he stuck to his one visit a year and seemed little the worse for it.

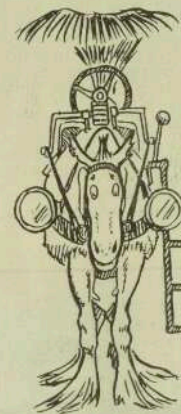
Nevertheless, it was one of these annual visits which started him on the down grade and here is how it came about. Henry reached the settlement about noon one day and met all the fellows there. He had his usual cocktail with each, and appeared to be quite normal. It wasn't until the boy announced lunch that he deviated from his usual programme and failed to appear at the table. We all thought it was merely an attack of malaria, brought on by the excitement of seeing so many friends all at once, and passed the matter off with some jocular remark. But when sundown found him brooding, and refusing to drink with anyone, those club members who still retained their faculties exchanged significant glances.

Towards 1 a.m. Henry showed signs of returning animation: becoming almost articulate, in fact, although he showed a marked inclination to repeat himself. "Why has the company given all you fellows cars and left me out?" appeared to be the burthen of his monologue.

And, next morning, he returned to the fastness of the jungle, instead of spending his usual fortnight at the club.

We gathered that the poor fellow was jealous of the other employees of the company having cars, whilst he had only a ewe-necked mare. When the R.M. paid his usual quarterly visit, Henry aired this grievance. The R.M. pointed out that Uavaruka, situated as it was in the hills and in the wet belt, averaging an inch of rain daily, was an impossible place for a car, unless fitted with legs; but Henry insisted that, if a car was out of the question, then something ought to be supplied as a substitute, adding that he had given a great deal of thought to the matter.

He then produced a diagram entitled "Front View," and gave it to the R.M. asking him what he thought it was.

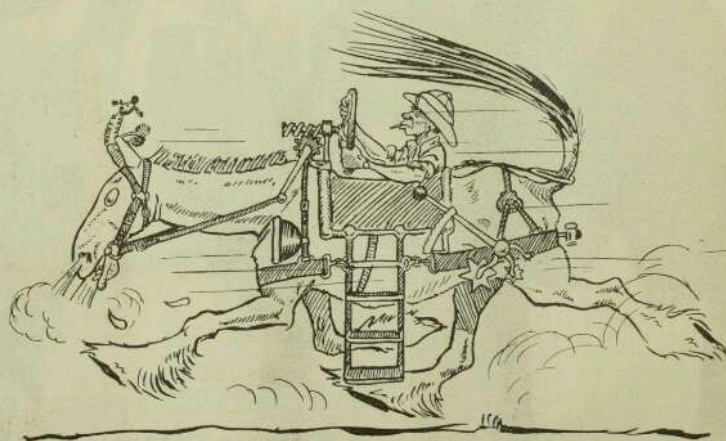


FRONT VIEW

The R.M. studied the thing from all angles and ventured the opinion that it was a picture of some wooden god, a monstrous idol of the Zogi-Li, or some such heathen cult.

Henry made a noise, afterwards described as a "hollow laugh," and changed the subject.

Soon thereafter, a sensation was caused at the company's head office when a requisition of Henry's for "one well upholstered arm chair (male)" arrived. This set the whole settlement in an uproar and at dinner that night it was decided that the matter be thoroughly investigated. The dice ordained that I remain to hold the fort whilst the other three fellows, under the leadership of the R.M., form themselves



THE AUTO-GEE-GEE IN MOTION

August 24, 1934.

THE PACIFIC ISLANDS MONTHLY

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into a punitive expedition and proceed to Uavaruka.

For the following week the settlement had to look after itself, as I was far too busy speculating on the outcome of the expedition to attend to it—or to myself, for that matter, though the native bartender looked after me well enough.

On the eighth day the expedition returned with a gang of carriers, bearing a strange bundle slung on a bamboo pole. Without attempting to alleviate my anxiety, the expedition headed straight for a series of pahits, in the middle of which the mail steamer arrived on its monthly visit. It was then that the R.M. explained to me that the strange bundle was Henry in a strait jacket, and he was to be consigned to the nearest asylum.

That night, in the club, the R.M. gave an account of the adventures of the expedition.

"Gentlemen," he began, and I endeavoured to look as placid as possible, "the expedition proceeded to Uavaruka. It was met by Henry, who invited it to partake of refreshments and otherwise behaved normally."

On being questioned, however, the object of the expedition had stated that he no longer felt peeved about the other company employees having cars. "After all," he had said, "a car would be useless here, as you all know; and, anyway, I have an idea which will make me independent of all your cars."

He then proceeded to outline his scheme, explaining to his horrified audience how he intended to cross his old mare with an easy chair. "The thing is perfectly simple," he said, "I dislike straddling a saddle, but have no objection to sitting in a comfortably hollow-backed horse. I anticipate that the product of the union I am arranging will supply me with an ideal vehicle."

He even supplied details of the accessories, from the arrangement of three different-sized spurs, as gears, to the training of the tail to act as a punkah in the dry season and, stiffened with a coat of varnish, as a hood in the wet.

"This ingenious invention shall be known as the Auto-gee-gee," concluded Henry, and tumbled his complete plans.

It was then that the expedition fell upon him, gagged him and laced him up in a strait jacket improvised from a length of tapa cloth and about 50 fathoms of liana.

"On the way in," related the R.M., with tears in his eyes, "our unhappy friend managed to swallow his gag and started screaming some gibberish about the whole thing being 'only a joke,' which, of course, made us all the more convinced of the poor chap's insanity. We secured a fresh gag, which effectually checked his ravings, and you know the rest."

"This unfortunate affair," concluded the R.M. with emotion, "has grieved me more than tongue can tell. Henry was my one refuge when the insane chatter of you morons drove me from the settlement. The thought of our popular and demented friend being compelled to spend the rest of his days in the society of a pack of lunatics makes my heart bleed, and I can only express the hope that, despite his deplorable mental condition, he may still be able to realize that the change is not so violent as might be supposed, and to appreciate how lucky he really is to have escaped being permanently detained at this settlement. Boy, another pink gin!"

Captain T. R. F. Salisbury, District Officer at Santo, in the New Hebrides, arrived in Sydney by the Morinda on June 25. He is on his way to England on sick leave.

GOLD MINING IN PAPUA

Activity on All Fields

From Our Own Correspondent.

PT. MORESBY, July 22.

MINING activities at Misima are increasing rapidly. There are now four companies operating, or about to commence shortly on the island, and a number of additional leases have been taken up.

It is estimated that within twelve months there will be about a hundred Europeans engaged in mining on the island.

The four companies operating on Misima are Gold Mines of Papua Ltd. (also on Woodlark), New Misima Goldmines Ltd. (Mr. Cuthbert's mine), Misima Gold Reefs N.L., and Quartz Mountains Ltd. Mr. Leo Gibbons, general manager of Gold Mines of Papua Ltd. (which absorbed Misima Options Ltd. and Mt. Sisa Ltd.) passed through Port Moresby on July 5, en route to Misima, and it is reported that work there will commence immediately on a large scale. It is reported that Mr. F. W. Cuthbert has been negotiating for the sale of his very rich mine and that New Guinea Goldfields Ltd., are interested in the project.

Mr. Gus Nelsson, who is regarded as one of the shrewdest and most capable men in New Guinea, is associated with the Pratten Group (Gold Mines of Papua), and he is most enthusiastic about Misima. Mr. Nelsson is also a staunch believer in the Yodda field—he was one of the Ivanhoe party who first got there in 1895.

The monthly report of New Misima Gold Mines Ltd., for May, showed 1208 tons of ore were put through the mill. The yield was 877 tons of sand and 331 tons of slime for gold bullion valued at £2,080/7/9, Australian currency.

YODDA GOLDFIELDS

Reports from the Yodda Goldfields show that great progress has been made.

Mr. Ward Williams and his staff are busily constructing the machinery,

brought over from Port Moresby by Guinea Airways. A modified type of sluicing plant with power-driven units, designed by Mr. Ward Williams, is also being erected.

TIVERI FIELD

The light dredge of the Tiveri Gold Dredging Co., Ltd., is said to be working well and has been producing good gold since operations commenced early in April.

The company hopes to clear a landing site alongside its leases shortly, so that supplies may be brought in more speedily from Port Moresby by aeroplane.

WOODLARK IS.

A local syndicate on Woodlark Island, in which the Hon. J. G. Nelsson is interested, have just opened up the mining property known as Reilly's on the Busai Road.

They have already opened up 300ft. and one shaft is down 75ft. The syndicate are shifting a small battery on to the lease (which is of 24 acres), to crush the 200 tons of stone.

AEROPLANE FOR THE SOLOMONS

From Our Own Correspondent.

TULAGI, Aug. 1.

QUITE a little interest was aroused by one item of the July Malaita's cargo to Tulagi. Mr. Masterman, who has been on furlough, brought back an aeroplane. While two seaplanes have been to the Solomons, (one which flew here—the other aboard H.M.A.S. Australia), this is the first aeroplane of any kind to be owned in the Group. All credit is due to Mr. Masterman for his enterprise in acquiring and importing the bus, and for his diligence and application in studying the subject. Many difficulties of housing, adapting, finding taking-off and landing-places lie ahead of this pioneer. In pursuing this hobby he will be laying the foundation of air-mindedness, and gain much information that will be invaluable when commercial flying is adopted here.

The bus was safely landed on Tulagi Wharf, and wheeled to Tam Mo's boatshed.

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TROPICALITIES

THE remarkable achievements of aviation in New Guinea were commented upon with enthusiasm by Mr. S. J. Moir, President of the Aero Club of New South Wales, on his return from a visit to the Territories. He said that the transport work done by aeroplanes in New Guinea was aviation's greatest commercial achievement. The great aeroplanes travelled as safely as suburban railway trains and their service now was an accepted thing. This form of transport has allowed the rapid development of the goldfields, where already a considerable European population was settled down with all the amenities of civilisation. He described Bulolo as "a small city with a future."

IN the June issue of "Oceania," the anthropological journal of the Australian National Research Council, will be found much that is of interest to residents of Melanesia. The special features include an account of the work done on Manam Island by Miss Camilla Wedgwood during 1933-34; and an interesting account of Fishing Rites (and magic associated therewith) at Tabar Islands by Mr. W. C. Groves. A preliminary account of the work done at Mowehafen, on the South Coast of New Britain, by Mr. J. H. Todd, will appear in the September issue of the journal. "Oceania" is available at 5/- per copy from the office of The Australian National Research Council, Science House, Gloucester Street, Sydney.

A SLIM and sun-browned young lady, described as Mrs. Margery Campbell, formerly a Sydney stenographer, arrived in Sydney by the Maedhui on July 31 from Papua, and was given much prominence in the newspapers because "she had learned in a month in Papua sufficient about the goldmining process to take it up as an occupation." Mrs. Campbell intends stay-

ing two months in Sydney, and then she will return to Papua to "follow again the life of a prospector. She will stay there until she has made a fortune." Mrs. Campbell told the newspapers that she had been six months in Papua. She left Port Moresby in a schooner with Captain and Mrs. Brewster, and travelled 160 miles along the coast of Papua to "Vila Itupu," where she found ten men working on the goldfields. She immediately set to work and put in a number of sluicing boxes, with six boys to a box.

Papuan mining men will be glad to know Mrs. Campbell's interesting story received so much attention in Sydney that an exodus of charming stenographers to that attractive Territory is quite a possibility.

WHALE-CATCHING details published in London in June show that in the 1932-33 season 28,668 whales were caught—the highest recorded total for three years. The catch in 1930-31 was 42,874. Nearly all these sea-mammals were caught in the Antarctic, but some 4,000 have been taken in Northern Pacific waters. The production of whale oil in barrels is thus shown:

1930	2,787,673
1931	3,686,976
1932	915,852
1933	2,596,778
1934*	2,500,000

*Estimated.

There is still a strong agitation in favour of restricting this trade and saving the whales from extinction, but nothing actually is being done. It looks as if the copra growers must suffer in silence from this form of competition until the unfortunate whales are exterminated.

MR. W. C. GROVES, Australian anthropologist, sounded a note which the newspapers eagerly seized upon, on his return from New Guinea recently. He said

that the missionaries who are working among the N.G. natives should have with them "an organiser of joy." Mr. Groves apparently has devoted much time to investigating the true psychological effect of mission operations upon the natives; and his conclusions generally were favourable to the missions. But he insisted that something should be done to restore to the natives their joy in life, which has been destroyed by contact with Europeans.

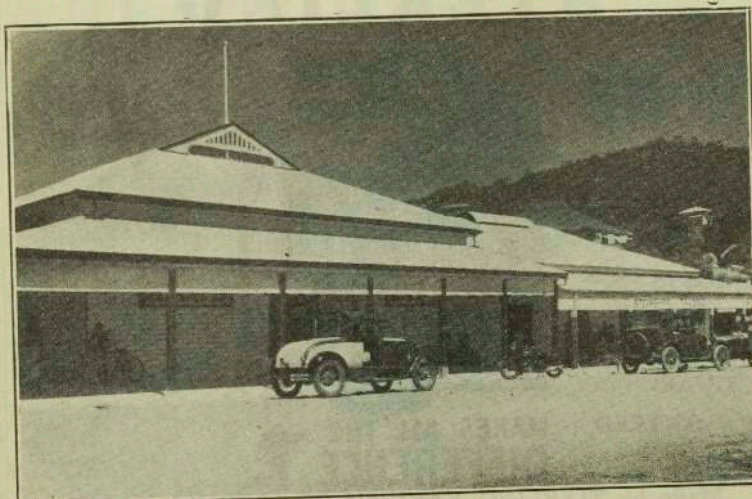
"The people needed new impetus and new interests," said Mr. Groves, "and these had to be provided by concentration on the young people. To this end a special non-European form of development, a 'naturalized' educational system should be instituted, having its roots in old culture, in the making of crafts, music, dances, games, and pastimes. We want to see a new native who knows how to play," he said. "There is an absence of that robust expression of joy that is a characteristic of primitive man. I admit that primitive man is dead and the missionaries have provided a satisfactory substitute, but a spurt of joy is wanted."

PORT MORESEY natives have in them the makings of profiteers, was the opinion expressed by passengers who returned to Sydney on the Mooltan recently after a cruise to Papua.

When tourists first went to Papua on cruises, they said, the natives were willing to be photographed for a few pence. Gradually, as each successive influx of tourists eagerly sought to photograph the comely Papuan belles and the picturesque feather-bedecked warriors, the price rose from 1/- to 2/-, and later to 3/-. When the Mooltan trippers arrived the natives declined to pose for less than 5/-.

The indignant passengers refused to pay this exorbitant price, and boycotted the natives until the fees returned to the 1/- level.

PROGRESS IN PAPUA



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August 24, 1934.

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ABOUT ISLANDS PEOPLE

Mr. R. W. Robson, Editor of "Pacific Islands Monthly," left by the last Macdhui for Port Moresby. He will join the "Van Rees" there on August 23, and will visit Samarai (August 25), Rabaul (August 27-28), Port Vila (September 3) and Noumea (September 5-7).

Sister Lucy Willoughby, who is stationed at the New Guinea Mission at Dogura, Papua, is in Australia on extended furlough owing to ill-health. She proposes to return to Papua at the end of August.

Mr. Robert Alke, of the German firm of Messrs. Breckwoldt and Company, arrived in Sydney from New Guinea by the Macdhui on July 31. He has been travelling throughout the Pacific Islands in connection with his firm's business since February last. He returned to Hamburg in August by the Bendigo.

Rev. V. H. Sherwin, of the Melanesian Mission, who has been in England for over a year on leave, arrived in Sydney in August. He was accompanied by Rev K. P. Fitzgerald, who will go with him to New Guinea. En route to New Guinea they will call at Siota, British Solomon Islands, the headquarters of the Melanesian Mission.

Sister C. Halligan, of Melbourne, has been accepted by the Australian Board of Missions for work in Papua. She will leave for Port Moresby on August 30.

Mr. and Mrs. Andrew Stewart, Presbyterian missionaries of Malo, New Hebrides, who have been spending their furlough in Australia, returned to New Hebrides in August.

Colonel H. L. Cameron, of New Guinea, arrived in Sydney by the Macdhui on June 19. He is the owner of Djaul Plantation at Kavieng and is on furlough for the first time in five years.

Rev. A. J. Thompson, and his wife, of the New Guinea Mission at Wanigela, Papua, will leave their station shortly on long furlough. Serious trouble with Mr. Thompson's eyesight necessitates immediate medical attention in Australia.

Mr. Marc T. Greene, the American journalist, whose work in Samoa caused some stir there last year, was in Boston, U.S.A., enjoying a summer holiday in June. He intends to remain some little time in U.S.A. before setting forth on his world wanderings again.

Miss Elsie Smith returned to the Indian orphanage conducted by the Methodist Mission at Dikusha, Fiji, on August 16, after spending her furlough in Victoria.

Mr. J. H. Halligan, of the Prime Minister's Department, Canberra, accompanied Mr. C. T. P. Ulm in his monoplane "Faith in Australia," on his recent flight to Papua and New Guinea. Leaving Sydney on July 24, they arrived back in Mascot on August 1, after landing malls at Port Moresby and Lae.

Mr. Percy W. Faddy, of Sigatoka, Fiji, died at his home at Vunakulu, after a severe attack of dengue fever early in June. Born in Australia in 1880, he went to Fiji in 1903 and for some years was engaged in planting and storekeeping. From 1923 to 1929 he represented the Western Division in the Legislative Council of Fiji and did much good work for his electorate. He is survived by his wife, Mrs. Ella Faddy.

Mr. Roland Green, a member of the Australian Parliament, during his recent visit to the Far East, made a close study of two subjects of considerable interest to Pacific Islands residents. He investigated, as far as he could, the possibilities connected with America's decision to grant independence to the Philippines—a matter that is arousing keen interest in Japan—and he also studied the effect on primary production in Java of Holland's adherence to the gold standard. Mr. Green said that the effect of the gold standard on Javanese primary production was lamentable—the native producers, particularly the labourers, being now in almost a poverty-stricken condition.

Miss Beatrice Grimshaw, the well-known novelist of the South Seas, is leaving Papua shortly for a lengthy stay in England. With Miss Grimshaw will leave her brother and sister-in-law, Mr. and Mrs. Oswald Grimshaw. Mr. Grimshaw has almost completed his twenty years' service, and is leaving the Territory, not to return.

Mr. P. C. Hubbard, Chief Judicial Commissioner of the Solomon Islands, arrived in Sydney from Tulagi early in August, en route to New Zealand, on six months' furlough. Until recently Mr. Hubbard was Acting Judge of the New Hebrides Condominium Court, at Vila.

Mr. W. H. Miller, a district officer in the Solomons Administration, arrived in Sydney on July 30 by the Jervis Bay after furlough in England.

Rev. Frank L. Nunn and his wife, of the Methodist Mission in the Indian district of Lautoka, Fiji, returned to Suva by the Monterey on June 27. They had been in Victoria on furlough.

Rev. W. A. Dickie and Rev. J. N. Gilbert, of England, left Sydney for the Melanesian Mission station at Siota, British Solomon Islands, by the Malaita on June 30.

Mr. W. M. Cochran, who has charge of the medical section of Messrs. W. R. Carpenter and Co., returned to Sydney on June 18, after a visit to the East.

Mrs. S. H. Chance and her two children, Lois and Alister, returned by the Macdhui on June 28, to Samarai, Papua, where her husband is Assistant Resident Magistrate.

Mr. B. Chenoweth, accompanied by his wife, returned to the Methodist mission

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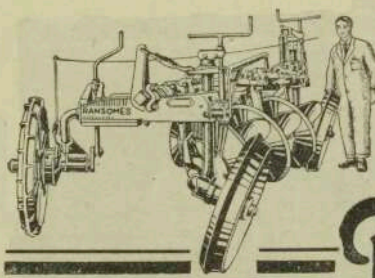
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at Kavieng, New Guinea, by the Montoro on June 7.

Mr. Gideon Murray (Viscount Elibank), who was assistant private secretary to the Lieutenant-Governor of Papua (Sir William MacGregor) at the end of last century, has written an autobiography of his varied and adventurous career in Papua and other parts of the world. The volume is entitled "A Man's Life—Reflec-

tions and Reminiscences of Experiences in Many Lands," and in one chapter deals in some length with Mr. Murray's adventures with the punitive expedition against the cannibal natives who murdered Rev. Chalmers and Rev. Tomkins in March, 1901, at Dopima, Papua.

Miss Lilian Caswell, who is on the staff of the New Guinea Mission at Dogura, Papua, returned to her station by the Macdhui from Sydney on June 28.

Rev. R. C. G. Page, of Tongabatu, Tongan Islands, left Sydney on June 15 by the Wanganella for New Zealand, where he transhipped to a cargo vessel and continued on to Tonga. He is the President of the Methodist Tonga Conference.

Miss Debbage, missionary of the Anglican Diocese of Polynesia, recently arrived in Fiji from Australia to take the place of Mrs. E. R. Elder at St. Mary's School, Nasea, near Labasa, Fiji.

Miss C. A. Woodings, who has been doing nursing work at the Methodist Salamo Hospital, Papua, returned to Sydney by the Montoro at the end of May on account of ill-health.

Miss Dorothy Blake left Brisbane, Queensland, by the Macdhui on her return to Papua on June 30. She is stationed at the N.G. Mission at Doubina, Papua.

Miss Taylor, who arrived in Fiji recently from England, has taken charge of the Melanesian Mission school at Suva.

Miss J. Barton, who sailed from Sydney for Fiji by the Aorangi on June 21, has been appointed to the Girls' School of the Methodist Mission Society at Mataveia, Fiji.

Miss Dorothy Irvine, of Gili-Gili, Papua, is in Sydney, and is at present staying at "Clifford," Potts Point.

Captain and Mrs. A. Liston Blyth, well known in Papua, have settled down to a quiet country cottage life amongst the hills of Bundanoon, N.S.W. Mrs. Oldham, of Samarai, and her two children recently paid them a visit.

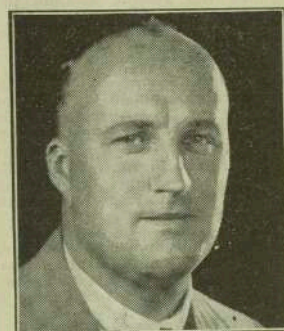
Mr. and Mrs. Saker, of Misima, Papua, are still at Randwick, and will return as

soon as Mr. Saker's health permits. Their son Roy has already returned to the Territory.

Dr. Mavis Boyd, who is in charge of the Methodist Mission's hospital for Indian women and children at Ba, Fiji, returned to the Colony by the Niagara on July 14.

Rev. G. T. Warren, of the Melanesian Mission at Maravovo, Guadalcanal, B.S.I., arrived in Sydney from the Protectorate by the August Malaita. Mr. Warren has been engaged in mission work in the Solomons for 21 years.

Mr. William C. Groves, research-fellow in social anthropology of the Australian National Research Council, returned to Australia by the July Macdhui after 2½ years' research into the problems of native sociology in New Guinea. Mr. Groves is



Mr. W. C. Groves.

an anthropologist with unusual qualities, insofar that he combines the trained observation of the scientific mind with a thoroughly practical outlook on sociological facts, and it is likely that the results of his work in the Mandated Territory will be highly valued. He will return in due course to the teaching profession in Victoria.

Mr. Robert Boyd, O.B.E., formerly Chairman of the Native Lands Commission in Fiji, died at his home in Auckland on July 16. Mr. Boyd has been living in retirement since 1928. He was born in Glasgow in 1864; went to Fiji as accountant to the sugar company on Mangat Island; joined the Government service in 1898; and was at various periods Acting District Commissioner in Lau, Naitisiri and Rewa. He joined the Native Lands Commission in 1912. He was considered one of the foremost authorities on native language and customs in the Colony.

Mr. Arthur Broadbent, of Thursday Island, was seriously ill in the Torres Strait Hospital at the end of July. He is an alderman of the Town Council and a prominent member of the Pearlshellers Association, and the local branch of the Royal Geographical Society.

Dr. H. B. Hethington, chief medical officer in the Solomon Islands, arrived in Sydney by the Malaita on August 4. This is his first furlough for three years, and after staying a short while in Sydney, he will leave for America, where he will devote the remainder of his year's furlough to post-graduate work in public health.

Rev. R. V. Grant and his wife, of the Methodist Mission station at Cape Pearson, Papua, returned to the Territory on August 8, by the Macdhui. They had been on leave in South Australia.

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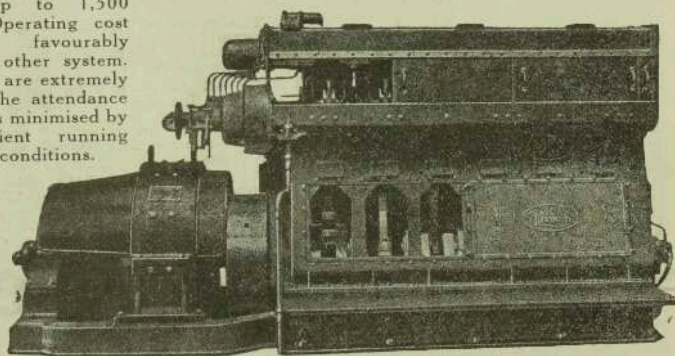
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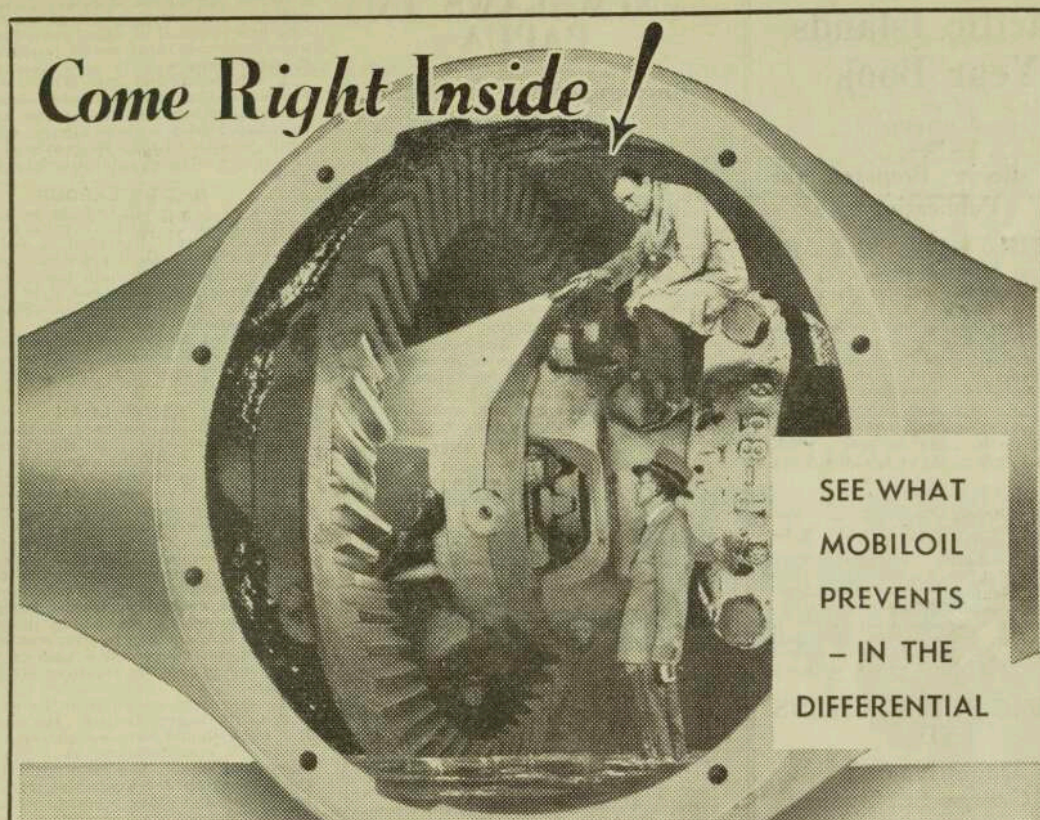
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NEW LAWS IN PAPUA

Encouragement of Mining

From Our Own Correspondent.

PT. MORESBY, July 23.

THE annual meeting of the Legislative Council was opened on July 5. His Excellency, Sir Hubert Murray, K.C.M.G., presided. All official members were present, together with the three non-official members, the Hons. J. G. Nelsson, A. Jewell and A. H. Bunting. The Council sat at intervals until July 18, when the session concluded and the Council adjourned indefinitely.

His Excellency, at the request of the Governor-General of Australia, invested the Hon. H. W. Champion with the decoration of C.B.E. "All in the Territory," remarked Sir Hubert Murray, "fully realise that no decoration has been more deserved throughout the Empire than this one."

AMENDMENT TO MINING LAW

The most important measures brought before the Council this session were a Bill to amend the Mining Law (providing for the granting of prospecting concessions over large areas) and a Petroleum Bill. Both Bills were passed in all stages without amendment, and assented to after lengthy discussions.

It has been reported that a large British concern is anxious to prospect an extended area in Papua, but first requires certain concessions. These concessions, it is understood, are covered by the provisions of the Bill.

PETROLEUM BILL

The Petroleum Bill provides for the control of searches for petroleum and helium on any land in the Territory. It is an adaptation of an ordinance prepared by the Commonwealth for the Territory of New Guinea. The Bill provides that any petroleum found in Papua is the property of the King.

A Tariff Bill to simplify classification and

a Bill to amend the Sago Ordinance were passed. The latter is to regulate the cutting and removal of sago, including kuru-kuru grass and other native products, from Crown Lands.

A Bill to amend the White Woman's Protection Ordinance was also passed. The amendment provides that when a person is indicted of a serious offence against a white woman he may be convicted of certain lesser offences established by the evidence.

NATIVE LABOUR

Lengthy discussion took place in regard to native labour in the Territory and the question of the desertion of indentured labourers. The question of native labourers being permitted to remain away from their villages for six years instead of four was again referred to by the Commissioner for Native Affairs (Mr. H. J. T. O'Malley). He informed the Council that he considered four years was quite long enough for natives to remain away from their villages under contract.

£20,000 LOAN

Discussions also followed, on the suggestion of Mr. Nelsson, that the Government should apply for a loan from the Federal Government to undertake necessary public works. "We have tried for many years," stated Mr. Nelsson, "to do what no other country has ever done, that is, to pay for public works and the development of the country's resources out of revenue."

Members of the Council, while agreeing with the wisdom of Mr. Nelsson's suggestion, were divided in their opinion as to the advisability of burdening the depleted revenue still further by the cost of loans. Mr. Nelsson suggested a loan of £20,000 which would cost the Territory about £1,000 a year.

He also drew attention to the unfinished road to the Sogeri district. He stated that this work should have a claim on the Government's consideration, as a very large amount of money has been spent there by the settlers on developmental work. Rubber, coffee and other products which bring in a large amount of revenue to the Territory have been planted extensively in the district.

The question of government officers owning property in the Territory was also raised by Mr. Nelsson. He suggested that any ban to such ownership be lifted or made more elastic.

FILMING TAHITIAN LIFE

From Our Own Correspondent.

PAPEETE, July 2.

AT present in Tahiti is Mr. Robert Murnau, brother of F. W. Murnau, who made the famous film "Tabu" in the Society Islands some years ago and was killed shortly afterwards in an automobile accident in California.

He is here for the purpose of completing a second film which had been commenced by his brother. The film will portray various phases of native life in the islands. Mr. Murnau expects to have his work finished in time to return to Hollywood on the s.s. "City of Los Angeles," which is due here on one of her round-the-Pacific cruises on July 8. At Hollywood he will complete the sound effects for his new films as there exists no adequate equipment for this purpose in Tahiti.

Mr. "Bill" Blackley, of Rabaul, has gone to the goldfields, and is now at Salamaua. He will be missed at Rabaul, for he was the life of many parties and sporting activities during the past eighteen months. His sister, Miss Dot Blackley, remained in Rabaul.

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THE PACIFIC ISLANDS MONTHLY

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CHORUS FROM THE SOLOMONS

Demands for Reforms—Chinese Traders Over-running the Group

THE Editor of the "Pacific Islands Monthly" has on hand no less than 11 letters from residents of the Solomon Islands, in which the Administration of that Protectorate is sharply criticised. Some of the letters are abusive and some are clearly reasoned—but all are biting in character. It is evident that a considerable section of the residents of the Solomon Islands are dissatisfied with conditions there, and are more or less unfriendly to the Administration.

We should like to publish these letters because, apparently, they represent genuine grievances; but space considerations make that impossible. We wish to serve two purposes—namely, to give fair publicity to the views of Pacific Islands residents; and we do not wish to do anything of an irresponsible character which may embarrass Administrators who already have serious problems on their hands.

Therefore, in the following article, we have briefly outlined the points made by our several correspondents, and we bring the criticism under the notice of the High Commissioner of the Western Pacific, in the belief that these matters will have his attention.

Perhaps we may say that we have received information that many matters, more or less directly relating to the Solomons, have been brought formally under the notice of the British Colonial Office by the High Commissioner in recent months, and it may be expected that certain reforms will follow.

"Anti-Apathy," under date of July 4, says he had recently procured a verbatim report of the recent sitting of the Council. He had regarded the latter body as semi-moribund and useless; therefore he was agreeably surprised to find that the non-official members had vigorously and eloquently placed before the Administrator a statement of most of the residents' grievances. Those non-official members had not passively accepted everything the Government proposed—on the contrary, they had stated their case clearly, tersely, and effectively, yet with courtesy and restraint. "I am left with the clear impression that the members of the Council are performing their voluntary duties very ably, and with obvious sincerity." This writer very strongly urges his fellow residents in the Solomons to give active moral and material support to their representatives.

"Stet," in a lengthy letter, vigorously challenges certain statements made by the Resident Commissioner (Mr. F. N. Ashley) to the Australian newspapers. "Stet" says that the natives do not

"willingly" pay their poll tax—on the contrary, non-payers are sent to gaol every year in every district. He criticises sharply the system under which the employer of natives is forced to collect the tax from the natives, which works out unfairly and anomalously. The natives, he says, benefit nothing from the tax. The Government maintains a numerous and expensive medical personnel, but the writer, during his 25 years' residence in the group, has seen the population dwindle in a tragic manner.

This writer says "the medical attendance which the natives receive in some of the districts is deplorable and for all useful purposes non-existent." He gives two striking instances to prove his contention. One was in the Western District, on the Marovo Lagoon, where people were dying rapidly from a serious and fatal

epidemic, without any medical attention; and the other case was on Savo Island, only 24 miles from Tulagi, where he saw many natives suffering from very bad skin complaints and was informed that they rarely, if ever, saw a medical officer. This writer adds that employers of native labour in the Solomons may depend upon very frequent regular visits from medical officers, who insist upon conditions which sometimes are absurd. In other words, the indentured labourers get too much medical attention, while their unfortunate brethren in the villages get little or none. Yet the average employer looks after his labourers carefully; while the villagers have little or no knowledge of how to resist or treat disease.

"Stet" also challenges Mr. Ashley's statement "that there is not the slightest danger of the natives injuring any of the white people." The writer very pointedly reminds Mr. Ashley of several bad cases of attacks by natives on white women, which were tried in Mr. Ashley's own court.

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from Gizo, dated July 16, directed to the High Commissioner, spiritedly reminds his Excellency that he visited them three years ago and that they, in response to his invitation, laid before him special

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requests for amelioration of their conditions. They sought relief concerning:

1. Reduction of native wages;
2. Cancellation of tobacco issue to labour;
3. Relief in connection with rents of Native Leases;
4. Restoration of three years' labour contract;
5. Payment of Native Tax by native labourers.

These things were all designed to reduce planters' costs, to meet the collapse in the copra industry. From that day to this, not a single item of that relief programme had been granted. The High Commissioner is reminded that at that meeting he resented the criticism that the British Solomon Islands Administration was "unsympathetic, callous, and indifferent." The writer now, in view of what has happened (or not happened), repeats the criticism. He asks pointedly why Suva repeatedly sends Commissioners, etc., to the Solomons to carry out investigations when Suva inevitably ignores the representations of the planters and traders, and accepts the official point of view. "A penny stamp would achieve the same result at a fraction of the cost."

This letter continues: "Tulagi is an isolated, self-centred colony of officials interested in little save their salaries, pensions, and golf handicaps, and of whom none have any practical knowledge

of Islands affairs, and who have made a tragic mess of governing one of the finest groups in the Pacific. . . . It should be a bitter reflection to your Excellency to realise that what the planters foretold at that meeting has, in fact, eventuated. The present sad state of the group is in a large measure due to the fact that you preferred Tulagi's academic advice to that of practical men." The writer continues in most emphatic language and assures the High Commissioner that unless drastic steps are taken to relieve the situation the European planters and traders must leave the group and Chinese will take their places. This movement, in fact, has become definite during the last three or four years.

The following statements are made by a planter in one of the northern islands: The Administration has allowed land rentals on Crown leases to be reduced or suspended, but it will not allow native rentals to be interfered with in any way. There is great dissatisfaction with this, because many native rentals were fixed when the price of copra was very high. The old argument that Chinese traders represent "a check against exploitation of natives by white traders" now does not hold water. The natives who trade are completely sophisticated and know to a penny the value of most things in common use; it is impossible for white men to exploit them. Furthermore, natives are not compelled to use European goods; the natives can be completely self-supporting without using European goods at all. Despite the depression there has been no reduction whatever in the Administration salaries—the officials enjoy completely the conditions they had in the boom years. There is complaint of overstaffing generally. It is contended, for instance, that the maintenance of three full-time customs or boarding officers at Tulagi is absurd. There are two entomologists maintained in the Group—both believed to be investigating a disease peculiar to the Solomon Islands, known as nut-fall. Mr. Lever (the original entomologist) stated the trouble was caused by a peculiarity in B.S.I. soil. The Agricultural Committee would not accept this and brought a special man on loan from Malaya. He reached the same conclusion—that nut-fall is caused by a peculiar soil condition—but the Committee still refuses that viewpoint, and insists that nut-fall is caused by a beetle or something.

"Old Resident" writes: "Solomon Islands residents are literally praying for the day when the Group may be put under Australian rule. They compare conditions in the Solomon Islands with conditions next door, in New Guinea and Papua, where Australian rule is regarded as efficient and sympathetic, giving every possible encouragement to the people who have settled there to carry out the development of these valuable territories."

"Solomonoo" writes: "We do not want foreign labour, but we certainly do want a little more, or, rather, a great deal more, thought and action in the matter of conserving and increasing what labour we have." This writer states that he visited a mission station recently and saw about 70 native children undergoing religious training. Their physical condition was very poor and he is strongly of opinion that the Administration does not do nearly enough to induce these people to make use of suitable foods. The native population is dwindling in numbers and stamina.

"Ysabel Planter" writes on "the senselessness of our trying to produce copra

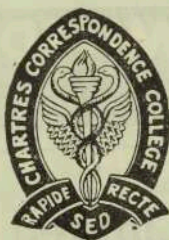
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THE PACIFIC ISLANDS MONTHLY

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on a native wage of 20/- per month and ample findings, in competition with New Guinea, which has wages of about 6/- per month and much poorer findings." He urges that the whole relationship between employers and employed in the Solomon Islands be revised, with a view to giving some sensible concessions to the men who are in danger of being driven off their plantations by conditions over which they have no control, and which are being accentuated by Government indifference.

"One of the Pioneers" declares: "The small European traders and settlers are being ruined by the pro-Chinese policy of the Administration." He says that the individual officials are quite sympathetic, but they take their instructions "from much higher up," and that "Tulagi shelters behind Fiji, and Fiji behind the Colonial Office." This writer challenges the viewpoint that it is necessary to maintain Chinese traders in the Solomons in order to protect the natives from unscrupulous white traders. There may have been cases of callous exploitation in the past, he says, but those conditions certainly do not apply to the present day. The Administration's pro-Chinese policy is breaking the hearts of the men who pioneered the Solomons, and who, since the fall in copra, are beginning to trade for a bare livelihood; and unless something is done the Protectorate inevitably will pass into the hands of the Chinese. The attitude of the British planters in the group is "If British pioneer settlers cannot now look to their own flag for protection, then God help the British Empire."

This writer continues: "Fiji has decreed that Chinese must be given the same facilities to trade as whites and that the few restrictions hitherto imposed must be discontinued. The result has been a mad rush by Chinese to obtain trading licences, and they are spreading through the group, establishing stores in the native villages, with stocks financed by Chinese merchants in the main ports. Prior to this, Chinese trading establishments were confined to the principal ports of Tulagi and Gizo. . . . A European cannot compete with Chinese. The Chinese has a much lower standard of living, and the Chinese apparently has a closer racial affinity with these Melanesian natives. Prices being equal, the Chinaman obviously will get the business every time. . . . Can nothing be done to check this lunatic policy and give the British settlers a chance to live in this corner of the Empire?"

An article describing a clash between a European trader and a Chinese itinerant trader in the Solomons is published elsewhere in this issue.

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Death of Samoan Pioneer

From Our Own Correspondent.

APIA, June 27.

AN old and respected resident of Samoa, Mr. Frederick Ernest Syddall, died suddenly of heart failure at Tuvao Plantation on May 5. Mr. Syddall, who was 72 was a native of Manchester, England, and arrived in Samoa from South America in 1894. He took up land in the Falefa district and for some time was trading for the well-known firm of H. J. Moors. He owned for many years a store in Apia on the site of the present new Burns, Philp building. A second building and store, which he had erected, he sold out a few years ago to Messrs. C. Bartley and Son, and then took up the lease of Tuvao Plantation from the N.Z.R.E., where he planted cocoa and bananas.

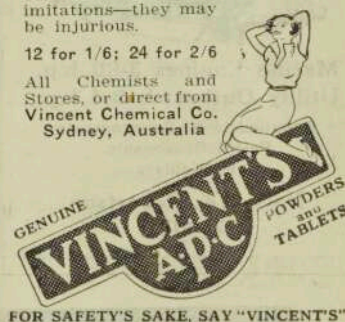
He had been a member of the Land and Titles Commission for ten years, and a member of the Legislative Council for three years. He was a Freemason of 42 years' standing. The funeral was largely attended by the European residents. He left a widow and six children, of whom the eldest daughter is married to the Inspector of Produce, Mr. Newton.

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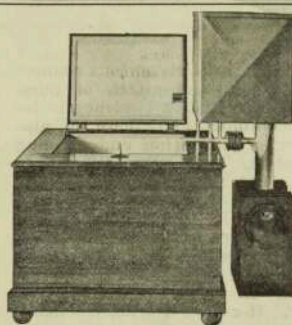
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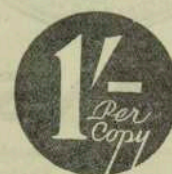


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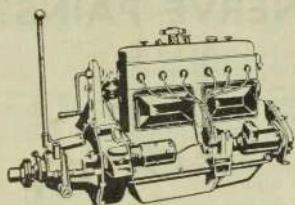


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Boomerang Effect of Newspaper Agitation

IN the middle of July a youngish man, named Captain Macarthur Onslow, arrived in Sydney with the astonishing information that he had been thrown out of Norfolk Island because he could not pass a dictation test in German. He said that he had crossed swords with the Island's Administrator, Captain C. R. Pinney, and that the latter had improperly used his dictatorial powers to deport him.

Immediately, certain newspapers "bawled their heads off." They noisily insisted that this was an outrageous case of interference with the liberty of the subject—a monstrous perversion of British justice—a damnable reflection upon the fair name of democracy, and so forth. They joined their howl with the howl of Macarthur Onslow in demanding the head of Captain Pinney

upon a charger. Even the "Sydney Morning Herald" gave prominence to the statements of Mr. Onslow. It was an extraordinary chorus—but perhaps the magic lay in the name of Macarthur Onslow, which is not quite unknown in Australia.

The newspapers should have known that a man of Captain Pinney's type and reputation would not have taken the drastic action which he did unless there were extremely grave reasons for it. They might at least have waited to hear the other side of the story, instead of falling under the hypnotism of a Macarthur Onslow.

This particular Macarthur Onslow, however, overplayed his hand. There was such a clamour in the newspapers that the Prime Minister was compelled to deal with the case on the floor of Parliament and was obliged to make public, under the protection of Parliamentary privilege, certain matters relating to the unfortunate man which, in other circumstances, need not have received publicity. Macarthur Onslow had only himself and his newspaper friends to blame for what happened.

Speaking in the House on July 25, the Prime Minister said that the Norfolk Island Administrator was a man in whom the Government placed the utmost confidence, and he had supplied the following information: "Mr. Macarthur Onslow arrived at the Island, a recognised dipsomaniac, and he was allowed to land only on condition that his subsequent conduct was satisfactory. . . . Before he was allowed to land his case was discussed with the captain of the vessel which conveyed him there, with the manager of Burns, Philp and Co., and with the Government Medical Officer at N.I. He was permitted to land on 24th April, 1933, on sufferance. As a known dipsomaniac, his return ticket was held by the shipping company and, during the time of his stay, he was under the constant supervision of the Medical Officer and surveillance by the police.

During his stay his conduct was such as, in the opinion of the Administrator, did not justify his remaining there. He joined with many of the disaffected citizens and, according to the Administrator, encouraged them. . . . Some ex-soldiers, in association with Mr. Macarthur Onslow and others, held a meeting at which they voiced their dissatisfaction in respect to the actions of the Administrator. Mr. Macarthur Onslow encouraged them. At the same meeting, officials of the then defunct soldiers' organization, most of whom had held executive positions, did their very best to dissuade the others, but failed.

It was stated that the police visited the premises of Mr. Macarthur Onslow in regard to illicit liquor brewing and had found nothing. That is so. But on that visit Mr. Macarthur Onslow admitted that he had been brewing, and said that the liquor had been stolen."

Mr. Lyons then made a spirited defence of the Administrator and emphasised the difficulties of that gentleman's position.

The debate, according to Hansard dragged on for about an hour, and certain notorious talkers of twaddle took

SERIOUS RISKS

are taken in neglecting a simple case of PILES.

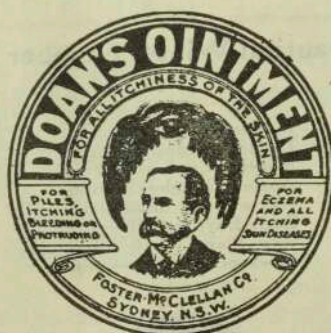
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Any person takes serious chances in neglecting an attack of piles. This ailment has a tendency to become chronic, and there is also danger of ulceration and forming of fistula, both very difficult to cure. The safest remedy for any form of piles, whether itching or protruding, is Doan's Ointment. In using it there is no detention from daily occupation, and the many cures made by it have made it famous in every corner of the world. It enjoys a greater demand and more enthusiastic popularity than any other pile remedy ever placed on the market. Here is a case:—

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August 24, 1934.

THE PACIFIC ISLANDS MONTHLY

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full advantage of the opportunity, without saying one word to assist or illuminate the Norfolk Island situation. It was clear, however, that the well-informed opinion of the House was behind Captain Pinney.

Mr. Scullin, leader of the Federal Labor Party, closed the debate with the following admirable summary:

"This man was admitted to the Island under surveillance, and in a community in which there is only one police constable, a very serious situation would be created if a man were allowed to do just as he liked. Of course, it may be only one man's word against that of another, but I do not think that the man who was deported has denied having brewed liquor on the Island, and that it was stolen from him. He has not denied that he was under the influence of alcohol, and was in an uncontrollable condition. He has not denied that he created a disturbance in the Church of England, or that he was involved in an assault, convicted, and fined. Everywhere he went he was a nuisance, because of his unfortunate weakness. In the circumstances, the kindest thing that could have been done to him was to send him back to his home. I am not going to join in a tirade against a public servant for carrying out his duty. If the present complaint against the Administrator were supported by other complaints from residents of the Island, I should be among the first to press for the holding of an inquiry; but there is no justification at present for placing this official under suspicion of maladministration by instigating an investigation. The very fact that the captain of the vessel which brought the man to the Island held the return half of his ticket is evidence that he could not be relied upon even to do that much for himself. In my opinion, his friends have been badly advised to work up this agitation."

That was the end of the matter. Mr. Macarthur Onslow disappeared from the front pages of the newspapers—and is not likely to be heard of again.

Certain charges of "gross dissatisfaction" in Norfolk Island, and directed against the administration of Captain Pinney, were left in the air. The Prime Minister only commented upon them to the effect that the Norfolk Island people are a little different from an Australian community, and correspondingly difficult to handle. Mr. Roland Green, in the course of a statement in the House, said that a public meeting in Norfolk Island attended by 404 residents described Mr. Macarthur Onslow's deportation as "a gross miscarriage of justice."

We have no other information on this subject. This is the first time that we have heard that there is dissatisfaction in Norfolk Island with the administration of Captain Pinney. All other reports to date have been definitely in the contrary direction.

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FIJI'S DEFENCES

Mounted Troops and Machine Guns

From Our Own Correspondent.

SUVA, July 20.

THE establishment of a mounted troop, in connection with the Fiji Defence Force, has been agreed upon by the Legislative Council. The troop will comprise 20 or 30 men, volunteers of the right type, and it will be of use in the case of any internal disorders.

The Governor suggested that it would be of use in a case of external aggression, but the "Fiji Times" remarked: "We cannot see any possible use to which 20 horsemen could be put in the event of a foreign warship shelling the town, unless it would be for the very practical purpose of the horses removing their owners as quickly as possible from the danger zone."

The motion aroused considerable argument in Council, and Mr. H. H. Rags, supported by Mr. J. P. Bayly, moved that machine gun squads be provided for Lautoka and Ba. Both pointed out that the rich northern and western divisions, with their sugar mills, were entirely without protection of any kind, while Suva already had a defence force.

His Excellency agreed to accept the

proposal on condition that the Commandant of the Defence Force, after an investigation, was satisfied that there were men available in Lautoka and Ba qualified to have charge of a machine gun section.

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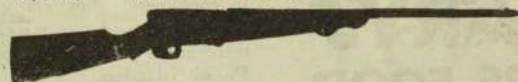
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THE LARKIN CASE

Public Petition Suggested

Letter to the Editor.

SO much has been written in your valued journal for both sides as regards the Larkin case that I have been content to sit back and listen to the general discussions before troubling you with my own views. Now is the time when I consider something should be done of a practical nature, and to this end I make my suggestion.

Your journal has ably placed facts of the case before the public of this Territory. There are still strong discussions by both sides on the question: "Was J. J. Larkin guilty of murder?" And as all previous correspondents on the case claim to be fair minded they will welcome a suggestion to reopen the case and let a commission judge as to the guilt or otherwise of J. J. Larkin and as to whether the sentence was excessive or

justified. Certainly, there is doubt, so let us have fair play. No one, even Larkin's most ardent critic, would welcome a miscarriage of justice. Remember, there was no appeal in this case, and there has often been an acquittal after an appeal in British courts.

Therefore, to have this case finalised, let a petition be circulated in this Territory, praying for the re-opening of the case, and let the case be heard by a commission and let the verdict of such court or commission be final. The petition should be placed in Rabaul for signatures (it could be placed in the hands of an officer or some other person travelling on one of the boats) and then sent round the Territory for further signatures.

Now, Mr. Editor, what about getting the petition going in Rabaul—leave it with your agent and have it sent round.

As this petition is for a re-hearing of the Larkin case, even those government officials whom I have heard denounce Larkin must welcome a further tribunal whose verdict will end all this controversy.

Trusting you will give this expression of opinion in your journal,

I am, etc.,

FAIRPLAY.

New Guinea, 10/6/34.

EDITORIAL NOTE

An attempt was made privately over a year ago, to induce certain interests in New Guinea, to prepare and support a petition, such as that suggested. The move came to nothing.

It is part of the present plan to seek public support, by petition, in New Guinea and elsewhere, for the plea that the Larkin conviction and sentence be reviewed. Subscriptions to a fund which will provide for the engagement of skilled counsel to handle the matter, are being invited. The fund now stands:—

JAMES LARKIN REVIEW FUND
"Waiben," Thursday Is. . . . £3 3 0
Pacific Publications Ltd. . . . 3 3 0

Owing to one of those typographical accidents that occur even in the best regulated printing offices, it was made to appear in the July issue of this journal that "Pacific Plantations Ltd." had subscribed £3/3/0 to this fund. The line should have read, of course, "Pacific Publications Ltd., £3/3/0." It was quite clearly set in this fashion in the beginning and was passed by the Editor; but somewhere between that time and the actual printing the word "Publications" was altered to "Plantations." The printers have expressed regret for the error.

An article entitled "Isles of Enchantment," by Mrs. Mollie Lett, of Port Moresby, has been accepted by the B.P. magazine, and may be published in the September number. It describes the Trobriand Islands (Eastern Papua).

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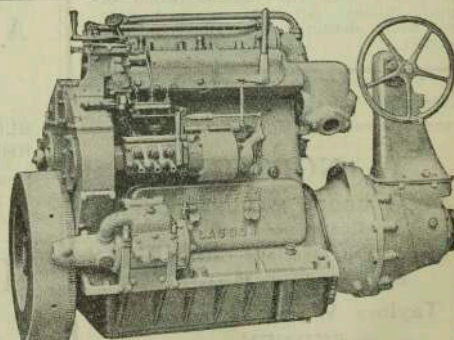
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August 24, 1934.

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STEP BY STEP: THE REMARKABLE CAREER OF "W.R.C."

THE establishment of the Carpenter Line of freight-carrying ships between Australia, New Guinea, and Europe—which commenced running on a regular schedule this month—directs attention to the dynamic personality responsible for this development—namely, Walter Randolph Carpenter, known to his intimates as "W.R."

MR. W. R. CARPENTER'S achievements, in the last 20 years, are astonishing. During and after the war, he put his faith in the copra industry, and copra returned him a fortune. Thus, he established W. R. Carpenter and Co., Ltd., as buyers and shippers of copra; then he extended his company's operations to trading, and thence to the ownership and operation of coconut plantations, and the financing of planters; with the result that the company to-day owns stores and plantations all over New Guinea and the Solomons, and a number of small vessels with which inter-island communications are maintained. The turn-over of the organisation is over £1,000,000 annually. The company has huge reserves, and has kept up an 8 per cent. dividend, even in the worst years.

Having done so much, "W.R." might have rested, and given his leisure to the arts and the flesh-pots. But "W.R." never rests. The depression came down in 1930,

and most men with big interests buttoned up their pockets, and sought a tall, safe tree in which to roost. But not W. R. Carpenter. Since 1930 he has—

Established a large desiccated coconut factory in northern New Britain, which has produced an article of such excellent quality that it has captured a profitable market in Australia and New Zealand.

Built a slip-way for moderate-sized ships on the shores of Rabaul Harbour, so that the inter-island steamers need not now come all the way to Australia for repairs and overhaul.

Established a private transport service, with small aeroplanes, for the carriage of his company's goods between Salamaua and the rapidly-growing centres in the New Guinea goldfields.

Inaugurated a new freight service between New Guinea and Europe with two modern motor-ships.

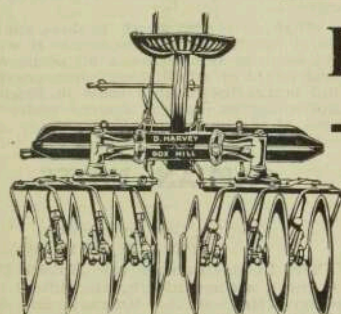
In all these things, W. R. Carpenter defied the quidnuncs and backed his own judgment—just as he did in the war years, when, in defiance of all "expert" advice, he bought every ton of copra he could find and shipped it to Europe in every kind of vessel that would float—and reaped an enormous profit.

He is backing his own judgment to-day, in establishing this line of freight-carriers. Most people see only a sick copra industry, a condition of stagnation among plantations, and a multitude of ships competing savagely for the available freights. But

"W.R." with that uncanny vision of his, discerns something more—probably, he sees this incredibly rich territory of New Guinea being rapidly developed under the stimulus of gold, and building up new industries and trade, and providing unlimited cargoes. Possibly, too, he has seen something in the copra future that at present is hidden from us by the black clouds of over-supply and calamitous prices. At any rate, the New Guinea pessimists may take some comfort in the fact that one of the shrewdest heads in Pacific merchandising has confidence in the future of the territory, and has backed his opinion with hard cash.

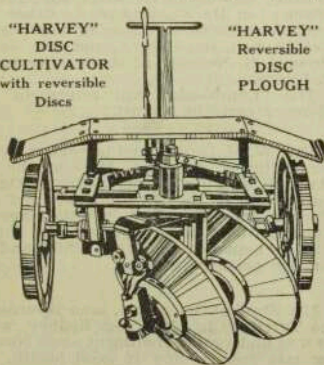
Incidentally, it will be interesting to see how the more or less combined shipping lines react to the advent of the Carpenter Line. At present, all really nice shipping people do not cut the Australian-Europe freight rates. The new freighters presumably will get the current rate if they can; but, if they cannot, or if the shipping czars try to wield the big stick, we may expect some pretty rate-cutting. A fight is as the breath of life to "W.R." He may yet gather a laurel-wreath from the primary producers of Australia—with whom, politically, he is much in sympathy.

Although he most definitely is the head of the firm, W. R. Carpenter is by no means alone. At his right hand, at headquarters, is his almost equally well-known brother, J. A. Carpenter. They are an ideal combination. Both are shrewd, far-seeing merchants, and tireless workers; and the fieriness and impulsiveness of "W.R." are nicely balanced by the carefulness and organising ability of "J.A." "W.R." will see the vision and outline the plan; the urbane "J.A." will give the thing



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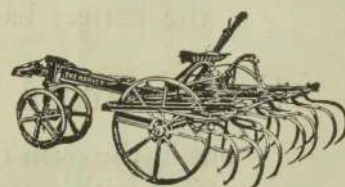
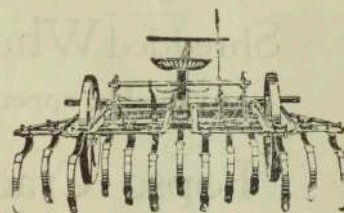
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shape, character, and stability. Each is a warm admirer of the other's qualities.

In the immediate back-ground, and taking a steadily increasing share of control and responsibility, are W. R. Carpenter's two sons, known to all Islanders as "Wick" and "Ranji"—cool and very competent young men who can feel out the slightest tremor in the world markets with one hand, while extracting the last decimal point of brokerage with the other.

The Carpenter link with the Pacific goes much further back than the Carpenter brothers' pearling activities before the war, and their copra-buying operations since. They are the sons of Captain J. B. Carpenter, and that famous skipper was responsible, some 40 years ago, for one of the dramatic incidents in Australian-Pacific history.

WHEN CAPTAIN CARPENTER MADE HISTORY.

Messrs. Burns, Philp and Co. owned a packet named the "Costa Rica"—known as "the last of the whalers"—which operated mostly in the Central-Pacific and which was commanded by Captain Carpenter. Every season, she used to go seeking whales, in and about the Molucca Islands (Dutch East Indies). On one trip, she

came upon the remains of a wreck—some apparently unclaimed and not very valuable flotsam, which the skipper took possession of, and brought away. Next year, when the ship returned to the Moluccas, the Dutch seized the ship, arrested Captain Carpenter and threw him into gaol. The "Costa Rica" was left without anyone to take care of her, and she suffered much damage and missed the whaling season.

The incident caused a stir in Sydney, strong protests were made, and eventually Captain Carpenter was released and returned to Australia. The "Costa Rica" had to be sold where she lay, at a sacrifice price. Messrs. Burns, Philp and Co. then took action against the Dutch authorities, with a demand for compensation, and the firm was strongly supported by the New South Wales Government. Public feeling was so strong that a large meeting was held in the Sydney Town Hall. The matter was referred to the British Government, and London supported the protests and demands of New South Wales. As a result, both Burns, Philp and Co. and Captain Carpenter were substantially compensated by the Dutch Government for the losses they had suffered.

Later, the Carpenter family settled down in Torres Straits, and established at Thursday Island the well-known pearling firm of J. B. Carpenter and Sons. "W.R." in 1908, went to Fiji, as manager of Robert Kadd and Co., Ltd.; and in 1914 he established his present firm.

Step by step, commencing by buying copra, Mr. Carpenter has entered deeply into the whole copra industry. From being a buyer, he became a shipper; then he acquired stores and traded; then he established plantations and produced; then he built a factory and manufactured; next, he entered the transport business—first with inter-island steamers, then with aeroplanes, and now with oversea motorships.

What is the next step? Is there another world left for him to conquer? It would not surprise this writer a bit if he were next heard of establishing copra-crushing and margarine-making mills in England, and snapping defiant fingers under the nose of the immutable Unilever.

PAPUAN NOTES

From Our Own Correspondent.

PT. MORESBY, July 22.

THE Lieut.-Governor (Sir Hubert Murray), accompanied by the Official Secretary (Hon. H. L. Murray), left Port Moresby on July 19 for Abau, Samarai and Misima, on the "Laurabada." Other passengers included members of the Legislative Council, the Hon. A. and Mrs. Jewell, Hons. J. G. Nelsson, A. H. Bunting, and A. P. Lyons.

The "Laurabada" will return to Port Moresby early in August.

Mrs. W. M. Dupain and her eldest daughter returned to Port Moresby by the Macdhui on July 5 from Sydney. On the return trip of the Macdhui, Mr. and Mrs. Dupain and Miss Dupain will leave for Rabaul, where, it is reported, Mr. Dupain will be manager of Burns Philp and Co. for two or three months.

Mr. Stanley Greenland, who returned to the Territory in May from Sydney, where he was undergoing treatment since November last year, is now in good health. He has resumed his duties in the Native Affairs Department as Chief Inspector.

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served with cream or milk make a
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August 24, 1934.

THE PACIFIC ISLANDS MONTHLY

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FUTURE OF VEGETABLE OIL

World Position Summarised by Mr. H. M. Faure

ONE of the most illuminating and instructive summaries on the world's economic problems that we have read was delivered in Stockholm on June 5; and it is of peculiar interest to our readers that the man who delivered the address was Mr. H. M. F. Faure, of Messrs. Faure Blattman and Co., London (one of the world's biggest operators in the copra markets), and that the occasion was a congress of the International Association of Seed Crushers.

Space does not permit us to reproduce Mr. Faure's address in full. He marshalled an array of facts in an authoritative manner, and showed how the restrictions imposed on international trade caused inevitably a serious dislocation in the world's supply of gold, which, in turn, caused a further dislocation of world trade, and the development of the monstrosity called "economic nationalism."

Mr. Faure proceeded:—

It is not a question of over-production, but of disorganisation caused by undue attempts to obstruct the operation of economic laws. It should not be difficult to visualise what the difference would be in a state of international free trade, from that existing at the present time.

We can confine ourselves for an example to what would be the effect of world free trade in our own line of business. Take the case of the U.S.A. The consumption and production is approximately $3\frac{1}{2}$ to 4 million tons of Oils and Fats or, say, the equivalent of 6 to 7 million tons of Oilseeds. The U.S.A. imports $\frac{1}{2}$ -million tons of Oils and export half this quantity—an international movement of something under 1½-million tons. Under international free trade, prices of various raw materials would be more or less the same. There is no doubt that if American consumers had the world markets open to draw upon, they would find that there are many raw materials available outside their country which they would prefer to use. Also, there would be times when they could buy abroad to better advantage than in their own country, and in the same way, American producers would find that in many cases they could dispose of their products slightly more advantageously than in their own country.

I think, therefore, that we can take as a conservative estimate that, provided American production and consumption remained about the same, the external trade movement under world free trade conditions would amount to at least 2 million tons more imports and 2 million tons more exports, viz., a total movement of 4 million tons more than under present conditions, instead of a reduction of 300,000 to 400,000 tons, which is sure to be the result of the new Processing Tax, of which we shall hear more. The carriage alone of these goods would give employment to a vast number of people and, indirectly, the international movement of

such quantities of goods would give employment to many times that number . . .

DISLOCATION OF OIL MARKETS

The principal Government interference which has affected the Oil and Fat position has been:—

Firstly, the German control of Oils and Fats, which aimed principally at the protection of the Dairy Farmer, involving the reduction of the Margarine production, which came into force in March, 1933.

Secondly, the Dutch control of the Dairy Industry, which came into force in April, 1933.

Thirdly, the French duties on Ground-

nuts and Copra other than of French origin, which came into force in August, 1933, and more particularly the introduction of a quota system in January last, whereby foreign Copra and Groundnuts may only be imported in a fixed ratio to imports of French Nuts.

Fourthly, the Italian control which came into force on the 14th April, 1934, making imports of Oilseeds subject to licence.

AMERICAN PROCESSING TAX

Fifthly, the most far-reaching measure of all, the imposition of the Processing Tax on the principal imported Oils and Fats used in the U.S.A., which reluctantly received the signature of President Roosevelt on the 9th May, 1934.

I think we may say without exaggeration that this Bill is the most extraordinary piece of legislation which has ever been placed on the Statute Book of any country. For a long time there has been a strong agitation on the part of the

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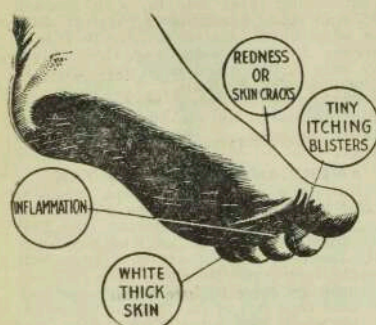
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American farming interests demanding the protection of the Butter and Lard production by penalising the manufacture of substitutes. Every few years legislation has been asked for placing prohibitive import duties on the Oils and Fats which constitute the principal raw material of these substitutes.

Up to the time of the present Bill, these proposals have always been squashed on the ground that the raw material it was sought to exclude could not be produced in the U.S.A., and was essential to some of the most important U.S.A. industries, notably the soap trade. This time, however, the dairy interests launched their political campaign with such success that, ruthlessly over-riding all reasonable arguments against their demand, they completely carried the day, and the Bill was passed, levying the Processing Tax of 3 cents per lb. to be paid by the first manufacturer in the U.S.A. using the Oils in question.

The reason for making this a processing or excise duty was that under the Treaty with the Philippine Islands the U.S.A. could not levy an import duty on Philippine products, and as Philippine Coconut Oil and Copra are far and away the most important Vegetable Oils imported, the promoters of the Bill were naturally most anxious to see this included. They therefore thought of the ingenious way of making the tax a Processing Tax.

Apparently even this was not enough, as it was pointed out to the promoters of the Bill that this, even if technically not an infringement of the Philippine Treaty, would distinctly constitute a breach of faith, and therefore the most extraordinary clause has been added to the Bill that in the case of the tax collected on Philippine products, the whole of the tax is to be placed to a separate account and refunded to the Philippine Government on condition that the Philippine Government do not in any way subsidise the Copra producer.

When we see that on the basis of last year's imports, provided these are maintained, this will mean an annual payment by the U.S.A. to the Philippine Government of a sum of 25 million dollars, or three-quarters of the total Philippine Budget, I think you will agree that I am not exaggerating when I say that this is a most extraordinary piece of legislation.

Unfortunately, I can lay no claim to being a great student of history, but I am quite prepared to challenge all the history professors in the world to find a precedent where one country, especially at a time when their own Treasury is struggling with a heavy deficit, have, unsolicited, adopted the role of fairy god-mother by assuming the responsibility for three-quarters of another country's national budget. This goes to show to

what desperate measures the vested interests are able to drive legislators in the endeavour to protect their own particular industry at no matter what cost to the community, and completely indifferent to the resulting heavy loss to international trade.

The Philippine Government will be faced with the problem that on the one hand it will be to their interest to do all they can to encourage the export of Copra and Coconut Oil to the U.S.A. but, on the other hand, they will be faced with the terrible threat that on any infringement of the non-subsidy condition, they would forfeit the beautiful present promised them by the U.S.A. It will tax all the ingenuity of the Philippine statesmen to steer a course which will bring them in the maximum amount without risking to lose the whole lot.

WORLD PRODUCTION.

Oils and Fats have perhaps been one of the worst sufferers from the world depression.

I do not know whether any of you have ever tried to estimate the total world production of Oils and Fats. I have made a good many calculations, and I have come to the conclusion that the total world production of Oils and Fats lies somewhere between 20 and 30 million tons—a commodity, therefore, of the greatest importance to the world.

The most important use for Oils and Fats is, of course, for edible purposes, and if we study the American statistics we find that, for instance, in the year 1931 the quantity of Oil and Fat used for edible purposes amounted to about four-and-a-half times the quantity used for soap. The most important edible fat is Butter, the world production of which is probably well in excess of 4 million tons per annum.

The next in importance is Lard, the production of which no doubt very nearly approximates to the Butter production.

The increases in the butter and lard production in the U.S.A., which amounted to 50 per cent. from 1912 to 1933, can no doubt be taken as a criterion of the increase which has taken place elsewhere in the world.

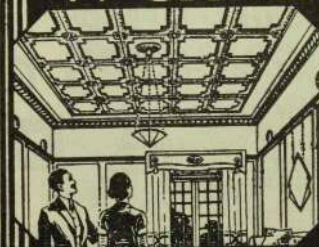
SUBSTITUTES

It is only natural that this huge consumption of Butter and Lard should have stimulated the producing and perfecting of substitutes for these articles, viz., Margarine and Compound Lard, which could be produced from other Oils and Fats at a very much lower price than that commanded by Butter and Lard, and that, therefore, we have seen the growing-up and flourishing of the Margarine and Compound Lard industry.

At the same time the continual stimulus given to the production of Butter

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and Lard by nearly every government in the world has led to such an increase in the production of these articles (as borne out by the American figures) that gradually the outlet for the substitutes for these articles is being decreased. I think we may say that for the time being the Margarine industry, especially as far as Europe is concerned, has reached its zenith, although, even if the policy of assisting the Dairy Farmers and discouraging the manufacture of Butter substitutes should be further intensified, we are a long way off the time that the world could hope to do without very large quantities of Margarine and Compound Lard.

Whilst the production of Oils and Fats is undoubtedly growing from year to year, and at the same time the consumption of Margarine and Compound Lard, if not actually diminishing, is certainly not growing at the rate of the raw materials supplied, it is only natural that the price of raw materials must continue to suffer in value.

There are many theories that the fall in price is entirely due to manipulations of Combines. Although I am the last person to wish to hold a brief for any Combine, I am convinced that this reasoning is fallacious and that the drop in prices is entirely due to the disorganisation caused by Government action, whereby production and consumption are continually being prevented from adjusting themselves to their proper level.

INCREASE IN PRODUCTION

The extraordinary feature is that in many cases the production, instead of diminishing as the price gets lower, has actually increased. This is notably the case, for instance, in Copra. We find that in 1933, when prices were lowest, the shipments were the highest. This is due to the fact that the native producers, having given up the hope of benefiting by holding back supplies, make the biggest effort to produce the maximum quantity so as to try to make up for the fall in prices by bringing in larger supplies.

Thus we find that the nearer we get to cancellation point, the bigger the supplies. The only thing which seems to stop supplies is when the price gets to the point where the price of the article does not cover the cost of bagging, drying and freight.

Once again the study of American statistics is helpful in arriving at our conclusion, for we find that the average stocks of Oils and Fats in the U.S.A. on the 31st December, 1923, 1924, and 1925, amounted to 360,000 tons, whereas the total stocks on the 31st December, 1933, amounted to 1 million tons, viz., nearly three times as much.

I think this illustrates fairly clearly the state in which the Oil and Fat

markets find themselves at the present time, and we now come to the point that we want to examine which are the factors we are likely to reckon with in the future, and how we may benefit by past experience.

FACTORS IN THE FUTURE

We all have, no doubt, pretty clear ideas as to what we would wish to be done or as to what we think would be a rational action for the world to take, but in gauging the future, we shall be compelled to face hard facts as we find them, and as we are likely to find them, and not as we would like them to be.

We think, therefore, we must first of all start off with the idea that the policy followed by the various Governments to increase trade barriers by imposing quotas, tariffs, restrictions, etc., will be pursued further, and that, therefore, the free movement of goods will continue to be impeded more and more for some time to come, until the world is ripe for saner methods.

It is impossible for any of us to see a long way ahead, and I propose, therefore, that we try to visualise more or less the conditions which we shall have to reckon with for the balance of the year.

As far as the demand is concerned, we may reckon that there is reason to expect no increase in the demand for Oils and Fats for edible purposes.

The demand for Cake is likely to remain good, as a result of the continual increase in the cattle and hog population, so that the tendency of the Crushers will be to crush more for the purpose of getting Cake, and that they will always be faced with the difficulty of finding sufficient outlet for their Oil.

As regards the future of supplies, we have no reason to assume that they will not be plentiful, except perhaps in the case of Linseed Oil, where we have to reckon with a distinct shortage, which cannot be relieved until the next Plate crop. We also still have the bulk of the 1933 Whale Oil catch (which, so far, has not yet been sold) hanging over the market, and as far as the distant future is concerned, we can always reckon on Whale Oil as a potential supply to which we can help ourselves to make up any shortage in Oils and Fats.

EFFECT OF CHEAP BUTTER

One of the Unilever Chain of Companies is the Maypole Dairy Co. The chairman at the annual meeting recently reported a substantial fall in profits due entirely to reduced sales of margarine. He said:—

"We have had two factors to contend with. On the one hand the abnormally low prices prevailing for butter have affected the sales of our best margarine,

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VAT 2 SAUCE — a delicious thick, fruity sauce.

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ESSENCE OF ANCHOVIES—
A fish sauce made from the finest Gorgona Anchovies.

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FRENCH CAPERS — Capucines and Capottes.

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Varieties: Spanish Queens, Small Queens, Manzanillas, and Stuffed or Sliced ready for Sandwiches.

PURE OLIVE OIL—French or Italian. From the first pressings of selected Olives.

PICKLES

Varieties: Sweet Gherkins, Tiny White Onions, Walnuts, Piccalilli, Mixed and Green Tomato.

FISH AND MEAT PASTES,
in 1½oz. and 3oz. glass jars.

Varieties: Anchovy, Salmon, Ham and Tongue, Veal and Tongue, Chicken and Ham, Turkey and Tongue, Salmon and Shrimp, BLOATER.

SOUPS, in 8oz., 16oz., ½ gal. and 1 gal. tins.

Varieties: Vegetable, Ox Tail, Mulligatawny, Mock Turtle, Tomato.

JELLY CRYSTALS—Specially prepared for warm climates. They set well, and are deliciously flavoured.

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and on the other, the competition of lard which has been retailed at the lowest price for many years, has affected the sales of the cheaper grades of margarine. Our aggregate tonnage of these three articles has been fully maintained, but the margin of profit has been less, the result being a reduction in our gross profit of £73,000.

"There is no sign of an immediate advance in butter prices sufficient materially to help the margarine trade. Quotas in other countries and increased and unrestricted production in New Zealand and Australia have resulted in huge quantities of butter being shipped to this country at prices which, to put it mildly, cannot possibly be remunerative to the producers. This is a state of affairs which will, no doubt, be rectified in time."

THE GERMAN POSITION

Messrs. Brown and Joske, in July, re-

ported to the Fiji Coconut Planters' Union as follows:—

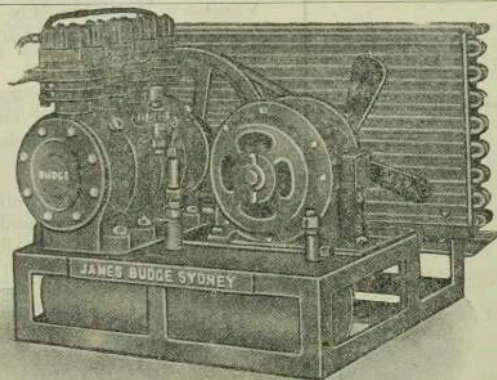
"Fuller advices are now to hand from London in regard to the new Ordinances problem in Germany in respect of oil seeds. It appears that the import of all oil seed is prohibited, with the sole exception of copra. Why copra has been specially favored is something of a mystery, but it is believed that it has been exempted for the fact that most of the copra imported into Germany comes from Dutch East Indies, with which country Germany has a favorable trade balance. Germany only imports the better grade of copra, and the new regulations are not likely, therefore, to affect South Sea copra to any extent. In addition, if Germany is not importing such articles as Ground Nuts, and Palm Kernels, there is that extra quantity of these commodities available for other markets to compete with copra."

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THERE are many forms of fever—Dengue—Malaria—Five Days Fever, etc. All are characterized by high body temperature—thirst—loss of strength, etc. Fever may develop from a chill. A quick, safe and effective method of combating fever is to take "ASPRO" according to the directions on the leaflet in each packet as soon as you develop a temperature. "ASPRO" reduces temperature and fever conditions because, after ingestion in the system, it is anti-pyretic or fever reducing, and is an antiseptic, anti-periodic and anti-fermentative. It is also a powerful germicide. You take no risk with "ASPRO" because it is pure medicine in tablet form. "ASPRO" conforms to the standard of purity laid down by the British Pharmacopoeia (the guiding authority of the Medical Profession). It does not harm the heart and is much preferable to quinine. There are no injurious after-effects.

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TORRES STRAIT NOTES

Ministerial Party at Thursday Island

From Our Own Correspondent.

THURSDAY ISLAND, July 7.

THE Ministerial party have recently left the Island after their tour round the Torres Strait Islands, and have gone down the Gulf of Carpentaria, visiting all the centres of native population before returning to Brisbane. The party consisted of the Home Secretary for Queensland (the Hon. E. Hanlon), the Under-Secretary of State (Mr. Gall), the Chief Protector of Aborigines (Mr. Bleakley), Mr. Hanlon's brother, and also his private secretary.

At the civic welcome accorded him on Thursday Island, the Hon. E. Hanlon expressed himself as being very pleased and satisfied with what he saw on his tour. A catamaran race at Saibai Island, off the New Guinea coast, afforded much amusement and a unique spectacle for the distinguished visitors.

Bishop Stephen Davies, the Anglican Bishop of Carpentaria, is now on a long episcopal tour, finishing up at Alice Springs in Central Australia. The Rev. Percy Smith is stationed there.

Wild duck are now plentiful in the swamps at the top of Cape York Peninsula. The frequent shooting parties that go over to the mainland report good sport.

The Chinese junk Fou Po II. has again been in the harbour after losing all her anchors on one of the reefs. Captain de Bischoff (of the French Geographical Society), who is in charge, is a welcome visitor here, and very popular with his stories. He is now proceeding with his investigations of the counter equatorial currents.

Mr. Charles Ralph Cook has this week returned to the Lockhart River Mission, taking with him his bride, who was formerly Miss Doris May Turner, of Wauwata, Papua. They were married in the Quetta Memorial Cathedral by the Sub-dean, Rev. W. Burvill, in the presence of a large and interested gathering. A short honeymoon was spent on Prince of Wales Island at the C.W.A. cottage.

August 24, 1934.

THE PACIFIC ISLANDS MONTHLY

29

END OF THE OLEAGINOUS CULTURE?

Where The Depression Supplies Its Own Compensation

By ROBERT DEAN FRISBIE

ROBERT DEAN FRISBIE, a well-known American writer, who is at present living on one of the Cook Islands (Puka Puka) has sent this article to the Pacific Islands Monthly.

We are glad to publish it because of its literary merit and its delightful humour; but Mr. Frisbie's quaint and amusing generalisations must not be too widely applied.

The lower price being offered for copra certainly has caused some economic depression throughout the South Seas; but it is bringing about a social regression of the character described by Mr. Frisbie in only a comparatively few of the more isolated islands of Polynesia. In Melanesia (Western Pacific) there is little change in social conditions—probably because the Melanesians' manner of life has been little affected by the contact with Europeans.

It is probable that in the Cook Group, French Oceania, Gilbert and Ellice Islands, and New Hebrides, the conditions described by Mr. Frisbie will apply; but almost all other Territories—particularly Fiji, Samoa, New Guinea, Papua, New Caledonia—have established industries which provide an alternative to copra, and industrial, commercial and social life in those places is going on as usual.

LET the Mau of Samoa be patient. Their white brothers will be glad to leave their silly little island after another profitless decade.

And let those who regret the passing of ancient Polynesian culture take heart, for they may live to see it return: the good of it and the bad of it, long-pig and a pageant of romantic gods, grass-skirts and loin-cloths, village utilitarianism and tribal wars.

It took a long time to smear a coat of civilisation on the skins of the Pacific Islanders. Up to the present, it has been the pride of the missionaries to exhibit brown sinners in white apostolic robes, of traders to exchange the kerosene light of a better life for mother-of-pearl and copra, of government officials to frown at the conspicuous natives who cohabit without a license.

Now, with copra at £7 a ton, the above-mentioned benefactors are losing interest in the Islanders. There is no soap on the remote atolls to keep white the apostolic robes—in fact, many of them are falling to pieces; and, with the traders' kerosene lights extinguished, the governments are finding it difficult to apprehend the cohabiting natives.

In a word, it will not surprise me if missionaries, traders and officials alike politely tell the natives to go to the devil. The officials, of course, will stick to the natives the longest, and their final departure will be keenly felt; but with governments simulating solvency when they should be declared bankrupt were they private concerns, they cannot be expected to remain permanently on non-dividend-paying islands. After the departure of the officials the superficial veneer of civilisation will be washed away very quickly; in a few years the Islanders will revert to savagery and the result of over a hundred years of work will disappear completely.

On many of the islands the reversion to ancient—and salutary—customs is evident. The old men's pipes are cold; grass-skirts and loin-cloths are taking the places of calico and denim as the last of the family

dresses and trousers are worn to ribbons; the fire-log and the rubbing-stick are returning; pearl-shell hooks are taking the place of steel ones, and ronga'a fishline the place of cotton line. Such luxuries as sugar, tea and bread were dropped from the family menu long ago, and now the coconut-oil lamp flickers dimly beside the empty and chimneyless kerosene one.

And, because missionaries made clothes the important tenet of their religion, with the last of their frayed garments the natives will shuffle off the last of their Christianity—one cannot go to church in *puris naturalibus*. Jehovah and Jesus will remain, of course; but they will develop into mythical gods soon to be obscured in a fog of Polynesian superstition. . . . That is, if the price of copra does not improve.

Even with sugar at 6d a pound, a watery bar of soap at 1/6 and tobacco at 16/- a pound, the big trading firms cannot show a profit in their outlying stations, so they are closing them. "You cannot make sun-

beams out of cucumbers," they say, sapiently, "nor profits out of copra-islands. . . ." Needle-witted, those boys!

On Danger Island, the trading station has been closed, and we do not expect that many more vessels will visit the island. Probably a man-o-war will call once a year to bring us the mail; but, as men-o-war do not buy copra or sell gadgets, the people probably will be left to revert to their ancient material and spiritual culture. The New Zealand Administration cannot be expected to clothe and provision the people gratis, nor can it be expected to subsidise vessels to buy copra at a great loss. And I do not believe that the missionaries will take any interest in Islanders who are unable to pave their way to Heaven with silver shillings.

Who is there left to keep the torch of civilisation burning?

The present writer does not believe that the abandonment of the Pacific Islands need be altogether deplorable. Though the transitory stage to savagery will be painful, the natives will adjust themselves to the return of their ancient culture, slip easily into the ancient ways. Cannibalism, idolatry, nakedness will return; but so long as there is no profit in clothing the Islanders' bodies, filling their alimentary canals with corned beef and their souls

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with the Gospel, we Europeans, I believe, will make our exit as gracefully as possible, without over-much worry about the fate of the Islanders. Our exodus is well under way, right now.

There is only one thing that can keep the Pacific Islanders from turning back to a savagery comparable to that in the days before Captain Cook, and that is an immediate rise in the copra market.

How true that oleo-margarine civilised the South Seas; that butter-fat will "uncivilise" them!

MONEY FOR FIJI

£289,500 Provided for Works

From Our Own Correspondent.

SUVA, July 25.
HAVING received the approval of the British Colonial Office, the Fiji Government is now raising a loan of £289,500, and is proceeding to carry out the following public works:

Government Offices	£105,000
Rewa Bridge	75,000
Suva-Sigatoka Road	75,000
North-west Coastal Road	27,000
Contingencies	7,500

Total £289,500

The announcement has been received with general approval by the public, especially residents of Sigatoka, who have been advocating the completion of the road round the island by the joining of Suva and Sigatoka for some considerable time.

These works will mean an exceptionally busy time for the Public Works Department, and will provide a good deal of needed employment.

A team of 20 Fijian football players has been selected to pay a visit to the Kingdom of Tonga and play a series of test matches with Tongan teams. It was to leave Suva by H.M.S. Diomedé on July 30, and return to Suva by the auxiliary schooner Tui Toga.

THE MISSING COOK

Incidents of the "Cruising Season"

From Our Own Correspondent.

NEW CALEDONIA, July 16.
OUR cruising season, as far as Sydney boats are concerned, seems to have come to an end with the visit of the Wanganella at the end of June.

The latter made the usual stay of twenty-four hours; visits to the various places of interest were arranged for the tourists, and a ball was given in their honour at the Town Hall.

At the hour appointed for sailing, an important member of the culinary staff was missing. It is said that he had partaken of and enjoyed the local hospitality to the full. The distracted agents finally ran him to earth, and the ship was able to leave, but slightly after schedule.

This recalls a rather amusing incident which took place when the Strathnaver, the largest vessel ever to enter the port of Noumea, paid us a visit a few months ago. A fair sea was running and, when the ladder was lowered and the pilot launch came alongside, the pilot missed his hold and, to the horror of all on board, fell into the shark-infested ocean.

Several modern lifebelts which are electrically illuminated when they hit the water were thrown to him, but he showed a callous indifference towards these expensive luxuries, and seemed anxious only to retrieve his new felt hat. It was with a feeling of relief that those watching finally saw him clamber safely up the rope ladder, none the worse for his short immersion.

The visit of the American tourist ship, the Los Angeles, which is due at the end of this month, will finally close our cruising season.

"CEPHEE" DIVERTED TO PAPEETE

From Our Own Correspondent.

PAPEETE, June 25.
ON account of the unusually large amount of copra and other cargo (about 4000 tons) awaiting shipment to France on the Papeete wharf, the Messagerie Company's steamer "Esperance," which runs on the regular schedule between France and Noumea and returns via Tahiti, has been sent home via the Suez Canal and replaced on this run by the s.s. "Cephee." The "Cephee" is a mixed passenger and cargo steamer of 18,600 tons and is expected here on June 29. She will make the passage to Marseilles in about 31 days, unless diverted to Central American ports.

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August 24, 1934.

THE PACIFIC ISLANDS MONTHLY

31

BY AIR OR BY ROAD?

A Problem to be Solved by N.G. Miners

By GORDON THOMAS

OCULAR registration is imperative to appreciate fully the true position on the Morobe goldfields. Superlative expletives are quite incapable of conveying an idea of the true position in the world's most unique goldfield, where six years ago the pioneers were living under the most strenuous conditions, and where now I glance up from my writing table, on the verandah of the Bulolo Hotel at Wau, and catch a glimpse of a merry party sipping cocktails or gimlets—or whatever they may be; while attractive women in pretty gowns form the greater part of the group.

Down the road two or three small children wander; a touring car swings to a standstill before the hotel; while up from the 'drome—that slopes away from the hotel—there come a couple of time-tested gold-miners, with two "boys" following them and carrying suit-cases. They have arrived "in" from "out," and to-morrow they are going "up" from "down." ("In" denotes Wau; "out" refers to the "beach" at Salamaua or Lae, and "up" is Edie Creek or the Kaindi country.)

The two miners have become accustomed to this new transportation. In 1927 it took them over a week of hard walking to reach Wau from the beach. To-day it takes them twenty minutes; and the record trip has been made in fourteen minutes!

The Morobe goldfields are the greatest paradox of the present day. A cannibal's son is seen stepping out of a Fox Moth plane; in the most inaccessible jungle the most up-to-date mining machinery is being installed; fresh meat is delivered at the miner's door in the middle of the mainland of Mandated New Guinea; while primitive natives, who the day before were probably having a desultory tribal fight, crowd around and feel your clothes and touch your hand and gaze astonished at your leather feet.

Such is New Guinea of the present day, as a result of aerial transport.

The Morobe fields simply exude Modernity, Efficiency and Future Possibilities.

Realising the importance of the problem of the proposed new road from the coast to the distributing centre of Wau, I tried to obtain from nearly every individual and every interest with whom I came in contact some expression of opinion.

There were the pros and the cons. The former said: The country will never be properly developed so long as we have no main road to tap the territory lying between the two terminal points—Sala-

maua or Lae, and Wau. Such a road will give us lower freight rates and increase the population. We must look forward to the future of the Territory. We must have vision and be far-seeing, and make the country accessible for the agricultural producer.

On the other hand I heard: The planes have been the making of the gold-mining industry, and their service has been efficient and regular. We can reach localities in a few minutes now which, even by good roads and motors, will take us

hours. 'Dromes have been laid down all over the fields and the daily services—even to out-of-the-way areas—have brought the isolated miner within touch of civilisation. A road costs money, and the money must be obtained from the miner; this will mean an increased royalty on the gold exported. We don't want any increase in the royalty. Since 1928 we have been paying 5 per cent. for a road. We are now only having the Wau-Edie Creek road built after six years of increased taxation upon the miner, who already is carrying the rest of the Territory on his shoulders. The maintenance of the Coast road will be great, in order to ensure uninterrupted service to deliver freezer cargo and perishable goods from the coast to Wau. And, anyway, it is problematical as to whether road freights will be cheaper than aerial freights, bearing in mind the



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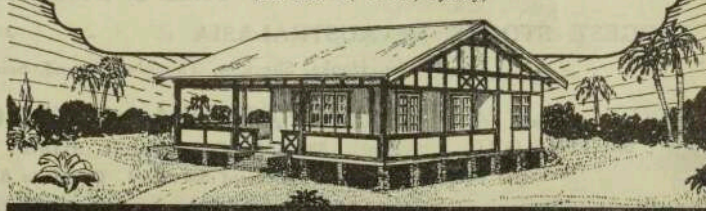
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fact that they are being reduced each year. The last government contract was let at 2d per lb. to the Carpenter service.

Those are the two attitudes towards the road: Firstly the regard for opening

up country for primary agricultural production and to ensure lower freight rates; secondly, the sublime confidence and satisfaction in the aerial service which has developed the field, and the fear of an increased royalty on gold, together with the thought that road transport, under existing conditions may not be more economical than air rates.

Personally, I am easy on the matter at the present moment, for the details of how the cost of the road shall be borne have not been made public.

If a road, tapping country suitable for the development of primary products—which at the same time can be easily marketed—can be made without increasing the present royalty, and which will enable miners and others to obtain goods with the same regularity and expeditious service, then it appears a good thing.

On the other hand if the country to be tapped is not suited for primary production, with an easy market, and road construction means increased royalty (and bearing in mind that air-freights are on the drop), I can see no useful purpose to be served by the construction of a road for motor transport, when aerial transport can serve all the necessary requirements.

Opinion on the fields is divided. The simplest solution would be a plebiscite. If the road means more gold royalty, then it is certain that the answer will be "no." It must not be forgotten that the increased royalty would possibly more than counterbalance the advantage of a lower freight rate—if there be one. Also, economy is a false policy if it is obtained at the sacrifice of efficiency.

NATIVE FAMILY OF NAURU.



This is the happy family of Mr. W. A. Deturondak, a native resident of Nauru, Central Pacific—a small country under Mandate government. This group was photographed in the doorway of Mr. Deturondak's neat cottage.

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JUDGE PHILLIPS' TOUR

From Our Own Correspondent.

RABAU, June 30.

His Honour Judge Phillips, of the Supreme Court, Rabaul, returned on the last Nellore from Australia, after one year's absence.

Judge Phillips first called at Manila and Hong Kong and from there journeyed through French Indo-China, the Malay States, India, and on to Europe, via Persia, Palestine and the Levant. On his return trip from Europe he visited Canada and the United States, embarking at Los Angeles for Sydney.

Pastor W. G. Turner, Chairman of the Mission Board of the Seventh Day Adventists returned to Sydney from the New Hebrides on June 25. While in the Group Pastor Turner made a 1000 miles cruise in a 14 ton mission ketch, inspecting most of the S.D.A. mission stations in the Condominium.

NEW B.P. STORE ROBBED

From Our Own Correspondent.

APIA, June 27.

AFTER an unsuccessful attempt to break into Morris, Hedstrom's retail store by shattering a window pane and opening a door from the inside, Burns, Philp's new store, situated next to the post office on Apia Main Beach Road and lighted all night, was entered in the same way.

The burglars succeeded in opening the door and getting away with about £4 in cash from the cash register. They were apparently not interested in goods, as there was no sign of their having stolen anything else.

The Apia Police Force is much criticised for the lack of protection given to the merchants of Apia. There are no police patrols on the Main Beach Road at night time, though there are a large number of native policemen available for the purpose and the tax-payers have to bear the heavy cost of a large Police Department.

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THE PACIFIC ISLANDS MONTHLY

33

PAPUA IN 1932-33

Belated Report With Very Interesting Features

POINTED references to the action of the Federal Government in reducing the annual grant of £50,000 to Papua to £34,000 are contained in the annual report of the Lieutenant-Governor (Sir Hubert Murray) for the year ended 30th June, 1933. Those references have been given some prominence in the Australian newspapers—but in untimely fashion, as Australia, since the date of the report, has partially restored the subsidy.

The report is exceedingly interesting—are all such compilations issued under the hand of Sir Hubert Murray—but its value is destroyed in places owing to the incomprehensible delay by the Canberra authorities in issuing the report. Many of the matters which the Lieutenant-Governor discusses have been affected by developments during the ensuing twelve months.

Sir Hubert Murray (on June 30, 1933) said that expenditure had been reduced to a point which was almost too low for safety. In spite of the good work that was being done by Government officers, it was difficult to see how the administration could be adapted to existing conditions. It was unfortunate that the Government had been forced to reduce the subsidy. Had it remained at £50,000 they should have been able to carry on. But he feared that with a reduction of both subsidy and revenue, this task may be found too difficult. The discovery of a rich gold field or some extensive agricultural development would save the territory, but either to do any good must come quickly.

"I do not suggest that the Government will utterly collapse in Papua," Sir Hubert Murray goes on, "but it may be necessary to close Government stations and reduce the number of officers. The situation may be further complicated if the subsidy is not restored by the difficulty of maintaining the existing pensions scheme, to which officers themselves have contributed. I regret to add that reduction in salary seems to be inevitable, but in this respect we will fare no worse than many other parts of the Empire."

"I cannot believe that the very dark picture I have painted can ever be permanent; good times will come again, mines and plantations will be developed and the Government influence re-established. But its re-establishment may be expensive in more ways than one, and I am certainly of opinion that it would be cheaper to restore the £16,000 which has been taken away than to reconstruct stations and police camps later on. The Commonwealth has always been generous to Papua, and I confess that I feel rather like one of the 'daughters of the horse-leech' in pressing for a restoration of the previous very liberal subsidy. I should not do it unless I felt the danger of our position is very real and very pressing."

THE REVENUE

The report went on to point out that although the subsidy was reduced by £16,000, the revenue from all sources exceeded that of the previous year by nearly £3000. This apparently favorable symptom, however, was completely accounted for by the fact that a new issue of stamps resulted in sales exceeding those for 1931-32 by nearly £4000. Customs receipts were £2115 less, port and wharfage dues £156 less, and lease rents £241 less. It was thus apparent

that the financial depression, now well into its fourth year as far as Papua was concerned, was at its worst in 1932-33. There was the possibility that 1933-34 may be still worse. There was nothing they could do but hope and be patient, "like the man in the strongroom on Saturday, who knew if he acted calmly he would be alive when the door was opened on Monday."

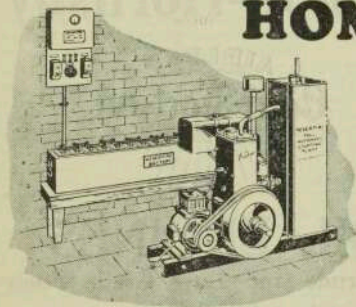
COPRA—GOLD—RUBBER

The price of copra continued to fall. The average for the year was about 12/ a ton less than in 1931-32, and less than half it was five years ago. The rate at September, 1933, was £9/12/6 a ton. The total quantity exported in 1932-33 was 9686 tons, compared with 10,011 tons in 1931-32. This was probably due to a decrease in the quantity of native copra produced, and this, in turn, to the fall in prices.

Gold mining had shown some progress, but the new activities were so far only minor in character. Capital was being expended in a small way, and there was reasonable ground for hoping that one or more of these ventures may develop into something big. The export showed an increase from 8574 oz. to 15,268 oz.—the highest return for ten years. (The gold-mining activity has grown considerably since that report was written.)

The report added that the rubber concessions made by the Commonwealth to Papua were not regarded as part of a policy of protection, but merely as a temporary measure of finance. If the existing preference of 4d a lb. was adopted as a permanent policy, he saw no reason why his dream of an Australian market supplied by Papuan rubber should not be realised. There was still a good chance of sugar growing being the saviour of the Territory, as the prospects of raising capital for this purpose seemed to be much

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brighter than ever before. There was no lack of enthusiasm on the part of promoters of companies, and he supposed that by listening to these people only were they buoyed with hope, and at times sure, that sugar growing would actually be undertaken shortly.

THE NEW PAPUA

"The tourist," says Sir Hubert Murray, "is ready to proclaim Papua as the dwelling place of an interesting native race, adorned with marvellous mops of hair, and addicted to dancing and canoe-racing; whereas we should prefer that the Territory were known as a suitable place for the investment of capital."

"Patrol reports," he added, "become dull as the Territory is more thoroughly explored and brought under control, and there is, nowadays, not much of Papua that is not fairly well known."

"Time was when we could startle our readers with stories of Purari head-hunters or cannibals of Goari Bari, but that time is past. Both head-hunters and cannibals are now mainly occupied in looking for work on coconut plantations. It is true that there are still some lively lads in the more remote districts, but one has to go a long way to find them, and life in most parts of Papua is as safe as anywhere in Australia, and a great deal less interesting."

BLACK AND WHITE MAGIC

The Lieutenant-Governor says that sorcery in some parts of the territory is gradually dying out, but in other parts it is still very much alive.

"The belief in sorcery," he says, "will, I suppose, never be extirpated, for one finds it among the most highly civilised nations of Europe; but it may be minimised."

"A case is reported, for instance, from the Turama River district, in the delta

division. A canoe upset in the river, and one of the crew was swept away and drowned before the eyes of the whole village. The death was attributed to sorcery. It appears that the sorcerer takes up the imprint of the man's foot in the mud—the whole country is mud in these parts—and throws it into the river. After that the man will surely be drowned!"

Sir Hubert added that "black magic" was punished with a brief term of imprisonment. "White magic," practised to secure a plentiful crop of yams was not interfered with. The garden magician, known as towosi, explained Sir Hubert Murray, ensures a good harvest by visiting the garden, armed with his wand, crooning an incantation, and throwing portion of the soil behind him on either side (it is essential that a number of ants should be mingled with the soil). He also takes a number of leaves and blades of grass, and beats them into pieces with his "kallega," or magic wand. Then he pushes the "kallega" stick into the ground, and sways his body to and fro, moving the "kallega" stick from side to side and up and down. After this the magician goes each day through the garden singing his songs to the growing crops.

NEW RANGE FOR PAPUAN RIFLEMEN

From Our Own Correspondent.

P.T. MORESBY, July 20.

A new rifle range for the armed native constabulary at Konedobu was opened officially on July 11 by the Government Secretary, Hon. H. W. Champion, C.B.E. He opened the range by firing the first shot, after which the police commenced extensive musketry practice.

RADIO FOR ISLANDS

Long Delay In Installing Essential Services

RECENT references in the "P.I.M." to the suggestion for wireless sets for use in New Guinea and the Pacific Islands generally on the lines of those so successfully put into operation by the Australian Inland Mission in various isolated parts of Australia, remind one that the Torres Strait Islands and some other isolated northern outposts are still waiting to be linked up in this way.

There would be no difficulty so far as the A.I.M. authorities are concerned; and on the larger islands are Europeans who could handle the sets.

A "mother station" is necessary, however, and for this purpose the A.W.A. station at Thursday Island would naturally seem to be most suitable.

The idea of linking up has been urged during the past three years, and has been received with keen appreciation by the Aboriginal Department, as well as others concerned; but although efforts have been made to induce the Commonwealth authorities to take some action which would assist in initiating the scheme, by coming to an arrangement whereby the "mother station" could be that at T.I., nothing so far seems to have been done.

A Federal representative some time back took up the matter with various Federal departments who might be interested, such as the Defence Department, but progress is very slow.

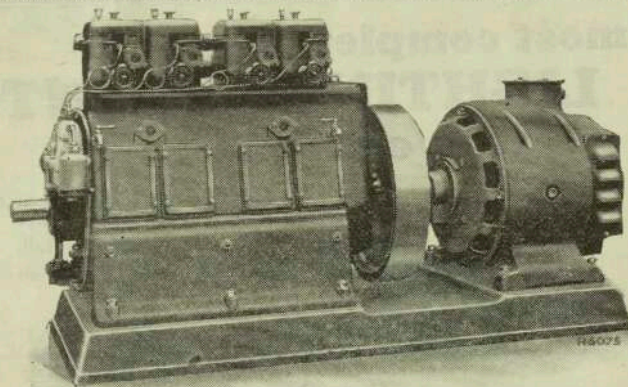


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August 24, 1934.

THE PACIFIC ISLANDS MONTHLY

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PRESERVED BANANAS

New Tahitian Industry Is Flourishing

From Our Own Correspondent.

PAPEETE, July 4.

SUBSTANTIAL shipments of preserved bananas, which are marketed as "Banana confit au naturel," a name which adequately describes this excellent product, are now being sent from Tahiti to France and England by every Messageries steamer.

Some months ago, when the enterprise had scarcely passed the experimental stage, this new industry was commented upon in these notes as one of considerable promise, as it opened up the possibility of reviving a once flourishing fruit business which was ruined by the shutting out of all Islands fruit from America and the imposition of tremendously high import duties on foreign fruit in New Zealand. Since then, there has been a progressive improvement both in the quality of the produce and in its presentation.

Naturally, the many details of the process for turning bananas into the attractive and extremely palatable delicacy now produced are known only to the inventor, who is a locally-born Frenchman named Henri Rey. But, without giving away any of his secrets, it may be said that the process is a very simple and natural one which calls for very little more than sun and air properly manipulated. No preservatives are used, or sugar added to the fruit, and the marketable product, which is sold in packages of 250 grammes, or in bulk, may be classed with the best quality preserved figs or dates, and will keep for an indefinite time in any climate.

It has been reported upon very favourably as an emergency ration for soldiers, and its cheapness will undoubtedly ensure for it a very wide market, as it becomes better known. Already Mr. Rey is finding it necessary to enlarge his plant, and the natives are planting more bananas in anticipation of the future demand.

Attempts have been made to preserve the banana in many countries, particularly in the West Indies and other countries which can absorb only selected bunches of fruit and where there exist no means available for turning the balance of the crop to a profitable account. In such places there is an enormous amount of bananas wasted.

So far, however, such attempts at preservation have been unsuccessful, and it is, therefore, all the more remarkable that an inventor in a comparatively unimportant place like Tahiti should have succeeded in solving a problem which has had such an amount of money and effort spent upon it elsewhere.

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FIJI INDIANS AND GHEE

From Our Own Correspondent.

SUVA, July 25.

A MEASURE which seeks the protection of the local dairy industry, and to save the Indian community from improper impositions, was passed by the Legislative Council, when it unanimously decided to substantially increase the duty on ghee substitutes.

The original motion was to increase the duty to 5d a lb British preferential tariff, and 7½d a lb foreign; but after discussion, an amendment that the rates be 6d and 9d, respectively, was carried.

The Comptroller of Customs (Mr. J. M. Wilson), who moved the motion, said that the duty on ghee made from pure clarified milk fat would remain at the same rate, 2d per lb British and 3d foreign.

Mr. K. B. Singh, who seconded, said that the ghee substitutes being marketed were decidedly injurious to health, and besides, as many of them were made from animal fats, including, he understood, pig fat, they contravened Indian religious beliefs.

His Excellency the Governor pointed out that the motion served a double purpose, as it was to discourage the use of ghee substitutes and afford some measure of protection to the local dairy industry, which manufactured pure ghee.

Speaking again, Mr. Singh submitted that he did not think that the increase was enough, and he would like to see the duties made 9d and 11d.

Mr. A. Barker proposed an amendment

that the duties be 6d and 9d, and after His Excellency had pointed out that it was not the object of the Government to make the duty a revenue producer, this was agreed to.

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THE FOODS OF NEW CALEDONIA

Deer, Fish, Crabs—and Flying Foxes

From Our Own Correspondent.

BOULOUPARI, July 16.

THE week has commenced with our usual Monday morning deer hunt.

A young man, living on our boundary, who signs himself "Chasseur de cerf," goes up into the chain of mountains which runs through the island and puts up a mob of deer, with his pack of dogs. They hunt this mob down the valley into our small paddocks.

The deer leap over the fences—or crash through the wires if they do not see them in time. Our dogs join in the hunt, and, being fresh, quickly gain on their quarry and pull him down by hanging on to the elbow joint. A rifle shot puts an end to the chase.

There is a law governing the chase which seems to be accepted by almost everyone in these parts: If the "chasseur" has not previously hit his quarry the

owner takes the hide and half the meat, which must be cut down properly, like butchers' meat.

"Colporteurs" (dealers), who pass in their camions, carrying freight to the north of the island and loading produce for the return trip to Noumea, buy this deer meat, which is often preferable to beef. A "chasseur" can earn a good living, as the hides also are saleable.

All New Caledonians are very keen on hunting ("la chasse," as they call it), and frequently car-owners set off for a mid-night shoot, with the aid of their motor-lamps and a powerful torch. Young calves are sometimes shot in this way by inexperienced hunters who are unable to differentiate the red fire of a calf's eyes from the green light of a cerf's.

The flying fox season of late has also been attracting the night hunter. We

often watch their lights as they cruise about in the neighbouring paddocks, inspecting the neoli trees, whose white blossom brings the flying fox down out of the mountain chain, to feed.

There are two varieties of this animal. The black strongly-scented variety is not so sought after as a lighter brown kind. The latter is relished as a thoroughly delectable dish; and once, eating it by mistake, I was under the impression that I was eating jugged hare out of a tin. Perhaps the glass of good red wine, which is always added to the French meal, enhanced the delusion.

This is certainly a land in which it would be difficult to die of starvation. The sea, always easily accessible, abounds in fish. This is usually speared by the natives and one sees them carrying their long three-pronged assagais as they pass to the sea. The fish inshore are always safe to eat, though several varieties feeding on the coral reef can give one a very disagreeable and irritable rash.

The rivers running out into the sea have their crabs and oysters, which always bring a fair price in the market in Noumea. The natives make an industry of trapping these crabs, catching them in the mud, they hold them behind, and wind long strips of mangrove bark round their claws and feelers, and place them in baskets plaited from coconut leaves.

These baskets are made by splitting the leaf down the centre, and tying the ends together, and then the leaves are laced in and out, with a finishing roll on the bottom; all done in a few minutes. The popinees (kanaka women) carry these baskets of crab to the road, where they are taken delivery of by the dealers, and make up portion of their return cargo to Noumea.

TOURISTS FOR SAMOA

From Our Own Correspondent.

APIA, June 29.

IT seems that the tourist trade, much neglected in former times in the South Sea Islands, has received a stimulus lately and it is welcome news that several more tourist steamers on South Seas cruises are to make Apia a port of call.

The "Marama" to arrive early in August has been fully booked, and it is intended by the Union Company to send her for a second cruise at the end of August or beginning of September.

The Orient Line sent a representative here recently to find out the possibilities for tourists in Samoa and very probably their tourist steamers will call here in future. As copra, cocoa, and banana prices are still at a low ebb, the money spent by tourists in Samoa is very welcome indeed.

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THE PACIFIC ISLANDS MONTHLY

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NO SUPPLIES!**American Strike Causes Shortage in Tahiti**

From Our Own Correspondent.

PAPEETE, July 2.
THE dislocation of shipping schedules caused by the general strike on the Pacific Coast of America and (it is stated) by wage disputes in New Zealand between the Union Steam Ship Company and their cooks and stewards, has brought about a temporary shortage of certain essential commodities in Papeete which may well become serious unless the situation is soon alleviated by the arrival of new supplies.

Potatoes, onions, and certain brands of cigarettes are already unpurchasable, while stocks of such important food items as flour and rice are running very low indeed. Fortunately for the consuming public the price of bread in French Oceania is regulated by Government decree, but other articles have already risen very considerably in price. Gasoline, kerosene, and fuel oil are all running short, and are being rationed out by merchants to their regular customers only.

Supplies of these essentials are generally brought to Tahiti by the Union S.S. Company's cargo steamers, or by casual vessels sailing out of San Francisco, but word has been received that the S.S. Wairuna, the next vessel expected, sailed direct from Vancouver to Tahiti without calling at San Pedro, as she usually does. The next vessel will therefore be the S.S. Hauraki which will bring a cargo of oil, gasoline, etc., from San Pedro, provided the strike has been lifted before she sails from Vancouver. In any case, there seems little possibility of a new supply of these articles before the end of July at the earliest. By that time it is safe to predict that many of the local schooners will be forced to lie up for lack of fuel oil and the Papeete garages will be losing money for want of gasoline. Fortunately, the inter-island traffic is now assured to a great extent by the "Ville de Papeete," a steamer for which there is an abundant supply of coal on hand.

Apart from the inconvenience in the matter of supplies the disorganisation of the regular mail service has already cost local business people a considerable sum in radio messages which would ordinarily be unnecessary.

"MAKURA" UNABLE TO CARRY BENZINE.

One Sydney merchant reported to the newspapers that he received, by radio from Tahiti, urgent requests that benzine should be shipped by the Union S.S. Company's liner Makura, which was scheduled to sail from Sydney for Papeete about July 5. But he was refused permission to ship benzine on the Makura, because she was a British ship, and, according to British Board of Trade regulations, was not permitted to carry benzine out of Australian or New Zealand ports. Yet the same vessel, on many occasions, has unloaded hundreds of cases of benzine from San Francisco at Papeete.

The shortage of necessary commodities was the more acutely felt in Tahiti because July 14 (France's National Day) is always celebrated there with colourful festivities, lasting for a week, and thousands of Europeans and Polynesians crowd into Papeete from all the adjoining islands.

M.A.S. AT PT. MORESBY**7-Tons Yacht Crosses Pacific**

From Our Own Correspondent.

PT. MORESBY, July 16.

ON July 4 a small yacht named the M.A.S., flying the Italian flag, dropped anchor unexpectedly in Port Moresby harbour. There was a good deal of astonishment when it was learnt that she was on a world cruise and had already been on the high seas since August, 1932. The name of the yacht, M.A.S., is made up of the Latin equivalent (*memento audere semper*) of "Remember always to dare."

Manned by Captain Francesco Geraci and Signor Rosario Dominici, the M.A.S. left Naples nearly two years ago. She had called at Tangier and the Canary Islands before she crossed the Atlantic to Trinidad, Venezuela, Colon and the Panama Canal. From the Canal she sailed the Pacific by way of the Galapagos and the Marquesas, Penrhyn and Manahiki Islands, Samoa and Fiji.

Captain Geraci put into Port Moresby on account of the heavy weather out from Suva, for his route lay direct through Torres Straits to Batavia.

Wholly decked in, the M.A.S. appeared a very small craft indeed in the Port Moresby harbour. Of only seven tons, 32-ft. in length and a 9-ft. beam, with a 3-ft. draught, it seemed inconceivable that she had weathered the storms and hurricanes of the Atlantic and Pacific Oceans. Moreover, she appeared to have no accommodation for her crew, and there was some speculation as to how the Italians had contrived to sleep and cook under these conditions.

On being questioned as to the virtues and capacity of their small craft, both men most emphatically stated that undoubtedly the M.A.S. was the most uncomfortable boat in the world, and that in rough seas she could very easily capsize.

On July 13, the M.A.S. sailed out of Port Moresby harbour on a strong south-east trade wind and made for Banks Channel of the Torres Strait, for Batavia, Colombo and Aden. From Aden she will continue on through the Red Sea to Suez, and ultimately Rome, which Captain Geraci hopes to reach by May, 1935.

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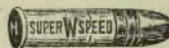
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**JAPAN'S FORTIFICATIONS IN THE
BONIN ISLANDS**

THE Pacific Islands which Japan really has fortified are the Bonin Group, which lie N.N.W. of the Mariannes (Ladrones) and between the latter group and Japan.

The little Bonin Islands, which are situated some 500 miles south-west of Japan, up to the present have attracted little attention. Ships hardly ever anchor near their coasts, as they lie away from the great steamer tracks.

These Islands might have remained in obscurity, if an unexpected event in the struggle for supremacy in the Pacific had not suddenly drawn the world's attention to them. The Right Rev. S. Heaslett, Bishop of Tokio, to whose diocese the Bonin Islands belong, intended to visit the group in his pastoral capacity. All preparations had been made, when the Japanese authorities informed him that he must abandon the voyage, since he, or any other foreigner, was not allowed to set foot on the islands.

What is the strictly guarded secret of the Bonins? Though the Japanese Government never has given any explanation to the Bishop, the position is obvious. The Islands probably are being fortified as an advanced centre for Japan's naval and air forces, and therefore are carefully hidden from unauthorised spectators.

If one takes a chart of these waters and draws a straight line from the Bonins to the Carolines and Mariannes (the strategic importance of which is fully realised by the Japanese) we are shown a flank position of great strength for the navy and an air squadron, which could hardly be broken by foreign battleships, and which provides an excellent protection against any attacks on the coasts of Japan.

According to the Washington Naval Treaty of 1922, the Japanese Government undertook not to construct further fortifications or defences on these Islands; but many believe that Japan has not carried this out. It is said that the port of the largest island in the group, Chichi Jima, which can be entered by the biggest steamers, has been transformed into an impregnable base for the navy, and that huge premises for the storage of explosives and food have been erected. The harbour on the second largest island Port Lloyd, is said to contain a whole squadron of bombing planes. Therefore, one can assume that if the Pacific should become the stage for another World War the Bonin Islands will play a very important part.

One should not under-estimate the importance of Japan's secretly created strategic outposts on these Islands. Further, one should realise the haste with which the powers fighting for a new repartition of the world are concentrating their attention on the Pacific.

Recent statements by the Japanese War Minister, General Araki, when he addressed the world in a programme speech, were only too clear. Neither should we forget speeches made during the Pacific Conference held not long ago at Banff in the Canadian Rockies. Count Michisma objected, in sharp terms, to the presence of the North American fleet in the Pacific, and demanded that the Western American States should be opened to Japanese immigration.

Again and again, Japan has claimed "Asia for the Asiatics," in accordance with the principle of the American Monroe doctrine. But the Anglo-Saxon powers cannot concede this point of view, and, therefore, they prepare for emergencies.

Australia's northern port, Port Darwin, is being fortified. Singapore is already a great naval base. Hawaii and Singapore are bases of an immense air force. Japan possesses fifteen air squadrons.

Brazil, Peru, and other South American States are ordering cruisers and submarines, to be built in Japanese shipyards. It is obvious that, in case of war Japan would not deliver these battleships, which would add another thirty-five units to the Japanese war fleet.

Japanese propagandists are spreading pan-Asiatic ideas; the echo is heard all over the Eastern countries from India to the F.M.S. The Far East is not only facing important events, but is already involved in far-reaching transformations.

There is no doubt that neither the Soviet nor the Anglo-Saxon Powers want war, and that Japan would prefer to avoid a decision by arms. But where the destiny of nations is at stake, freewill seems to be tied up by some higher power. If the avalanche once begins its disastrous rush down the hill, nobody can stop it; the development may contain in itself the eventual catastrophe.

One must not ignore signs. The fortification of the Bonin Islands, in spite of the Washington Treaty, and their transformation into a base for the Japanese naval and air forces, seem to have a definite significance.—R.B.

The Montoro took from Port Moresby for Australian ports on July 4 the following Papuan cargo: 1,210 packages rubber; 271 cases desiccated coconut; 971 bags copra; 162 packages sandalwood; 18 bags shell; and 219 bags coffee.

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THE PACIFIC ISLANDS MONTHLY

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SAMOAN NEWS

Famous "Adler" Wreck May Be Removed

From Our Own Correspondent.

APIA, June 28. VARIOUS matters of interest were discussed at a recent meeting of Apia Chamber of Commerce.

In view of the announced visit of the Duke of Gloucester in February next, it is intended to improve and beautify the beach—a very necessary step, as the tourist traffic from New Zealand and Overseas is happily on the increase, and several large tourist steamers are expected during the coming months.

The wreck of the "Adler," lying in front of the township of Apia on the reef, where the German warship was wrecked in the never-to-be-forgotten hurricane of 1889, is an eyesore, and the Chamber resolved to ask the Administration to remove the wreck.

Increased police protection during the night hours on the Beach Road and in the business quarter of the town was also demanded, as several burglaries have occurred lately.

"LABURNUM" VISITS TOKELAU IS.

The N.Z. sloop "Laburnum" reached Apia on her South Pacific cruise on June 19. She left for the Tokelau Islands, which are administered from Apia, for an official visit of the Administration Secretary (Mr. Turnbull) and the Native Secretary (Mr. McKay). She returned on Monday, June 25.

20 YEARS UNDER N.Z.

The occasion of the 20th anniversary of the raising of the British flag over the territory of Western Samoa is to be celebrated this year in a special way by sports competitions and festivities on a large scale. A committee will be elected shortly to make preparations, and collect the necessary funds.

LEPERS LEAVE APIA.

The motor-vessel "Tuitekaneai," from Fiji, took a number of lepers aboard on June 24, to convey them to the Fijian Leper Settlement of Makogai.

Leprosy seems still to be very prevalent in these islands, and it is believed that a number of lepers are still living among the natives undetected, and so constituting a considerable danger to the people.

RUBBER TAPPING.

The New Zealand Reparation Estates (which is a Government establishment) encouraged by the rise in the rubber price, have taken up rubber tapping again at their Aleisa Plantation, where they have about 120,000 Hevea trees available for tapping. About 35 Chinese coolies are employed for this purpose on the plantation.

MORRIS, HEDSTROM EXTENDING?

It is rumoured that Messrs. Morris, Hedstrom, Ltd., intend to erect a modern and up-to-date emporium on the Main Beach Road. In spite of the depression and hard times, there seems indeed to be a lot of confidence in the future of our happy little Islands Territory.

AUSTRALIANS MAKE MERRY.

When three members of the "Jeunesse Doree" of Apia, all three hailing from Australia, had a merry time on the Swedish steamer "Boren," lying in Apia Harbour, they felt so happy that they made up their minds to continue the spree on shore.

Unfortunately, the three Australians forgot all about the fact that Samoa, or at least the Western portion of the islands, is still under a draconic prohibition rule. So when they came on shore with their pockets bulging with some suspicious-looking bottles, and, in addition, a few cases of very smokable cigars on which they had paid no duty, a native policeman quickly took an interest in them. The result will be a trial in Apia Court, and, probably, a sobering fine.

NIUE ISLANDERS.

The s.s. "Maui Pomare," on her last trip brought as passengers 45 Niue natives to Apia, some to visit relatives residing in Samoa, and some to look for work here.

PERSONALS.

The Inspector of Police, Mr. Braisby, with Mrs. Braisby, recently left for America and England on a well-deserved holiday trip.

Dr. Ernest Hunt, Chief Medical Officer, left for Fiji by the "Tiafau" and Matson liner. Dr. Hunt has resigned his position and was the recipient of a testimonial by the officials of the Administration at the Central Office before his departure. Dr. Monaghan is acting C.M.O.

Mr. A. G. Smyth, former manager for Morris, Hedstrom, Ltd., at Apia, has entered the firm of O. F. Nelson and Co., Ltd., as a director.

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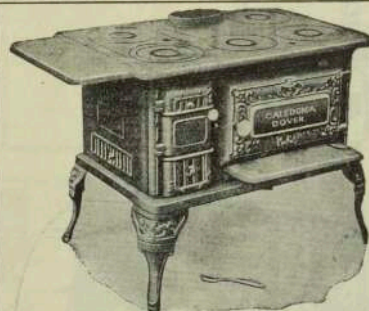
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CLASHES WITH N.G. NATIVES

Annual Report Describes 1932-33 Conditions

THE annual report of the Administrator of the Mandated Territory of New Guinea for the year ended June 30, 1933, has just been circulated. Like most other government publications, it loses much of its topical interest because over a year has elapsed since the Administrator made his comments on current conditions and recent events; and it has value now mainly as an official record.

A section of the report which should receive wide publicity is that dealing with clashes between whites and natives on the mainland of New Guinea, where Europeans, in the quest for gold, are penetrating ever more deeply into a region hitherto unexplored.

Describing the work of the official patrols, the Administrator refers to the "deadly warfare which is taking place continually between the various villages" and to the "clashes which have arisen out of contact with miners and their laborers"—

events which more than once have led to attacks upon patrols sent by the Administration to adjust the differences. It is recalled that in June of 1933 the Assistant District Officer, Mr. Ian Mack, lost his life in an affray at Alamontena, an uncontrolled native village.

Early in the year (1932-33) an acute shortage of payable claim-working ground on Edie Creek and the Bulolo River caused some prospectors to seek permission to enter the uncontrolled watersheds of the Watut, Ramu and Purari rivers. Owing to the numbers and hostility of the native inhabitants of these mountainous regions only properly-equipped miners were granted permits under the Uncontrolled Areas Ordinance to enter the area. Base camps in charge of experienced officers were, in the interests of natives and Europeans alike, established in the Watut, Ramu (and later the Purari) watersheds, where every effort was made to win the confidence of the wild mountain natives, and develop a friendly understanding between them and the prospectors.

Early in January, 1933, however, two European prospectors, Messrs. Naylor and Clarius, who had been refused permits to enter the uncontrolled area because they could not fulfil the required conditions, eluded the district officials and crossed the Watut divide into the Papuan watershed of the Tauri River, where they were killed by a number of natives who had pretended to be friendly. Six of their native laborers were killed, but three escaped, one of whom reported the murder to the officials at the post on Surprise Creek (Otibanda).

Five separate patrols have since visited the area for the purpose of arresting the murderers and establishing control. The first patrol arrived on the scene a few days after the murders had been reported; it was attacked and in the fight that followed some of the attackers were, it is thought, wounded. The second patrol was in the district for one month without seeing any of the inhabitants, who presumably were sheltering in friendly villages lower down the Tauri River.

A third patrol to the head of the Tauri River came into collision on 23rd April, 1933, with the people who had attacked the late Messrs. Naylor and Clarius, and after a struggle, in which three men were killed, eight of the suspected murderers were arrested.

On 25th April, while moving towards Otibanda, this patrol was attacked from ambush by friends of the prisoners. The European officer in charge, together with six police and one native servant, fell seriously wounded, and two of the prisoners were killed, by the first shower of arrows. The unwounded police rallied and drove off the attackers. Packs were discarded, and the wounded men were carried on litters to Otibanda—a twenty hours' march. One of the wounded native constables has since died.

A fourth patrol went immediately to the scene, but found that the attackers had fled into hiding places. A base camp has been established on the watershed, and patrols will remain in the area until the people are under control.

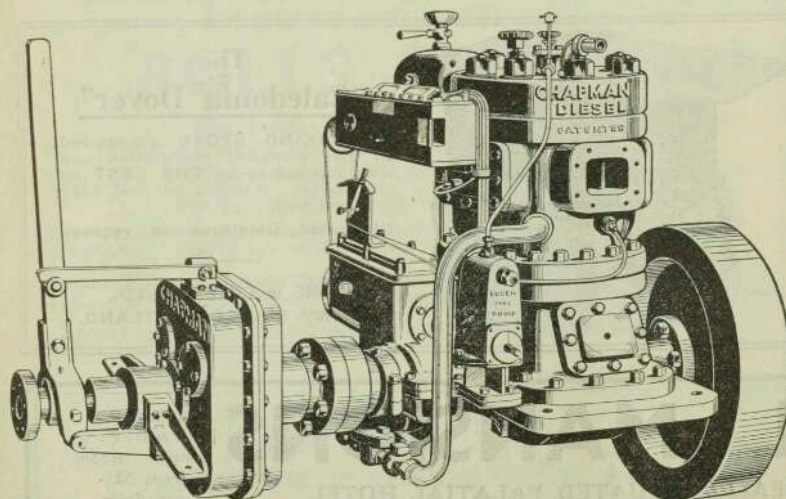
The Customs Tariff (Papua and New Guinea Preference) Bill, 1934, was passed by the Commonwealth Parliament in July. It is a machinery measure, made necessary in connection with the operation of the Ottawa Agreement, and it does not alter existing rates of duty.

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THE PACIFIC ISLANDS MONTHLY

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BOOK REVIEWS

(By R. W. ROBSON)
The Yellow Joss, and other Tales. By
 Ion L. Idriss.

MR. IDRISSE, at present, is away in remote North-west Australia, among cattle-men, gold seekers, and fever-stricken natives. At this moment, if he is true to character, he is squatting down by a camp-fire somewhere, scribbling on a discarded sugar-bag with a bit of lead-pencil, preparing material for another of his fascinating books on Australian out-door life. Within four years, he has published seven books, all first-class sellers; and here before us is his eighth.

"The Yellow Joss," etc., is a collection of stories and sketches. Some, already, have been published. They record incidents noted by Idriss while wandering among the bushmen and natives of Cape York; pearl-divers and trochus fishers of the Coral Sea; the natives of the Torres Strait Islands; and the beachcombers of the Great Barrier Reef. It is real Idriss stuff: the members of his numerous and growing public may buy this book with confidence.

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

Conflict. By E. V. Timms.

Of all novels, written by an Australian and published in Australia, this is the best I have ever read. It is to be published in London and New York; and one is glad of that, because it deserves to be among the world's best-sellers.

It is an admirably constructed, quick-moving story of the days of Louis XIV.; and it has a plot, somewhat reminiscent of the evergreen "Scarlet Pimpernel," that holds one enthralled from the first chapter to the last. The reader is transported quickly from the Mediterranean of the Corsairs to the colourful, luxurious court of Louis XIV., and thence to the England of the slothful, sensual Charles II. One does not know how much reliance can be placed on Mr. Timms as a historian; but his pictures of life in London and Paris, in those distant days, are most fascinating. It is an exciting story, and in telling it Mr. Timms displays literary ability, subtle craftsmanship, and delightful humour.

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

Modern Samoa: Its Government and Changing Life. By Felix M. Keising.
 This book is now on the market. A

review says of it: "A fair case is made for the good intention of the Mandated Authorities (New Zealand) that have dealt with Samoa, but there is less to be said for their intelligence in framing laws and regulations suitable for the Samoans. A new group is springing up in Samoa, a group of two bloods and of two cultures, and to this group the author assigns great future importance. . . . While 'Modern Samoa' is an authoritative, intensely interesting, impartial study, planned for students and officials concerned with Samoa and the problems of dependencies, it will also be found invaluable by tourists. There is no other book known to the present reviewer that covers the sociology and economics of Samoa so adequately. It is drawn from a very extensive bibliography and is based on eight months of observation and study in the field by the author and his wife." The book is sold for 16/- (sterling).

THE FRIENDLY COCONUT

From Our Own Correspondent.

NEW CALEDONIA, July 16.

IF I were asked what was the most useful thing on a plantation, I would say the friendly coconut. Apart from its value as copra, it is really splendid food for all domestic animals and pets, and, if the shell is taken off carefully, all kinds of useful articles can be made out of it; after the rough surface is taken down with sandpaper, it rivals ebony in colour and polish. Ash trays, which never burn, bowls for sweets and small flowers, ladles, etc., can be very beautifully made.

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made from the backs of the leaf, which, when torn off, equal whalebone for strength and elasticity.

The authorities seem to realise the value of these trees for it is forbidden to cut down coconut palms on one's property without first receiving permission from the local gendarme.

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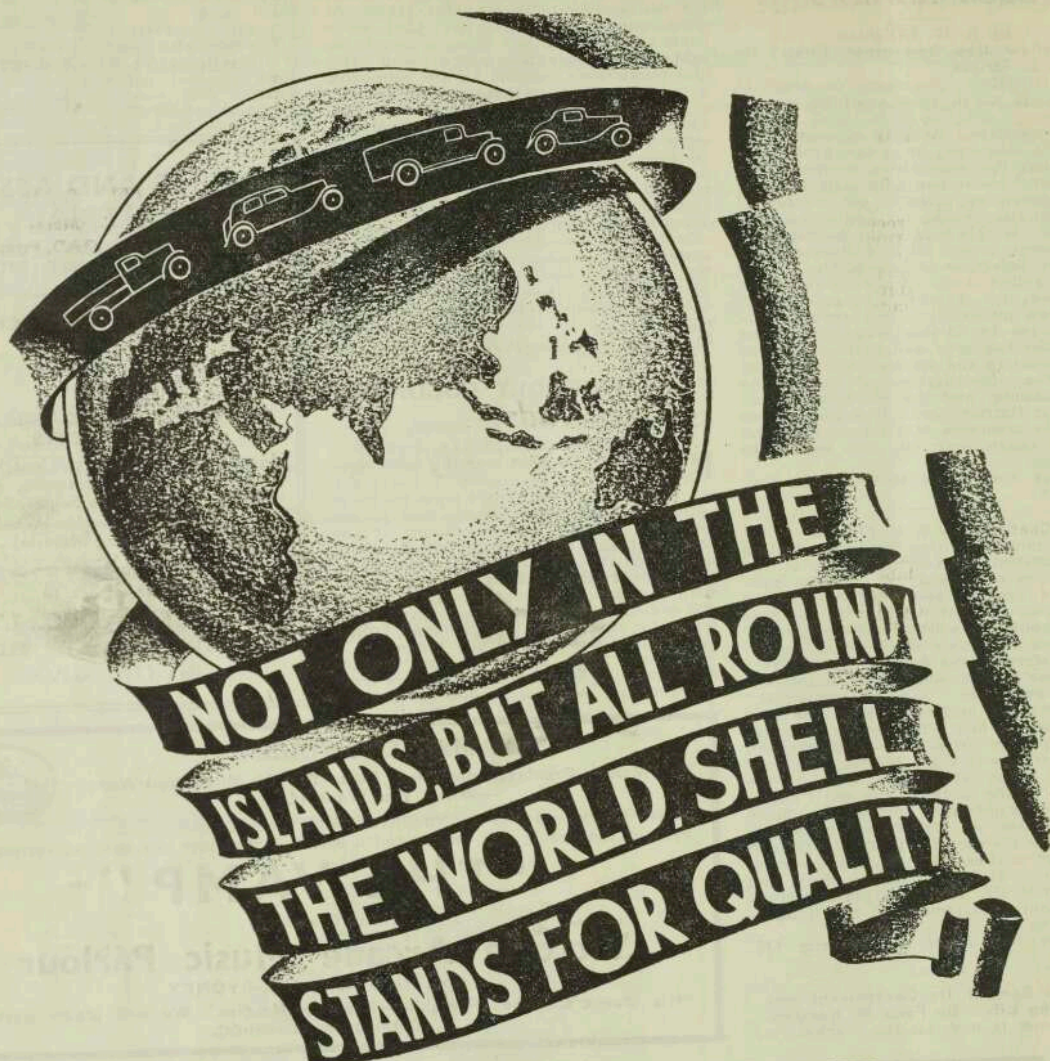


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THE PACIFIC ISLANDS MONTHLY

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Climbing Mount Albert Edward

Fine Achievement of American Expedition in Papua

THE members of the American Natural History Museum (New York) expedition to Papua recently arrived at Daru in the Western Division, where they remained for two or three months collecting birds, mammals, and plants. A special survey of the life habits of Papuan animals and birds was made, a field in which very little research had been done. The expedition had already done similar work in other parts of Papua, and crowned their achievements by an ascent of Mount Albert Edward, where some weeks were spent in investigations. The leader, Mr. R. Archbold, of New York, had with him Mr. A. L. Rand, Ph.D. (Cornell), as Ornithologist; and Mr. L. J. Brass, Queensland botanist on loan from the Arnold Arboretum, who had already made collections in Papua, the Solomons and Northern Australia.

The party arrived in Papua last February and at once started their work at Rona on the Astrolabe Range, behind Port Moresby. But it was the ascent of Mount Albert Edward (13,100 feet), the second highest peak in Papua, that engaged their attention most of the time. Although breaking no new ground as far as exploration goes, they were the first well equipped party in this field, and the publication of their results should make a notable addition to the records of Papuan fauna and flora.

Captain C. A. W. Monckton, of the New Guinea Service, was the first to ascend this tremendous peak, and no less than six other parties have followed him, as the summit is occasionally included in the routine patrols of Papuan Government officials.

Yule Island was selected as the starting point (of the Archbold expedition), and here the expedition was joined by Mr. C. J. Adamson, an experienced mountain traveller in Papua, who was placed in charge of transport. With a large number of carriers and a team of mules, the mountain road, made and maintained by the Sacred Heart Mission, was followed as far as Ononge, the most distant station of the mission, 100 miles from Yule Island. From here on the mules could go no further, and carriers were depended upon for the transport of food and scientific gear.

After establishing bases en route and recruiting fresh carriers from the mountain villages, the Wharton Range was crossed by Murray Pass, and the ascent of the higher mountains begun. From Murray Pass, the route followed the wide grassy range west by the track taken by Mr. Middleton, a patrol officer, on his ascent of Mt. Albert Edward a few weeks previously. This led to a plateau which covers an area of about fifty square miles, and is well grassed. Carriers for the ascent of the mountain itself were obtained from Kuama, on the head waters of the Chirima, said to be the highest village in Papua.

Tents were pitched amid thick mist and chilling rain. Everyone felt the cold, and mountain sickness became a common experience until the party became acclimatised.

The vegetation of the plateau proved

very interesting, the grass land being thickly dotted with low timber and stunted tree ferns. On the trunks of the latter, beautiful red and pink rhododendrons were found growing as epiphytes, and numerous orchids, some of which may be new varieties, were discovered.

A further move was made to Mr. Middleton's top camp where a month was spent collecting the Alpine flora and investigating the bird and animal life. This camp, at an altitude of 12,250 feet, was in an ideal spot on the edge of a mountain lake, sheltered by low forest. The central and south-east peaks, on the slopes of which heavy frost lie on the grass every day till noon, were both ascended. From the summit both the south and north-east coasts were visible,

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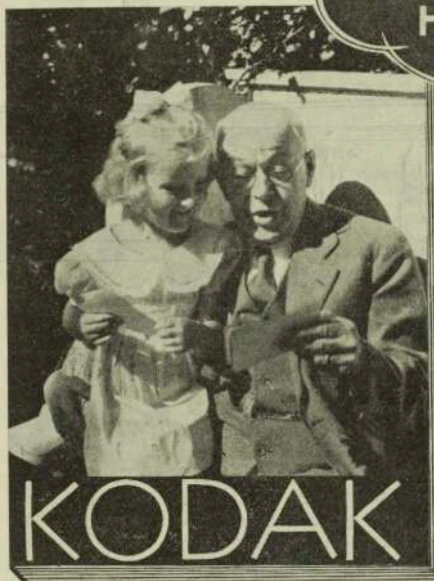
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and the whole tail of Papua, with its mighty ranges arranged like the backbone of some prehistoric animal, lie before them.

The return to the coast was made with-

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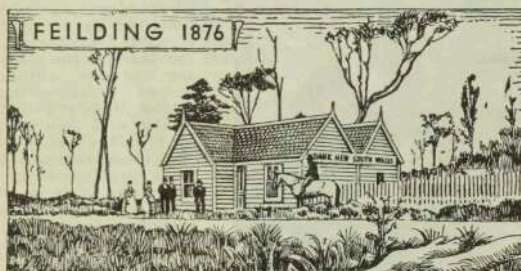
out any serious difficulties, and the expedition left for further work in the Western Division where hill climbing certainly did not figure in the programme. Great assistance was afforded by the Fathers of the Sacred Heart Mission, the name of Father Dubuy, who had previously ascended Mt. Albert Edward, being especially mentioned.

The party did not include a geologist, but the actual mountain is considered to be formed of schists. No traces of gold were found, and so far as could be discovered, there was nothing to indicate its presence. Though not very distant from the border, as the crow flies, the range is separated from the goldfields of the Mandated Territory by a deep valley. It is, however, from the slopes of Albert Edward that the Mambare and Yodda Rivers rise, and in the past large yields of the precious metal have been won from those rivers. No one can yet say that Albert Edward may not yield it too.

Papua has reason to be grateful to the members of this expedition for their arduous work in the mountains. The discovery of scientific facts concerning the interior of the country has lagged behind exploration and pacification, and much that is interesting and possibly of economic value may be brought to light.

—G.H.V.

The Aorangi left Suva on August 3 with 3400 cases of Fijian bananas for the N.Z. and Sydney markets.



Feilding (N.Z.) in the Seventies

Nearly 60 years ago, when the Bank of New South Wales established its branch at Feilding, the surrounding district was quite undeveloped and consisted mainly of bush and swamp lands.

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Bush Telegraphy

A Mystery Is Exploded

A PERFECTLY good mystery has disappeared, under the efforts of an indefatigable investigator.

In July, 1933, we published an article by Mr. Henry Dexter, of Eastern Papua, entitled "Bush Telegraphy, Telepathy, or What?" Therein, Mr. Dexter most interestingly summarised the experiences of various "old hands" in Papua, who had provided instances of news being conveyed over great distances in Papua, in so short a time that boats or runners could not have been employed.

Three notable instances were given. A Mr. Armit died at Tamata, on the North-east coast, 400 miles from Samarai, yet his death was known in Samarai six hours later. A native named Dekawaia was killed on Woodlark Island by a falling tree; and the natives of Dekawaia's village, near Samarai, knew of the death the day before the news reached the officials at Samarai, by letter. The third case cited was the death at Port Moresby of a Mrs. Baldwin, a lady universally esteemed by the natives. The natives in the far west, hundreds of miles away, began to wail only a few hours after Mrs. Baldwin died.

That was the backbone of the article. But Mr. Dexter, being a cautious man, did not let the matter rest there. He proceeded, at the cost of much time and trouble, to investigate all three cases. All had occurred many years ago; but Mr. Dexter got the interest and co-operation of the Government officials, and many old documents were made available to him.

Mr. Dexter writes to say that the following is the result of his inquiries:

1. When Mr. Armit died at Tamata, a missionary, Rev. Copeland King, sent a canoe down the Mambare River with a letter. It arrived at the anchorage just as the old "President" was weighing anchor. She took the letter to Mr. Robert Whitten in Samarai; and Mr. Whitten broke the news to Mrs. Armit. This was the first report received in Samarai of Mr. Armit's death.

2. Dekawaia was killed on Woodlark by a tree on November 5, 1909. The news reached the native's village 21 days later, via the Marshall Bennetts, Trobriands, Dobu Passage and East Cape. There is nothing extraordinary in that.

3. It has been disclosed that the news of Mrs. Baldwin's death was not known on the Fly River as soon as stated. There was time for the information to travel in the ordinary way.

It should be noted that in these, and other instances of quick transmission of news among natives, the subject invariably is the death of someone well known. It is quite probable that such an incident could be signalled easily by drums, and a very primitive code indeed could add sufficient information to enable the natives to identify the deceased.

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THE PACIFIC ISLANDS MONTHLY

45

NEW CALEDONIA'S INDUSTRIES

From Our Own Correspondent.

NOUMEA, July 16.

WE in New Caledonia, like persons in other parts of the world, have suffered considerably on account of the fall in prices of all primary products. In addition to this we have suffered from a shrinking local market.

Although the local inhabitants here devote themselves largely to the culture of their cotton, copra and coffee plantations, to trade and the raising of cattle, for its wealth New Caledonia depends much more upon its deposits of nickel, chrome and manganese than it does upon agriculture. The mines are worked by coolies, indentured from French Tonkin, or from Java. In the good times these mines employed thousands of coolies and, over and above our staple crops, we were assured of a good market for all our small produce. Pigs, especially, brought a fictitious price, as the Tonquinese will pay any price for a piece of succulent pork.

But now a great number of the mines are closed down, many of the Tonquinese have returned to their native land and our pigs are not only fallen in price, but are unsaleable.

Three Tornadoes.

It is very unfortunate for New Caledonia that during the world's crisis, and the low prices of primary products, the country has suffered from three cyclones in three successive years—an unprecedented occurrence.

The first in February, 1932, swept across from Thio, a nickel-mining centre

on the East Coast. This was a tornado, blowing in circles, and tearing up great trees by the roots and levelling everything in its course. Great damage was caused to all the plantations, from the outlying districts of Bouloupari, La Foa and Moindou and as far as Bourail, the latter town being practically razed to the ground. Fortunately, the further north, and also the capital in the south, were outside the vortex and suffered very little, if any, damage at all. Commissioners appointed by the government inspected all damage with a view to financial relief, and a considerable sum has already been distributed.

In the second cyclone, in January, 1933, Noumea was the centre of the disturbance, houses being severely damaged and in some suburbs completely demolished. The beautiful old shade trees in the squares of the town were badly smashed, and the electric light and water was completely cut off for several days. All small craft in the harbour were severely damaged and a steamer now engaged in island trade, and which brings an occasional cargo of coal from Brisbane, was blown high and dry upon an island in the harbour and was only successfully refloated after many attempts.

It was fortunate that Noumea suffered in this way once only, and the commercial life of the island was able in two cases out of three to proceed normally.

Cyclone of Last March

On March 26 and 27 of this year the north of the island was swept by still

another cyclone. Hundreds of telephone poles were torn from the ground and many plantations were destroyed.

Just before the blow started the steamer St. Joseph put to sea, towing an old hulk, which was to have been on its last voyage and which carried two thousand tons of nickel ore, a crew of fifteen and one woman passenger. Getting into difficulties herself, the St. Joseph was forced to cut the hulk adrift, and she was left at the mercy of the hurricane, broke in two and sank and all hands were lost. The captain who was in charge of her was a young man who had only just come out from France in order to take over a new ship.

Tropical islands like ours need all their luxuriant growth to make good the destruction caused by these tornadoes. The desolation they leave in their wake is almost indescribable; yet now, only two months later, the lawns are green, the shrubs are again in flower and the paw-paws, supported by poles, have lost their drunken appearance. Thanks to boundless optimism, hard work and the luxuriant growth of nature, life on our coffee plantation goes on serenely, just as though the cyclone had never happened.

GRANDSON OF CAKOBAU

From Our Own Correspondent.

SUVA, July 20.

By a notice in the Gazette, the Hon. Ratu Pope Epeli Seniloli, M.L.C., announces that by deed poll he has assumed the name of Pope Epeli Cakobau, and will henceforth be known by that name. Cakobau was the name of the last king of Fiji, Ratu Pope's grandfather.

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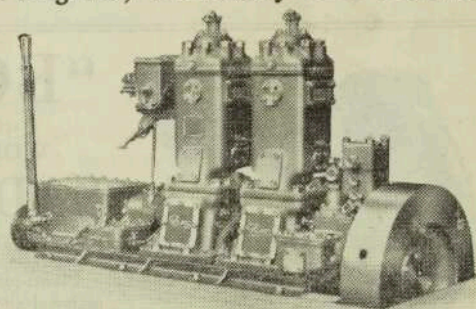
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AUSTRALIA

Following the recent visit of the Home Secretary (Mr. Hanlon) to the Torres Strait Islands, it is announced that the white teachers on the islands will be brought in for two weeks' holiday to Thursday Island each midwinter. A rest home is to be built to accommodate them.

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References: T. Robilliard (Stott and Underwood's Business College, Sydney); W. T. Way (Director, Sargent's Ltd., Sydney); Mrs. S. L. Myles (Willoughby, N.S.W.); and the Editor, Pacific Islands Monthly.

THE DEPARTED GLORY OF LAU

Lonely, Lovely Islands of an Isolated Fijian Group

By G. SCORESBY SHEPHERD

▲BOUT 200 miles east of Suva—right on the very outskirts of the Fijian Archipelago—lie scattered a little collection of about thirty Isles. The group is known as the Lau, and its Islands are among the loneliest in the South Seas.

These islands lie far off the usual track of steamers. White men seldom visit their shores and the group seems to be almost forgotten. Occasionally, a cutter or ketch from Suva will touch at some of the larger islands and leave provisions for the few trading stores that remain. At many of the islands a strange sail is never seen and the tiny European population that lingers—together with the native inhabitants—lead an almost independent existence.

For several months, I roamed footloose in this forgotten group, and on all the isles that I touched at I felt an atmosphere of forlornness and desertion. Even the many copra plantations, that not so long ago had produced some of the best copra in the South Seas, were almost deserted.

Eventually, I came to Loma Loma, and in that picturesque little settlement I dwelt for several months. Loma Loma once was the capital of the group and had a glory all of its own, but to-day it is only a straggling little trading outpost, on the eastern shores of the Island of Vanua Balavu, utterly lonely and left by the outside world, to bask in dreams of the past.

It was evident that Loma Loma had known better days. Fifty years ago the Lau Islands were a centre of commerce, and the now empty harbour of Loma Loma was one of the busiest ports in the South Seas. In those days, craft of all kinds lay at anchor in the harbour—whalers from the South; brigs from America waiting to take away the cotton; graceful schooners that carried in a regular trade between the

islands, and many strange ships that came from lands far away.

Loma Loma was then a port of entry into Fiji and was almost equal in size to Levuka, the old Fijian capital. The population then was indeed cosmopolitan, and there were a dozen hotels in the town, ceaselessly ringing with the boisterous talk and laughter of the sea-faring men. To-day, Loma Loma is without Europeans,



A girl of the Lau Islands

and all that remain of the hotels are a few ruins and tumble-down buildings, over-run with hibiscus, and their only occupants are natives.

I was told that there had been an avenue of shops and I looked for the site—in vain. I did find three stores, in different parts of the town. Two of them were very old and decrepit; they belonged to an Indian and a Chinese firm, who just managed to eke out an existence by trading with the frugal native population. The other store belonged to a European firm, and was more pretentious, but it seemed to me to be nearly always deserted. The natives preferred to deal with the Chinese, where they could get better credit and, being on a more equal footing, they could lounge about the counter and haggle over the prices all day, if they so wished.

Back in the fifties, the Lau Islands were invaded and captured by the Tongans, under the leadership of Maafu, a great Tongan warrior and a relative to the King of Tonga. Maafu not only conquered Lau, but extended his conquests to the larger islands of the Fijis, and there is no telling where he would have finished had he not been checked by circumstances. However,



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The uses of T.W.H. on these various fabrics are Waterproof Coats, Tarpaulins, Cart Covers, Bowling Green Mats, Tents, Tent Flies, Awning Blinds, Tramway Blinds, Mail Bags, and Letter Carriers' Bags, Canoes, and for all classes of Canvas and Duck. For Shipping, this solution has proved itself invaluable; Yacht Owners have also found this product excellent for all their Canvas work.



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We have no agents, at present, outside Australia and New Zealand, and should you be interested and desire further information and samples, write us direct, and we will only be too glad to supply you with any information you require.

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he and his followers chose to remain in Lau, and it was at Loma Loma that he made his headquarters. There he reigned supreme as Tui Lau—King of Lau.

Even to-day, in Loma Loma, there is a complete Tongan colony, and they have their own village. In most of the Lau Islands the people are a mixture of Tongan

and Fijian blood—the descendants of the invaders who settled down and intermarried with the Fijians. The Tongan strain is particularly noticeable in their features, and in complexion they are light—much lighter than the Fijians. Certainly they are superior, both in intellect and physique.

Among some of the smaller Islands I found that many of the younger natives regarded white men as an object of curiosity and, perhaps, it is because they have so seldom come into contact with Europeans in recent years that they are so unspoiled and have so many charms. To me they were hospitable to a degree, and showed none of that cock-sureness that is so characteristic of their more sophisticated cousins on the larger Islands.

Near Vanua Balavu is the small but mountainous Island of Munia. It lies only about four miles east and, as seen from Loma Loma, Munia resembles the turquoise or emerald tropical Isle of fiction, for it is exceedingly beautiful and dominates the Lau group, towering far above the other low Islands. Its craggy summit rises to 1,000 feet above the sea and, if one can struggle up through the dense growth to the top, a wonderful view is obtained. As far as the eye can see, tiny islands dot the coral seas, surrounded by reefs, crumbling walls of foam.

The second island of importance in the group is Lakemba. It lies nearly 40 miles south of Vanua Balavu and sometimes, if the day be clear, it can be seen on the horizon as a dull amethyst blur.

Lakemba, too, like Loma Loma, has seen better days. It was on this Island that the first missionaries landed in Fiji and introduced Christianity and, for many years, Lakemba was the headquarters of the Wesleyan Mission to the Fijian and Tongan groups. Now it is but the last outpost; only a solitary missionary remains, and he leads a very lonely existence. On Vanua Balavu a missionary was also stationed for many years but now he has



A Typical South Sea Island Beach—Loma Loma, Lau Group.

gone and his place will not be taken, except by perhaps a native pastor.

Until several years ago, a little tramp steamer called at a few of the Lau ports monthly for the copra and, often, tourists were in the boat, anxious to get a glimpse of the wonderful Bay of Islands.

This famous little beauty spot lies far to the north of Loma Loma, on the extreme northern point of Vanua Balavu. By land it is very difficult to reach; one has to pass through dense virgin forests and the few tracks have been so neglected that the jungle has for long encroached upon them. Still, the journey is worth while, for the islands are unimaginably beautiful. They lie scattered in a secluded bay; in numbers they are countless, and of a thousand fantastic shapes. Some of them are mere rocks and pinnacles, rising sheer from the clear, calm waters, while others are larger—miniature islands—densely clothed with tropical verdure. And they are all inaccessible, except to the sea birds which have made them their home.

To-day, there are scarcely a dozen Europeans and educated half-castes living in the group—and their numbers are gradually dwindling. Those who remain are mostly planters, who have leased copra plantations.

The rich soil of the group produces wonderful crops of nuts; but, nowadays, owing to a stagnant market and prices that are down to bedrock, there is little inducement for the planters to continue the struggle, for in Lau they have no other source of income apart from copra. Suva is far away, and freight is high.

On some of the Islands, cotton was once produced extensively, but that industry has long been dead, and now it is feared that the same fate will overtake copra. With the passing of this industry the Lau Islands would become even more lonely. Copra is their last link with "civilisation."

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THE PACIFIC ISLANDS MONTHLY

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BISHOP'S DEATH

Rev. Dr. A. Raucaz

AFTER 30 years of devoted mission work in the British Solomon Islands, Rev. Dr. Aloysius Raucaz, S.M., Titular Bishop of Telape, died in hospital in Sydney in July.

Dr. Raucaz arrived in Sydney by the Malaita on June 24, and was taken immediately to the Mater Misericordiae Hospital, suffering from malarial fever. His condition became very serious, and he passed away on July 22.

Born in France in February, 1878, he received his early education at Mount Lucon Preparatory school, and, later, studied for the priesthood at Belley and Montbel. In 1902, he was ordained a member of the Marist Order.

Arriving in Sydney early in this century, he was appointed to the Catholic Mission's headquarters at Visale, in the South Solomon Islands, as the Group was then known. For 17 years he was engaged in valuable missionary work on Malaita, New Georgia, Florida, San Cristoval, Ysabel, and Guadalcanal. On the death of Rev. Dr. J. E. Bertreux in 1920, he was consecrated Bishop of the British Solomon Islands at Hunter's Hill, Sydney, by Archbishop Cattaneo.

He was an expert mechanic and engineer, and helped to build the Catechists' school, which he founded at Tangarare. The Sacred Heart Cathedral at Visale and the new mission station at Malaita were both built under his direction.

COOK IS. ORANGE TRADE

From Our Own Correspondent.

RAROTONGA, July 20.
OUT of 7500 cases of oranges shipped to Auckland from Aitutaki and Mangala, by the Walkawa in May, only one per cent. of loss from bad fruit resulted. The whole of the fruit was carried on deck. Market reports indicate that the fruit was well packed, and graded, and arrived in especially good condition.

A second shipment was made in July to Auckland per the Karetu. The quantity, 25,137 cases, was made up as follows: Oranges, 21,609 (of this about 10,000 were from Rarotonga); bananas, 3216; and tomatoes, 312 cases. The shipment came from the five main islands of the Group.

Again the fruit arrived in excellent condition. The losses worked out at about five per cent., which is very much better than last year, when some of the mail-boat shipments resulted in losses of 40 per cent. from bad fruit.

So far this year some 30,000 cases of Cook Island oranges have been landed on the New Zealand market with less than 5 per cent. wastage.

RECORDS CENSORED IN TAHITI

From Our Own Correspondent.

PAPEETE, June 29.
A GOVERNMENT notice of interest to merchants doing business with French Oceania appeared in the "Journal Officiel" of the Colony on May 16. According to this announcement the censorship hitherto

applying to cinematograph films is now extended to cover the importation, circulation, reproduction, and sale of vocal phonograph records. Such records must now be passed by the Commission of Censors appointed for the purpose.

It is understood that this measure has become necessary to prevent the dissemination of subversive propaganda, for which purpose phonograph records are being used in Europe and elsewhere.

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Australian I.A. Sugar, 70-lb. bags	14/6 bag
Yoga Tea, choice blend, 1-lb.	2/- pkt., 2/4 a tin
Rosa Pure Coffee, 1-lb. tins	2/3 tin, 25/6 doz.
Rosa Baking Powder, 1-lb. tins	1/6 tin, 17/6 doz.
Nestle's Pure Cream, 4-oz. tins	4d. tin, 3/9 doz.
Rosa Baked Beans in Sauce, 5-oz. tins	4d. tin, 3/9 doz.
Capital Mango Chutney, 11-oz. jars	11d. jar, 10/9 doz.
Schooner Red Salmon, 1/2-lb. tins	9d. tin, 8/6 doz.
Selmore Sockeye Salmon, 1/2-lb. tins	1/- tin, 11/6 doz.
Dandy Maize Starch, 1-lb. boxes	7 1/2d. box, 7/3 doz.
Selmore Toilet Paper, 5-oz. rolls	2d. roll, 1/10 doz.
McIlrath's Bath Soap, giant cakes	2 1/2d. cake, 2/4 doz.
Emorna Carbohc Soap, giant cakes	3 1/2d. cake, 3/3 doz.
Mixed Crown Soap, wrapped, 56's or 72's	24/6 case
Mixed Crown Soap, unwrapped, 56's or 72's	23/6 case

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SOLOMON ISLANDS NEWS

Interest in New Trade Tobacco

From Our Own Correspondent.

TULAGI, August 2.

SETTLERS in the Islands are awaiting with interest a trial shipment of Australian tobacco for ration use and sale to natives, which is now on the market. Owing to the preferential tariff, this tobacco should land much cheaper than the American brands now in use. Being cheaper, large quantities will probably be sold and used, so that in spite of the lighter duty, the revenue stands quite a chance of a slight increase, owing to increased importations.

The whole question is—Will the natives take to the Australian tobacco? All planters who have tried improvements in the way of diet, and like innovations, know how stubbornly suspicious the native is, and how opposed to anything he is not used to. As a ration the employer could issue it, but if offered for sale and not found acceptable to the native, its importation for trade purposes ends.

It is to be hoped that the manufacturers of this tobacco have been successful in producing an article acceptable to the natives; if so, the community will receive it with open arms, and rejoice that more business is going to Australian producers.

An auction room is now in course of erection at Tulagi. Although the community is small, several successful auction sales have taken place in temporary premises, and it is remarkable how the idea has taken on. The depression, compelling sellers to realize on any saleable assets, and buyers to seek goods where they can be obtained cheapest, has possibly interested the public, where prosperity would have found folk indifferent.

Combined with the auction market is the Lending Library, of which the auctioning is an offshoot. This Library is the only one available to the general public. These two enterprises add to the interest of life in our little capital, quite brightening our Saturday afternoons, and a little curiosity is felt as to the nature of Mr. Buchanan's next enterprise.

Handy to the auction mart, Stirling's Hotel has come back to life, the restaurant and residential section being now under the able management of Mrs. R. Sims. It is now possible to obtain a real cup of tea, not to mention ice creams, and excellent meals, right in the centre of Chinatown.

Do these new enterprises and the revival of Stirling's Hotel—the very name of which suggests the good days—herald the departure of bad times?

A MISSING OFFICIAL.

Some concern was felt, in Shortlands district recently when Mr. Bartlett, the Acting District Officer, failed to return at the appointed time from a trip across Shortland Island, from Koravo, the Government station, to Harapa Estate. Mr. Seton, of Loping, manager of the Shortland Estates, made his way to Harapa, and saw no trace of the launch which was to meet Mr. Bartlett and convey him back to Faisi. Consternation reigned in Faisi, and a launch was about to be despatched to Kieta, to send a wireless to Tulagi, when the wanderers, having got the launch to go, returned.

DEATH OF MR. C. E. MINNS.

At about 3 a.m. on Saturday, May 5th, Mr. C. E. Minns, a settler of over ten years' standing, passed away in a Chinese hut on Tulagi waterfront. Mr. Minns served with the A.I.F., and, later, while resident in the Solomons, did his bit in the Sinarangs Expedition. He arrived in the Group "with a bump," as he used to say, when the "Forest Home," one of the American sailing ships which started the direct overseas export of copra, hit the reef at Pari Pill. It looked for a while as if the ship would remain in the Group, but fortunately she floated off, and when they got to Tulagi, it was Mr. Minns who decided to remain. He had numerous schooner and shore jobs in the decade or so he lived here, having tried trading ashore and afloat, recruiting, freight and plantation management; and in intervals of unemployment he earned what he could at sail making and similar jobs. A red-letter day was that on which he won £2000 in an Australian consultation.

When compelled by ill-health to reside at Tulagi where he could be a hospital outpatient, Mr. Minns with characteristic independence and self-reliance, took up his residence under a humble Chinese roof and eked out a living at boot repairing, tallying, and any odd job that turned up which his bad arm permitted him to

SKIN DISEASES

Phenomenal Success of Chemist's Secret Formula

By the use of his new Secret Formula in his various treatments, Mr. McHugh, M.P.S., Ph.C., Consulting Chemist and Skin Specialist, of 124 Liverpool Street, is able to assure patients suffering from all types of Skin and Scalp Diseases of a speedy and lasting recovery. Mr. McHugh has become famous not only throughout Australia, but New Zealand, Pacific Islands, and even U.S.A. and England.

for his successful treatment of Skin diseases, hitherto considered hopeless, as letters of gratitude (which may be seen at his rooms) from patients in all parts of the world testify. Here are a few extracts picked at random:—

Your treatments have removed my Piles and Pruritis, and my wife after suffering for years from a Varicose Ulcer is most grateful, as it is now completely healed.
Mr. A.W., Macleay River.

I had even consulted Specialists, without result, my complaint being Tinea, but after using your treatment for three months I am pleased to say the complaint has completely vanished.
Mr. L. W., Kensington.



After having suffered from Psoriasis for fifteen years without finding a cure, a fellow traveller in London advised me to write to you. Having used your treatment for three months, the complaint disappeared, and eighteen months have now elapsed, and there has been no recurrence.

Mr. C.C.D.,
Hotel McAlpin,
New York City.

Mr. McHugh has helped hundreds of patients, who have written him letters similar to the above, AND HE CAN HELP YOU. If you suffer from any of the following complaints: Eczema, Psoriasis, Germ under Nail, Varicose Veins and Ulcers, Tropical Ringworm (Tinea), Barber's Rash, Dandruff, Ringworm, Acne, Pruritis, Chilblains, Rosacea, and any other distressing skin diseases, write to (enclosing stamped envelope) or call on Mr. McHugh, and he will be glad to advise you.

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1st Floor, 124 Liverpool Street (opp. Snow's), Sydney.

*Phone: MA5028. Consulting hours are from Monday to Friday, 10 a.m. to 5 p.m.; Saturday, 9 a.m. to 12 noon; Tuesdays and Fridays, 7 p.m. to 9 p.m. Consultations free.

August 24, 1934.

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tackle. A week or so before his death Mr. Minns had suffered injury to his arm from a stone thrown by a native. The offender was to have been tried on the day Mr. Minns passed away. No trial was held.

ESCAPE OF SOUTHERN CROSS.

The Melanesian Mission's motor ship, "Southern Cross," at one time, looked like emulating her predecessor, which was wrecked before she ever reached the Solomons. She arrived from a tour of the dlocece, and anchored at Tulagi. The south-east weather has lately been very bad, most of the vessels usually anchoring in Tulagi Harbour having run to shelter at Ellis Cove. The "Southern Cross," anchored off Chinatown, began to drag, and the ship was within a few yards of going ashore on the Celestial waterfront. Perhaps she was envious of the remains of the "Wyalong," now a romantic skeleton in front of W. R. Carpenter's store. However, the engine started more promptly than ever before in its brief existence, and the vessel got away just in time. She went to Makambo wharf and made fast for the rest of the blow.

TULAGI HOTEL BURNED

Another fire has taken place in the Solomons. At 12 p.m. on the night of July 27th, Elkington's Hotel blazed up, and was burnt to the ground. The building was a fairly old one, and featured largely in the social life of Tulagi. Tourists to the Islands will all have recollection of dances held there every steamer, and planters and traders, particularly married men, who have been accustomed to depend on the hotel to stay at steamer time, and during other visits to Tulagi, will greatly miss the place. All old Islanders will remember the late Mr. T. Elkington and his "pub" as a feature of the township. The Hotel was owned by Messrs. Johnson and Mather, and was under the able management of Mr. and Mrs. W. K. Fyfe.

For the last year or so, fires have been very prevalent, over a wide area; in a couple of decades in the past, not so many fires have taken place—not since the natives dropped their cheerful habit of burning up trading stations. Settlers wonder whether the present recurrence is a result of a reversion to type on the part of the natives. Fires of the last year or so have included valuable copra driers and sheds, Burns Philp's quarters at Makambo, and now the hotel.

CARS FOR ISLANDERS ON FURLOUGH

A modern "drive yourself" car service, using late model Chevrolet sedans, is now available for visitors to Sydney. The proprietor, who is well-known in Sydney's motor trade, is Mr. Martin Justelius and his headquarters are at 191 William Street, Sydney.

By a convenient arrangement with the Sydney N.R.M.A., hirers of the Martin service cars automatically become members of that association and enjoy full membership privileges.*

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Cannibalism In New Hebrides

AS a result of fierce inter-tribal warfare and gross immorality the natives of Malekula, New Hebrides, are a rapidly disappearing race, was the opinion expressed by Pastor W. G. Turner, chairman of the S.D.A. missions, on his return to Sydney from a tour of the Group. "Only recently," said Mr. Turner, "seven Malekula natives were killed and eaten by the rival Tinambet tribesmen."

He said that shortly after the mission party had visited Malekula in a ketch, the Tinambet tribesmen came out of the bush and threatened the life of the S.D.A. mission teacher and his family. The teacher, with some natives from the station, put to sea in a dinghy and remained absent from the station all night. Unable to find him when they surrounded the mission house, the Tinambet men went to Malua Bay and there burnt and destroyed a native village.

On Santo, the largest island of the Group, natives from an adjoining village recently raided a tribe living near Big Bay and after a wild fight were driven off, but not before three Big Bay natives had been killed. This district was wrecked by a tidal wave in March last, which did incalculable damage. The mission was destroyed and the plantation of a white man was completely wiped out. So great was the force of the tidal wave that it swept away part of the coastline.

TRADING COMPANY AND S.D.A. MISSION

In the Federal Parliament at the end of July references were made to the S.D.A. mission and its Sanatorium Health Food Company of Sydney.

Mr. Casey (Assistant-Treasurer) complained that the Health Food Co. was obtaining unfair advantage over other firms by trading as a religious body. Another member said the company was exempt from Federal, State and land taxation on that account. He alleged that the profits of the

company were expended in missionary work in the Islands and so did not provide work in other industries.

On behalf of the Sanatorium Health Food Co. it was stated that though the firm did not pay certain taxation, the profits were applied to beneficial medical and educational work in the South Seas.

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SAMOAN MAU

Inclined To Demand Full Pardon For Taisi

From Our Own Correspondent.

APIA, July 3.

THE decision in the Nelson appeal case has at last been received here, and has not caused any surprise or excitement amongst residents. Few, if any, Europeans here have believed that the appeal would be successful, but the considerable delay in pronouncing the decision, which has been explained by the complexity of the legal questions involved in the case, has been causing a lot of comment.

For a considerable time rumours were afloat amongst the Samoan natives that the appeal would succeed and that Nelson would be allowed to return to Samoa as a free man. The decision, however, undeceived the Mau adherents.

A large faction is now in favour of appealing to the Governor-General (Lord Bledisloe) and asking for a pardon for Nelson. If this were granted the Mau would be willing to meet the Administrator in a conference and discuss an attempt to come to a definite settlement regarding all outstanding differences.

This suggestion of the moderates, however, is strongly opposed by the "die-hards" of the Mau Movement, who seem to be in the majority. At the time of writing, no decision has been reached.

FIJI DICTIONARY

Completion of Rev. W. A. Heighway's Work

From Our Own Correspondent.

SUVA, July 20.

AN article in the "Pacific Islands Monthly" of June, referring to the manuscript of a Fiji dictionary prepared by the late Rev. William Aitken Heighway, and of which it was stated, nothing had been heard since the death of Mr. Heighway some years ago, when it was handed over to the Methodist Mission authorities in Suva, was referred to the Rev. R. L. McDonald, chairman of the Methodist Mission in Fiji, by the Fiji correspondent of this paper. Mr. McDonald made the following statement:

"This article is not altogether correct as to its facts. A committee was appointed by the Government of Fiji to revise Hazlewood's dictionary, and, at the request of this committee, the Rev. Mr. Heighway undertook a portion of that task. Other divisions of the work were undertaken by members of the Methodist Mission staff in Fiji. Mr. Heighway was unable to complete his work before his death, and his relatives have handed the documents to the Rev. C. O. Lelean to complete.

"Mr. Lelean just lately retired from work in Fiji, and is resident in Victoria, and we understand that he is now giving time to this work.

"Mr. Lelean was for over 30 years in the Methodist Mission in Fiji, in charge of the large Teachers' Training Institute at Davuilevu, and, of course, in connection with his heavy duties there, work of such magnitude as the preparation of this dictionary entailed could not be done in addition to his ordinary missionary duties.

"In the meantime stocks of Hazlewood's dictionary are available in Fiji, and are adequate for all present needs."

S.D.A. CONFERENCE IN FIJI

The annual Fijian Conference of the Australian Seventh Day Adventist Union was held at Nukualau, Fiji, early in July.

Pastor A. G. Stewart, Vice-president of S.D.A. missions, and Mr. R. H. Adair, secretary of the Australian conference, both of Sydney, attended the meeting. Over 1000 native delegates were present at the conference, which lasted five days.

Radiomen's Adventurous Life

Young men who desire to pursue the even tenor of their ways and lead a steady, undisturbed existence should not study for the profession of radio.

The business of radio operators takes them into far and little-known places. Some have penetrated into the wild inland jungle of New Guinea; others have circled the globe in palatial liners or grimy cargo steamers. The snowy wastes of Antarctica have echoed to the buzzing Morse of intrepid operators with Polar expeditions. In high mountains, on lonely Island outposts, flying in gigantic planes across desert, land and sea, are to be found radio-men, maintaining communication with the outside world. Theirs is a life of glamour and adventure.

In 1913, Mr. E. T. Fisk, pioneer of wireless organization in Australia, realised the need for thoroughly trained wireless operators and mechanics. To meet the demand for qualified radio technicians, he founded the Marconi School of Wireless in Sydney, and, since then, over 2,000 students have passed through the school and are scattered all over the world.

Persons interested in any phase of wireless instruction should write to the Marconi School of Wireless, 97 Clarence Street, Sydney, for a free illustrated brochure entitled "Radio—the Industry of the Future."

W. HOLMES

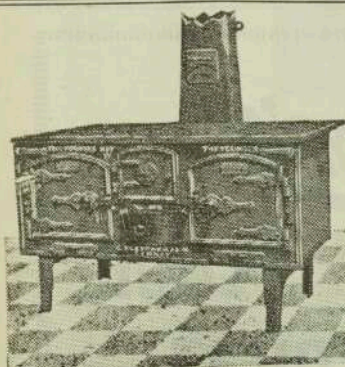
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made with extended Firebox specially for long Wood fuel, are Self-Setting and, provided sufficient Flue Piping is attached, can be used in almost any position?

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Younger Stoves are Widely Used Throughout the Pacific Islands.

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August 24, 1934.

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THE MOTOR'S OFFSIDERS



Mr. Deckert, the pioneer of motor transport in the New Guinea goldfields, has added another truck to his carrying business—this time a Bedford. Although the motors have revolutionised transport, the mules still play their part in taking stores up the mountains from the aerodromes and distributing them among the mining camps.—H.L.

N.G. PUBLIC SERVICE

Details of staff appointments and transfers of members of the New Guinea Public Service were published at the end of June in Bulletin No. 28, issued by the Administration.

PERMANENT STAFF,

Appointments.

I. Shoolbridge, Legal Assistant, Crown Law Office.
G. Hartley, Medical Assistant, Grade I, Public Health Department.
H. F. Pearson, Assistant Warden, Lands and Surveys Department.

Transfers.

A. V. G. Price, Medical Officer, from Manus to Rabaul.
R. W. Cooper, Medical Officer, Rabaul to Manus.
W. M. Marshall, Clerk, Rabaul to Salamaua.
R. R. McLennan, Clerk, Salamaua to Rabaul.
A. K. Walker, Clerk, Manus to Salamaua (en route Wau).
G. W. Hatton, Clerk, Salamaua to Rabaul.
C. D. Bates, Patrol Officer, Salamaua to Rabaul.
E. G. Sheldon, Surveyor, Rabaul to Salamaua.

TEMPORARY STAFF.

Appointments.

H. G. Strong, Roadmaster, Public Works Department.
L. R. Hyland, Roadmaster, District Services Department.

Transfers.

S. A. Webb, Roadmaster, Rabaul to Salamaua.
W. J. Stewart, Roadmaster, Rabaul to Namatanai.
F. Robertson, Chainman, Rabaul to Salamaua.

N.G. POLICE FORCE.

P. D. Moncur, Warrant Officer, transferred from Salamaua to Rabaul.
A. R. Irvine, Warrant Officer, transferred from Rabaul to Salamaua.

POPULAR OFFICIAL

M. Capela Leaves Tahiti.

From Our Own Correspondent.

PAPEETE, July 2.

M. GUY CAPELA, who was for several years Administrator of the Leeward Group of the Society Islands (Isles sous le vent), and afterwards held a similar appointment in Tahiti and Moorea, left Tahiti for France on the s.s. "Ville de Verdun" last month, to take up an important position under the Colonial Department.

M. Capela was deservedly popular in French Oceania, both with the natives under his charge and with the French and foreign residents scattered throughout his district. His departure from the Colony will be sincerely regretted by all who came in contact with him. His previous Colonial experience was obtained chiefly in the French Sudan and in Senegal.

While resident in Papeete, M. Capela was active in the social life of the town. He took a keen interest in the work of the Tourist Association, and was one of the Governors of the Tahiti Yacht Club, which is perhaps the most popular as well as the most cosmopolitan social centre in the Colony. There was a big gathering of friends on the wharf to wish him "bon voyage" and speedy promotion in whatever part of the French Empire his future may lie.

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NOW OFFERED FOR
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The great new discovery of Hormone Preparations is one of the most wonderful that scientific research has offered to the world. Many methods of building up a deteriorated system have been tried with varying results, and it was only in recent years that safe and lasting results through the adjustment of the hormone balance of the system have been proved by scientific and medical experiments.

By means of this remarkable preparation a new and plentiful supply of hormones is ensured to renew vitality and a harmonious working of the whole body. It stimulates the nervous and glandular system, the brain, and all its mental faculties are revived, and provides the proper nourishment for the cells and the tissues.

The secretions, or hormones as they are called, have a wonderful power over the health and vitality of the body, its rate of working, and the co-operation of all its parts; in fact, they are essential to life and health.

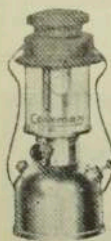
Many complaints are due, either directly or indirectly, to Hormone Deficiency, and especially in tropical countries, the unfavourable climatic conditions, illness, and disease, and also the continuous and unavoidable doses of drugs, such as quinine, etc., show the ill-effects, sooner or later, on everyone. Through lack of stimulation, the nervous system and mental faculties become impaired, the activity of the glandular system is decreased, and the cells and the tissues of the body are lacking proper nourishment, resulting in general weariness, nervous debility, poorness of blood, mental fatigue, irritability, brain fag, inability to recuperate after illness, etc.

The real remedy may now be found in this new Hormone Preparation. The results obtained so far have been far above expectations, and show quite conclusively its great efficacy. It will be in the interest of Island Residents to investigate this treatment, and if they will write to the Distributors: Titon Laboratories, Box 1304 J, G.P.O., Sydney, N.S.W., complete literature will be forwarded post free and under plain cover.

In order to avoid further loss of time, the distributors will also be pleased—on receipt of order, to forward a supply of this preparation by return mail, post free, and under plain wrapper, marked "medical tablets"; and all those already acquainted with hormone-therapy, or who have heard about this remarkable preparation, will, no doubt, avail themselves of this offer.

The preparation is known as Titon No. 24 for men; whilst for women Titon No. 20, with a slightly different formula, is specially prepared. It is sold at 10/6 per bottle (10 days), or 30/- per complete course of three bottles. Titon is produced according to very latest scientific principles, wonderfully effective, and yet absolutely harmless to take even to delicate constitutions; and there need be no fear of enslavement to habit or reaction in after years, but, on the contrary, building up your system with hormone will make a wonderful difference to your future health and comfort.

Titon is prepared specially as a tonic and restorative, and sold as such to the general public.



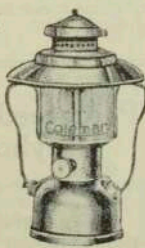
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Try Lloyd's for purity. Try the consistent goodness of quality tea. Try the delicious aroma that is such a feature of Lloyd's tea blending.



Obtainable at all good island stores.

Fashion Hints for Islands Women

By THERESE.

"O woman in her hour of ease,
Uncertain, coy and hard to please."

SURELY the disgruntled meanderings of a mere male, and yet—perhaps the cry of the Couturier as he searches wildly for something different and entirely charming to present to "My Lady of Fashion." "Nothing new under the sun," 'tis said, so he turns to the Victorian era, and gives us ruffles—ruffles of black net on coloured evening gowns, bustles in many shapes and forms, and demure high necklines achieved in the most subtle way.

The Orient brings inspiration and all the atmosphere of old China is captured in the glorious new printed silks. They come to us, too, as beautiful as a Japanese garden—brilliant poppies on a black background, exquisite wistaria on a ground of deeper mauve, cherry blossoms, and a thousand breath-takingly lovely designs. The Oriental silhouette is achieved by the Coolie hat, mandarin sleeves on a tunic blouse, and the evening wrap with kimono sleeves.

Bamboo buttons trim our newest clothes and in fear and trembling since we know not what they mean, we add a button with Chinese characters to our sports frocks and hope against hope that its quaint lettering spells just "chic."

The Directorate mode presents itself with dashing tricornes, bows thrust under the chin, and capes of every variety for every occasion.

Taffetas are staging a delightful comeback, but in a new and supple variety; and from the top of her shining head to the tips of her little toes, Miss Moderne goes taffetas clad. On her curling locks sits a tartan taffetas hat of tremendous chic. Spring is in the air as the golden blonde tucks in her waist a bunch of daffodils and rustles joyously in a gown of green flaring wide at the hem line. Her more vivid brunette sister pins her faith to a gown of flaming red—a glamorous affair—its petalled train swirling alluringly like some exotic tropical flower. Surely a season of beauty!

There is glorious movement about our clothes. They are excitingly and adventurously alive—swishing trains, flying wings, swirling skirts, flung back movements—not a dull moment. Is it not to be wondered then that we cry with glorious abandon "Away, dull care?"

A combination of perfect simplicity and elaboration is achieved with a dull angel skin crepe of startling simplicity in cut, embroidered with iridescent sequins, gleaming and glittering with every movement. A diaphanous frock of black and white tulle, so mistily beautiful that it must have been woven by the goddess "Freya," is lifted to further heights by tiny rhinestones lightly scattered—a dew-spangled cloud.

Beads and sequins appear on almost everything for evening, while sequin scarves and capes add a joyous touch to the plain well-cut frock. Rows of sequins trim our tunics and the gauntlets of our evening gloves. Ice-blue satin is the choice of the very fair maid, who thus clad becomes a Nordic princess. Rock crystals further enhance the illusion.

In these days of frills and yet more frills, the afternoon-evening gown enjoys a well earned popularity. It is a charming little affair, boasting separate frills attached to an underslip which latter discarded, leaves the frock the correct length for afternoon wear. A little coatee, long of sleeve, hides the low décolletage, and we saunter forth to afternoon parties with smug self-satisfaction that comes from the knowledge of something achieved.

The tunic dress is one of dual personality, too. Silks, linens, cottons, go to the making of this extremely useful garment. So little material is required for its skirt which may be made on a lining, a further economy which makes constant change possible.

Cool, fresh and summery are the new cotton materials. Charming plaid designs, florals, spots, stripes mean all-day chic and joy for those of limited means. Cottons once again mean chic for festive hours. Gaily scattered flowered cottons are swathed at the waist, kimono-like with a wide sash of vivid coloured silk to tone, and are successful beyond one's wildest dreams for evening wear.

Accessories are more important than ever. Belts are made of almost everything conceivable—wool, string, straw, furniture webbing, or gold and silver cords are knotted together carelessly and they give a new lease of life to a frock just losing its first freshness. The floral bib is a new and delightful accessory. It is a little jabot-like affair, massed with flowers. The effect is charming over a plain silk frock, and it can be adapted to both day and evening wear with unqualified success. While pique collarettes, tailored flowers of the same crisp material add freshness to a slim tailored frock, be it wool or silk.

Gloves again claim our attention. They are made of every variety of material with varied success. Blue and white spotted gloves with blouse and a pert little hat of the same shading and design lend an air of difference to a white linen suit, while a brown blouse of organdie does surprising things to the same suit. Gloves, shoes and hat also match, and the result is delightfully cool and attractive. Try it, and you will not be disappointed.

Bead necklets, in fact necklets of any variety, have almost faded into insignifi-

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ance, while the old screw-on type of ear-ring gives way to the new clip-on. Sounds rather terrifying, but absolutely painless, and they come in many and varied attractive designs. Clips are worn with every frock. The new mirror clips, diamante, polished wood, each and every one of them adds its quota of charm to the frock it adorns. Jewelled buckles and brooches are commissioned as a single adornment, and the lovely old bits of paste of grandma's days are hastily unearthed from almost forgotten hiding places.

Scarves are gay and jaunty with a definitely swagger air. We tie them under our chin or let them flutter in the breeze with careless abandon.

An evening wrap of georgette can be a simple and delightful affair of negligible cost, plus a little ingenuity. A length of georgette—one and a half yards—is used. Folded in the centre, it is caught with a jewelled clip 12 inches or so from the fold which then forms the newest of new monk's hood collars for your wrap.

While bags for day wear have increased in size, the evening bag becomes more diminutive. Dainty feminine things of lame, velvet, or georgette, heavily beaded or sparkling with diamante, charm the hearts of us all and fill us with intense satisfaction.

The very latest and smartest thing in dinner hats is the mandarin crown of shining black straw. On its pert little crown sits a jewelled ornament and its brim of tulle does wicked things to one's eyes and enslaves the heart of the most difficult man. A decided accomplishment in this world of surplus women, I'm sure you will agree.

NORFOLK IS. COUNCIL

THERE were 11 candidates for the election of six members of the Norfolk Island Executive Council. Those who were successful are:—E. Stayte, 316; W. McLachlan, 314; Leslie Quintal, 305; C. C. R. Nobbs, 263; G. Fear, 233; W. L. Nobbs, 214.

The Administrator's six nominees are Messrs. H. Blackburn, John C. Buffett, P. F. Bundle, Eustace Christian, E. C. Robinson, and Colonel F. R. M. Crozier.

At the first meeting of the new Executive Council held on August 8, Councillor Colonel F. R. M. Crozier was elected President, and Councillor E. Christian, Vice-president.

A SYDNEY RENDEZVOUS

The Anzac Fellowship of Women has formed a "Territories Group" which studies the problems of living in the Northern Territory and the Pacific Islands possessions of the Commonwealth. Its members meet on the afternoon of every third Thursday of the month at Scott Chambers, Hosking Place, off 86 Pitt Street, Sydney (near the G.P.O.), and are glad to welcome visitors from these places. Mrs. H. J. Davys, sister of Mrs. Davies, the wife of the Bishop of Carpentaria, is president, and Mrs. H. Hill, hon. treasurer.

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Isabel Arrives at Suva

ANXIETY regarding the schooner "Isabel," which left Sydney for Fiji on June 14, was relieved when the vessel arrived in Suva on July 28, after an adventurous voyage.

The long delay was caused by exceptionally bad weather, which damaged the rudder. The crew of seven were forced to live on short rations for three weeks, though they had ample supplies of water.

The "Isabel" was purchased in Sydney by Mr. W. C. Nicholson, of Suva, shortly before she left for Fiji. On her voyage to the Colony, Captain Yeaton was in command, with Captain M. K. Stewart as assistant navigator.

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Here's a trim little Frock in a dainty, drawn thread **Floral Voile**. It is finished at neck with pleated Organdie; has nicely flared skirt. In Sage, Blue, Almond Green, and Pink. S.S.W., 32 and 34-inch busts.

Price **19/11**

Tub Frock of **Cambrie** in smart 3-toned Vandike design; has dainty Organdie collar and cuffs to tone; skirt has two pleated godets back and front. In Green, Sage, Blue, and Brown effects. S.S.W., 32 and 34-in; S.W., 36-inch bust.

Price **11/6**

An attractive **Voile** gives charm to this inexpensive Frock with turn-down collar of White Voile. Finished with bow and soft cape sleeves, skirt is nicely cut. In Royal Blue, Almond Green, Red, and White floral effects. S.S.W., 32 and 34-inch busts.

Price **12/11**

Jaunty little **Sheer Linen Frock**—has rever and bow at neck and sleeve piping of white; skirt has inverted pleat back and front. In String, Almond Green, Pink, Sage, and White. S.S.W., 32 and 34 inch; S.W., 36-in busts.

Price **25/11**

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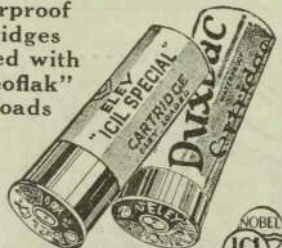
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FIJIAN BANANAS

Australia Can Make "No Further Concessions"

THE Federal Government has abandoned a proposal which was under consideration in March to grant further concessions on the importation of bananas from Fiji. Under the Ottawa agreement the duty on Fijian bananas was reduced to 2/6 a cental, and this rate has been in operation for some time. Early this year, in response to representation from the Fijian Government, the Federal Ministry agreed to consider further concessions. It has now been decided that the present duty will be retained.

The next move is up to Fiji—and, probably, it will not be long in coming, in the shape of a tariff which will knock corners off Australian goods customarily sold to Fiji.

This latest decision regarding Fiji bananas is made by the Australian politicians who have one eye on the coming election, and the other on the Australian banana-growers.

Australia howls continually for "over-sea markets"; but she never will get worth-while markets while professional politicians are allowed to exercise the functions of national economists.

Earthquake in Solomon Is.

WHAT is described as the worst earthquake in the history of the island occurred at Vanikoro, British Solomon Islands, on July 19.

Tremors commenced at midnight on Monday, July 16, and continued until Saturday, July 20.

All buildings on the island were badly damaged. The Vanikoro Kauri Timber Company suffered severe losses and much property and equipment were destroyed.

Though some of the inhabitants were thrown heavily to the ground, there were no casualties. The natives at the first signs of an upheaval left the foreshores and fled into the bush.

The above particulars were received by radio at the end of July, but no further details have reached Sydney.

N.G. GOLDFIELDS NOTES

From Our Own Correspondent.

WAU, July 27.

There has been a sensation here by the "cleaning up" of the gold stealers on the Creek, and other mining centres, since Detective Costello's arrival. Many well-known citizens are concerned and the "exodus" South of these people has begun. Several deportations have taken place, of persons considered undesirable, and in future those desirous of entering the Mandated Territory will be subjected to severe examination relative to character, financial status, etc.

Mr. Otto Rossitor, of Wau, is still in Brisbane, and at present his sister, Lady Barraclough, is spending some weeks with him.

Mr. Livingstone and his wife went South by last Macdhui, en route for Tanganyika, West Africa. They will be greatly missed, for they have endeared themselves to all whom they met.

Mr. Hunter Kirke's new venture of a market garden, orchard, and poultry farm, at Wau, is well on its way and will prove a boon.

Mr. "Nobby" Clarke, his wife and three adorable children arrived back from Sydney during July and will make their home at "The Merri." Small daughter Heather says she is not afraid now of the "black mens."

Even though so far removed from the world centres, Day Dawn men, through the courtesy of N.G.G., were able to listen in to the Test Matches.

Miss Thelma Anderson is on her way South, trousseau-collecting, for on her return she will be married to "Young" Dave Lyall, at Wau.

The Hotel at Upper Edie, now being built by the Parers, is nearing completion, and should be open for guests in the near future.

Edie Creek's Cricket Tea had a great old week end at Salamaua recently, and gave cricket "fans" a treat—although no Don Bradman score eventuated.

Wending their way South are the "Bob" Buntings, bound for Melbourne. A recent visitor to their "Idyllic Isle," at Duini, stated it was as near to Arcadian bliss as this old world could furnish, and on their isle the Buntings were virtually uncrowned King and Queen. Mrs. Bunting was the first white girl baby to be born at Samatai. Mr. Bunting is a brother of the Hon. Arthur Bunting.

Hats are off to Pilot Mant, who arrived in New Guinea on August 3 at 10 a.m., after making the journey from Mascot, Sydney, in two days, unheralded and unsung, in a new twin-engine Dragon plane. Under contract to the Government, the Dragon will join the air fleet of the New Guinea firm of W. R. Carpenter and Co., to carry mails, passengers and freight.

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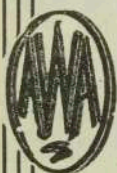
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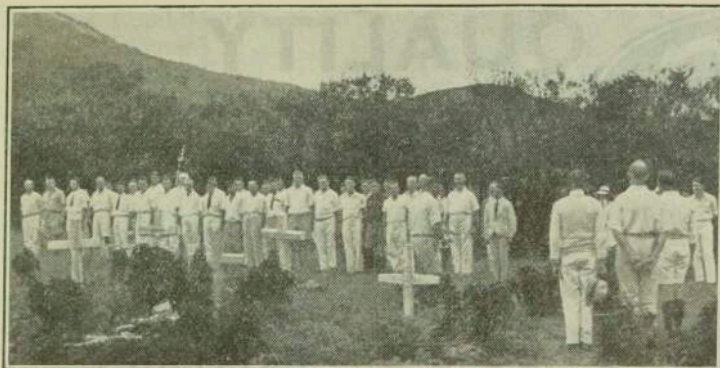


August 24, 1934.

PACIFIC ISLANDS MONTHLY

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WAU REMEMBERS ANZAC DAY



Returned Soldiers at Wau, New Guinea, turned out in full force on Anzac Day, April 25, to pay silent homage to their dead comrades. Assembling at the graves of former soldiers who had died at Wau since the Great War, they observed two minutes' silence, and stood at attention, while Mr. N. P. H. Neal, M.L.C., placed wreaths on the graves.

—Photo. by C. R. King.

Blue-Jackets at Apia

From Our Own Correspondent.

APIA, June 26.

WE have at present two British warships in Apia harbour, a rare event which has not happened for quite a number of years. The "Dunedin" and "Laburnum" have met here and the Apia streets are enlivened by bluejackets strolling about and seeing the sights, mostly accompanied by female guides.

Dances, entertainments and private house parties are the order of the day. A dance was given by the Administrator at Vallima, while the warships reciprocated with a reception for the Samoan and European children of the Government schools and a searchlight display in the evening.

AMERICAN SAILORS' VISIT

The U.S.A. "Whip-Poor-Will," the station ship of Pago Pago, American Samoa, which for the time being has replaced the old "Ontario," paid a visit to Apia, to take part in the King's Birthday celebrations. The Governor, his staff and most of the crew were new to Samoa, having arrived in Pago only during the last month, though there is at least one officer on board who had visited Apia in the old U.S.A. "Adams," 28 years ago.

The American "gobs," in their neat white uniforms and caps, were a welcome sight in the streets of Apia, and, though beer and spirits are considerably cheaper in Pago than in Apia, the arrival of the bluejackets gave a distinct stimulus to business in various establishments dedicated to the entertainment of visitors.

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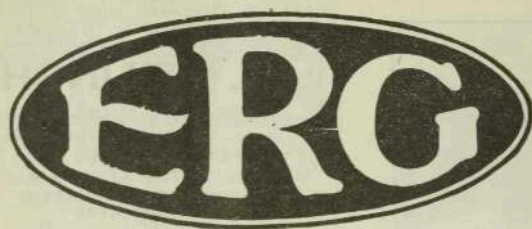
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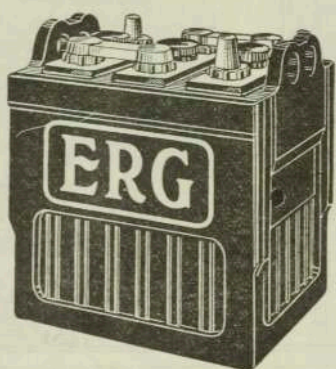
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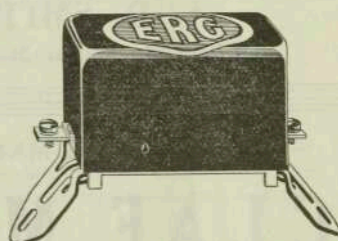


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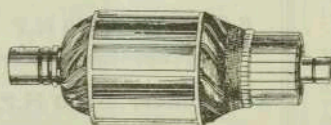


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August 24, 1934

THE PACIFIC ISLANDS MONTHLY

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CHINESE TRADERS

Disturbed Conditions in the Solomons

From a Special Correspondent.

TULAGI, August 1.
THE struggle between Europeans and Chinese for the available native trade in this group is becoming acute.

It is a deplorable condition of affairs. Just at a time when the British planters are forced by the copra slump to turn more to trading than is usual, in order to make a livelihood, the Administration has deemed it wise to offer all possible encouragement and facilities to the Chinese to engage in trading. The thing, apart from its injustice, is humiliating to the Europeans, and the bitterness which they are displaying towards their Administration is reaching a dangerous point.

Here is an account of what actually happened recently at Ivatu, Guadalcanal. Mr. H. C. Corry, a planter of 25 years' residence, owns a copra plantation there, and, as copra is not payable at the moment, he has engaged in trading. He and his wife are making a brave fight of it. Their children are away at school. Conditions being as they are, Mr. Corry has not been away from the group for 5½ years.

On May 19, Mr. Corry was in bed, very ill, with an attack of gastric malaria. His wife had gone to his store to issue the weekly ration of tobacco to the native labourers. There had been a Chinese trading schooner anchored there for some days. Mr. Corry had frequently warned the Chinese that they were not allowed to land on his property. But, in spite of this, Mrs. Corry found a boat from the Chinese vessel ashore, touting for trade from the local natives. The latter came there on marketing day (every Saturday) to purchase requirements from the native that Mr. Corry has in charge of his store.

Mrs. Corry went to the beach and sent a message to the Chinese that he must withdraw his boat. Half an hour later the boat was still there. She then got one of the crew of Mr. Corry's launch to take her alongside the Chinese vessel, and quietly and courteously told the Chinaman that this was European property, and he must remove his boat. As she was being rowed back to the beach she was followed by a string of shouted abuse from the Chinaman, which continued while she walked up the beach out of hearing.

The following day, Mrs. Corry reported the incident to the District Officer. A little later, the D.O. called. Mr. Corry was then recovered, and was able to question the boy who took his wife out in the boat. He learned that the language directed at her by the Chinaman was of the vilest description and so he requested the D.O. to proceed by summons. He asked the D.O. if it would not be advisable to have several witnesses. The D.O. said that one would be enough. Mr. Corry took the precaution of obtaining a second witness—he could have obtained a dozen if he had wanted them.

The case was heard on June 11. Mrs. Corry and the boat boy gave evidence. Mrs. Corry could not understand what the Chinaman said; but the native was able to repeat some of the foul language. The other native witness got stage fright and could only say "Chinaman talk no good" and would not repeat the words he had heard.

The Chinaman denied even having

shouted at Mrs. Corry, and his crew called as witnesses supported him.

The magistrate said he could not find that bad language had been used; but he found that the Chinaman had shouted at Mrs. Corry, and fined him £2.

The Chinaman produced a roll of notes and, in an insolent manner, slapped four 10/- notes down on the bench in front of the District Officer and said: "No matter, two pounds he nothing."

It was a ridiculous verdict. If the Chinaman did not use bad language, but merely shouted he had committed no offence, and should have been acquitted.

It is apparently clear that the wife of a highly respected British planter has been bawled at by a Chinese coolie in front of a crowd of natives. For this condition of affairs many people in these Islands are blaming a feeble and futile Administration.

TAHITI'S GOVERNOR ON TOUR

From Our Own Correspondent.

PAPEETE, June 26.

HIS Excellency Governor Montagne left Papeete about two weeks ago on the "Ville de Papeete" for a tour of the Austral and Gambier Groups. He is expected to return about July 27. During his absence M. Le Boucher, Secretary General, is in charge of Government affairs.

CENTENARY AIR RACE PLANS

The Vacuum Oil Co., Sydney, has supplied the following details outlining the Dutch East Indies Government's plans for assisting competitors in the Centenary Air Race.

Participants in the race, it is stated, will be exempt from all the usual formalities and investigations by customs and police officers. They will be allowed to land and take off on any D.E.I. aerodrome without obstruction.

Weather reports are to be broadcast at frequent periods from Sourabaya, Batavia, and Koepang for the benefit of the airmen. To enable the competitors to land and start in the dark, night lights have been installed at the principal flying fields. At Sourabaya and Batavia aerodromes a doctor will be available to render medical assistance if necessary. The personnel of the Government air force and the K.N.I.L.M. Air Co. will be present also to give technical assistance to pilots.

B.S.I. SCHOONER ON REEF

The B.S.I. inter-island schooner Maringe, which is owned by the Malayta Co., ran on a reef off the north coast of Ugi, Solomon Islands, early in July.

The schooner in command of Mr. A. Hogger was transporting native "boys" from Su'u to Makira. Carried off her course by the tide, she ran on the reef in the early hours of morning in the midst of a heavy rain squall and remained fast.

Her engine was salvaged and sent to Tulagi. About ten days later the schooner was refloated with the aid of kedges and arrived in Tulagi under sail.

She was put on a slip at Tulagi and fitted with a new keel. Several timbers on the starboard side were replaced.

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APPLICATIONS FOR AGENCY INVITED FROM ALL CENTRES

Strikes Affect Cook Is. Shipping.

From Our Own Correspondent.

RAROTONGA, July 20.
OWING to the laying-up of the R.M.S. Maunganui for overhaul there was no inward steamer service from New Zealand to the Cook Islands during May. Additional supplies of meat, butter, and vegetables for the Government freezer to tide over the month of May had been brought by the Makura in April.

On June 10, the Karetu left Auckland for the Cook Group, and it was anticipated that the Makura would follow on the 12th on her voyage to San Francisco. At the last minute a dispute arose with the cooks and stewards aboard the Makura, which caused the Union Company to cancel the trip.

It was naturally thought that the Administration being thus deprived of its month's provision by the Makura, might have had to resort to a form of rationing, but the Administration was not caught empty-handed. It was able to meet all food requirements.

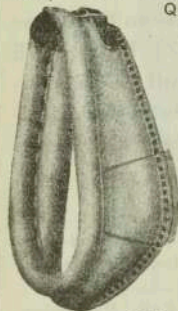
The persistent maritime dispute on the Californian coast has slightly affected the Cook Islands. The Wairuna, which was due to call at some of the islands of the Group made a delayed clearance from the American coast, and was obliged to abandon her proposed call here.

The absence of outward sailings from the Cook Islands is always much more severely felt than inward calls, because of the loss of fruit shipments.

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MINING NOTES

Bulolo Gold Dredging, Ltd., reports that the deep drilling, which is continuing satisfactorily, has so far been confined to the upper half of the original Bulolo area, where payable values have been proved to depths varying from 60 to 180 feet.

While perhaps another six months' drilling will be required to determine the commercial dredging depths, the drilling results to date indicate that the upper half of the Bulolo area will be dredged to a depth of between 60 and 120 feet, and that the recoverable values below the originally contemplated bottom at 22 feet will be between 25 and 40 cents per yard (gold calculated at 35 dollars per ounce), dependent in a measure on the dredging depth finally decided upon.

After the above testing is complete, drilling will be continued on the lower half of the original Bulolo area, and on an extensive contiguous area to the West. It is anticipated that the 4000 h.p. Baume hydro electric plant will be completed in November.

SAMARAI GOLD DEVELOPMENT.

With additional new compressor plant recently installed the mine manager states that rapid progress will now be made with development work.

NEW GUINEA PROSPECTORS, N.L.

New Guinea Prospectors, N.L., advises that a message from the company's Samarai representative states that a dredging area of 940 acres has been pegged out and secured for the company in the Milne Bay goldfield area. Mr. R. J. Winters will leave by next steamer to examine and report on the areas secured.

DAY DAWN (N.G.) CRUSHINGS.

Day Dawn (New Guinea), Ltd., reports that the records of crushings for the months of April, May, and June disclose that the aggregate crushed was 4572 tons for 2590 oz bullion, or 11.3dwt bullion per ton. The yield of fine gold per ton is approximately 1424oz, which should realise about £12,000.

BULOLO DREDGE PRODUCTION

Production of the Nos. 1, 2, and 3 dredges of the Bulolo Gold Dredging Ltd. for July compares with that of the previous periods as follows:—

	May.	June.	July.
Nos. 1, 2, and 3 dredges—			
Cubic yards	707,000	688,700	634,900
Bullion, oz.	11,249	14,106	15,633
Gold fine, oz.	7,548	9,602	10,691
VALUE—			
Aust. currency* ..	£64,158	£81,617	£90,873
Per cubic yard	21.78	28.44	34.36
Working profit	£43,996	£60,579	£69,368

* At £A8/10/- per fine ounce.

No. 4 dredge is now complete, and should be digging to capacity on bedrock on the Bulowat area by the end of August. While the initial recoveries from No. 3 dredge on the Bulowat area were, for various reasons, below expectations, the yield from this dredge for the last few months has been fully up to the drilling.

GUINEA GOLD'S NEW AREAS IN PAPUA.

Guinea Gold N.L. advises that Messrs. F. W. R. Golden and H. E. Horne, mining engineers, lent from the technical staff of Placer Development, Ltd., at Bulolo, have completed their arrangements for the preliminary testing of the areas on the Lakekamu River, Papua, which were secured in April for Guinea Gold No-Liability by Mr. Nason-Jones. Full equipment has been taken to the field, and the testing work is to be carried out as rapidly as local conditions will permit.

An Efficient Waterproofing Solution

Islands residents have long needed an efficient solution for treating canvas and calico goods. Hitherto waterproofing solutions have, in time, rotted the material. However, it is claimed that fabrics waterproofed with the new T.W.H. solution will not rot or stick together.

This preparation is an Australian product specially prepared for waterproofing canvas, ducks, japara, cotton and jute goods. The solution, it is stated, is free from all injurious chemicals and acids and does not shrink the material. Not only does the product make the fabric waterproof, but it also strengthens the material.

T.W.H. is a penetrating solution and allows the material to retain its natural flexibility. It is prepared in all colours, which are fast and impervious to salt water. One gallon of the solution, it is said, will cover 20 square yards when brushed into a light material, but a larger area can be covered when a heavier texture is used.

The manufacturers of the solution are Messrs. Taylor, Williams and Halliday of 180 Elizabeth Street, Sydney, who supply the product in five gallon drums, one gallon and half gallon cans, and quart and pint tins.

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AND WELDING CONTRACTORS

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

G. THOMAS & COMPANY, Rabaul

GENERAL AGENTS

STOCK & SHARE BROKERS

Radios: "Gortom, Rabaul."

P.O. Box 9.

GOVERNMENT OFFICIALS
ESTATE MANAGERS
MISSION STATION SUPERINTENDENTS
Orders for New Trading Vessels, Luggers, Ketches and Schooners should be placed through

CECIL E. B. BODEN
B.Sc., Naval Arch. (Glasgow), A.M.I.N.A.
CONSULTING NAVAL ARCHITECT AND
MARINE ENGINEER

33 MACQUARIE PLACE,
SYDNEY, N.S.W. BW 5296

Designs Prepared — Construction Supervised
Fittings and Replacements —
—purchased and forwarded

August 24, 1934.

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.

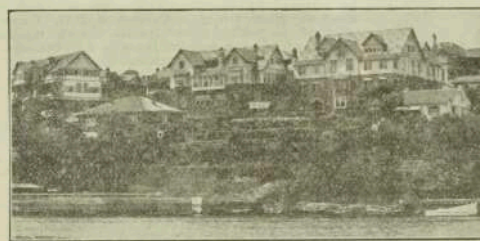
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London. Price on—	South Sea, Hot-air Dried, Sun-Dried. Per ton c.i.f.	Plantation, Rabaul. Per ton c.i.f.
January 16, 1931	£14 7 6	£14 12 6
February 27	£14 12 6	£14 17 6
March 27	£14 10 0	£14 12 6
April 24	£13 15 0	£13 17 6
May 29	£10 17 6	£11 0 0
June 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 27	£13 10 0	£13 15 0
December 18	£13 10 0	£13 15 0
January 1, 1932	£14 10 0	£14 15 0
February 12	£16 7 6	£16 10 0
March 25	£14 17 6	£15 0 0
April 1	£14 10 0	£14 15 0
April 29	£14 15 0	£14 17 6
May 20	£13 17 6	£14 0 0
June 3	£13 7 6	£13 10 0
July 1	£13 2 6	£13 5 0
August 12	£13 5 0	£13 7 6
August 26	£13 12 6	£14 0 0
September 2	£13 17 6	£14 0 0
October 7	£14 5 0	£14 7 6
November 11	£14 7 6	£14 10 0
November 18	£14 2 6	£14 5 0
December 16	£13 10 0	£13 12 6
January 6, 1933	£13 2 6	£13 5 0
February 3	£12 5 0	£12 7 6
February 24	£11 15 0	£11 17 6
March 3	£11 7 6	£11 10 0
March 24	£10 0 0	£10 2 6
April 7	£10 10 0	£10 12 6
April 28	£10 5 0	£10 7 6
May 12	£11 2 6	£11 5 0
May 26	£10 12 6	£10 15 0
June 16	£10 17 6	£11 0 0
July 7	£10 15 0	£10 17 6
July 21	£10 10 0	£10 12 6
August 4	£10 5 0	£10 7 6
August 18	£10 5 0	£10 7 6
August 25	£10 0 0	£10 2 6
September 1	£9 15 0	£9 17 6
September 8	£9 7 6	£9 10 0
September 29	£9 0 0	£9 2 6
October 20	£9 10 0	£9 15 0
October 27	£9 2 6	£9 7 6
November 3	£8 12 6	£9 0 0
November 17	£8 12 6	£9 0 0
November 24	£8 12 6	£9 0 0
December 1	£8 12 6	£9 0 0
December 15	£8 2 6	£8 15 0
December 22	£8 2 6	£8 10 0
December 29	£8 2 6	£8 10 0
January 5, 1934	£8 0 0	£8 7 6
January 12	£7 12 6	£8 0 0
January 19	£7 15 0	£8 2 6
February 2	£7 12 6	£8 0 0
February 16	£7 17 6	£8 10 0
February 23	£7 12 6	£8 7 6
March 2	£7 15 0	£8 10 0
March 16	£7 15 0	£8 10 0
March 21	£7 12 6	£8 10 0
March 30	£7 7 6	£8 0 0
April 6	£7 5 0	£7 15 0
April 13	£7 7 6	£8 0 0
April 20	£7 5 0	£7 17 6
April 27	£7 7 6	£8 0 0
May 4	£7 12 6	£8 5 0
May 11	£7 17 6	£8 10 0
May 18	£7 15 0	£8 12 6
May 25	£7 12 6	£8 10 0
June 1	£7 17 6	£8 12 6
June 8	£8 0 0	£8 12 6
June 15	£8 0 0	£8 12 6
June 22	£8 2 6	£8 17 6
June 29	£8 2 6	£8 15 0
July 6	£7 17 6	£8 15 0
July 13	£8 0 0	£8 17 6
July 20	£7 17 6	£8 15 0
July 27	£7 17 6	£8 15 0
August 3	£8 0 0	£8 17 6
August 10	£8 0 0	£9 2 6
August 17	£7 15 0	£8 15 0

Rubber

London Price on—	Para per lb.	Plantation Smoked per lb.	London Price on—	Para per lb.	Plantation Smoked per lb.
January 1, 1932	4½d.	3 5/16d.	November 24	4½d.	4.28d.
February 5	3½d.	2½d.	December 8	4½d.	4.0½d.
March 4	3½d.	2 5/16d.	December 22	4½d.	4½d.
April 1	3½d.	1¾d.	January 5, 1934	4½d.	4.28d.
May 13	3½d.	1 13/16d.	January 12	4½d.	4.21d.
June 10	3½d.	1 11/16d.	January 19	4½d.	4.5½d.
July 22	4d.	2½d.	January 26	4½d.	4.8d.
August 5	3½d.	2½d.	February 2	4½d.	4.84d.
September 2	5½d.	2½d.	February 9	4½d.	5d.
October 14	5d.	2.40½d.	February 16	4½d.	5d.
November 11	5d.	2.65½d.	February 23	4½d.	5.03d.
December 2	5d.	2.59d.	March 2	4½d.	4.93d.
January 6, 1933	4½d.	2.15d.	March 9	4½d.	5.18d.
January 27	4½d.	2½d.	March 16	5d.	5.15d.
February 10	4½d.	2½d.	March 23	5d.	5.09d.
March 10	4½d.	2½d.	March 30	5d.	5.18d.
March 24	4½d.	2½d.	April 6	5d.	5.43d.
April 14	4½d.	2½d.	April 13	5d.	5.77d.
April 28	4½d.	2½d.	April 20	5d.	5.81d.
May 5	4½d.	2.81d.	April 27	5½d.	6.06d.
May 26	5½d.	3.09d.	May 4	5½d.	7d.
June 2	5½d.	3.56d.	May 11	6d.	6.56d.
June 23	5½d.	3.71d.	May 18	6d.	6.18d.
July 7	5½d.	3.84d.	May 25	5½d.	5.93d.
July 28	5½d.	4d.	June 1	5½d.	6½d.
August 4	5½d.	4d.	June 8	5½d.	6.56d.
August 25	5½d.	3.71d.	June 15	5½d.	6½d.
September 1	5d.	3.78d.	June 22	5½d.	6½d.
September 15	4½d.	4d.	June 29	5½d.	6½d.
September 29	4½d.	4d.	July 6	5½d.	7.06d.
October 13	4½d.	4d.	July 13	5½d.	7.06d.
October 27	4½d.	3.90d.	July 20	5½d.	6.88d.
November 10	4½d.	4.09d.	July 27	5½d.	7d.
			August 3	5½d.	7.18d.
			August 10	5½d.	7½d.
			August 17	5½d.	7½d.

WALLARINGA MANSIONS, SYDNEY



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

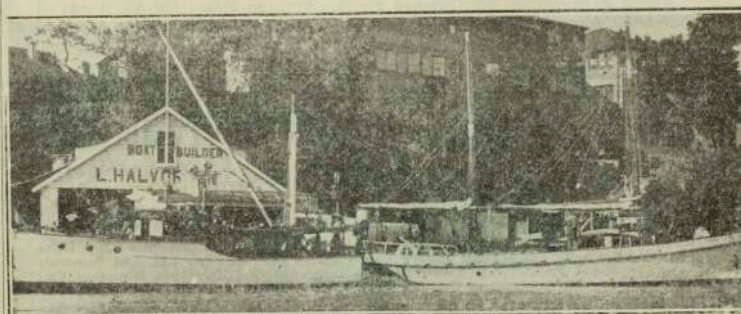
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Can also quote for Second-hand Craft. Send details of your requirements.



Bridge-deck Cruiser "Sea Elf"

Melanesian Mission Ketch "Patteson."

Part of Lars Halvorsen's Works at Neutral Bay, Sydney.

Exchange Rates

The following exchange quotations, gathered in Sydney, show the rates existing in Sydney on August 21:—

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

Australia on Fiji on basis of £100 Fiji: Buying £A111, selling £A113/10/-.
Fiji-London on basis £100 London.

	Buying.	Selling.
Telegraphic transfer ..	£F110 15 0	£F112 0 0
On demand ..	£F110 12 6	£F111 17 6

WESTERN SAMOA—THROUGH BANK OF N.Z.

Exchange Australia, on Western Samoa, basis £100 Samoa—selling £A113/15/-, buying £A110/15/-.
Exchange, Samoa on London, basis £100 in London:—

	Buying.	Selling.
Telegraphic transfer ..	£110 7 6	112 2 6
On demand ..	110 2 6	112 0 0
30 days ..	109 18 9	111 17 6
60 days ..	109 15 0	111 15 0
90 days ..	109 11 3	
120 days ..		

DIRECT TELEGRAPHIC TRANSFER. SELLING RATES.

Quoted by
BANK OF NEW SOUTH WALES
in Australia.

Australia on Papeete.

	Francs to £	Australian
Average for week ended 23/7/34 ..	60.03	
Average for week ended 30/7/34 ..	60.04	
Average for week ended 6/8/34 ..	59.98	
Average for week ended 13/8/34 ..	59.76	
Average for week ended 20/8/34 ..	59.93	

Australia on Noumea.

	Francs to £	Australian
Average for week ended 23/7/34 ..	59.83	
Average for week ended 30/7/34 ..	59.84	
Average for week ended 6/8/34 ..	59.78	
Average for week ended 13/8/34 ..	59.56	
Average for week ended 20/8/34 ..	59.73	

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 August 21, when the Australian £ was nominally worth 60 francs, £100 Australian would purchase a credit in Noumea of 6,000 francs.

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:—
Buying T.T. £A125 equals £stg. 100.
Selling T.T. £A125/10/- equals £stg. 100.

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.

POST OFFICE ORDERS

The following are the rates for transfer of money between Australia and Pacific Groups through the General Post Office.

Papua, Mandated Territory of New Guinea.—Post Office commission 3d for each £ or fraction, with minimum charge of 6d.
Norfolk Island.—P.O. commission 6d for £5 or fraction. No exchange.

British Solomon Islands, Gilbert and Ellice Islands, Tonga.—P.O. commission 4d for each £ or fraction for first £6; and 3d for each additional £, with a minimum charge of 6d. Exchange is added at the rate of 2/8 per £A1, i.e., 1/6d. for each 1/- or fraction.

New Caledonia.—P.O. commission 3d for each £ or fraction, with minimum charge of 6d. Australian £ is converted at the rate of 62 francs to £A1.
Western Samoa and Cook Islands.—Transfers can be effected by the Post Office through the New Zealand Post Office. Australian P.O. Commission 3d for each £ or fraction, with minimum charge of 6d. At present there is no exchange.

New Hebrides and Tahiti.—No money orders issued through Australian Post Office.

Mr. H. H. Vaskess, Secretary to the Western Pacific High Commission returned to Fiji with his wife and family on July 31, after nine months' furlough. Mr. R. H. Garvey, who was Acting-Secretary during Mr. Vaskess' absence has resumed his duties as Assistant Secretary.

ISLANDS PRODUCE

Coffee

The following quotations were obtained on August 21:—

Robusta, f.a.q., imported from Java on firm conversion of exchange, c.i.f., prompt shipment Sydney, per cwt., 40/9; Robusta, as above, based on 9 gulden to Australian £, fluctuations at date of shipment on buyers' account; shipment Aug-Dec., 1934, 33/6.

Arabian (Aden), Hodeidah No. 1 (pure), c.i.f. Sydney, August shipment, per cwt., 65/6.
Longberry Harrar, August shipment, No. 1, 59/-.

Kapok

Based on an exchange conversion of 9 gulden to the Australian £, the Australian c.i.f. prices current during August were: Prime Samarang, 44d. per lb.; prime Japara, 44d. per lb.

Cocoa

Quote No. 1: Cocoa beans, £31 to £34 per ton.
Quote No. 2: Accra, good fermented, 24/- per cwt., c.i.f., Sydney.

Ivory Nuts

No. 1 Quotation: £10/10/- per ton, f.o.b., Sydney.
No. 2 Quotation: £9 per ton, f.o.b., Sydney.

Trocas Shell

Quotations for trocas shell obtained in Sydney from two different sources were:—

(a) Trocas shell, No. 1 grade ..	£91
Trocas shell, No. 2 grade ..	£76
Trocas shell, No. 3 grade ..	£61
(b) Trocas shell, No. 1 grade ..	£90
Trocas shell, No. 2 grade ..	£76
Trocas shell, No. 3 grade ..	£60

All quotes are f.o.b., and on the Australian £.

Green Snail Shell

Good quality green snail shell was quoted in Sydney in mid-August at £26-£27 per ton.

Cotton

The London c.i.f. prices of cotton as quoted in the Sydney Morning Herald during the past month were: July 20, 6.88d. per lb., August shipment; July 27, 6.77d. per lb., August shipment; August 3, 6.84d. per lb., September shipment; August 10, 7.10d. per lb., September shipment; August 17, 6.86d. per lb., September shipment.

Rice

Rangoon rice, packed in 100lb. or 200lb. bags, £10/10/- per ton, f.o.b., Sydney.
Australian table rice, packed in 56lb. bags, £15/10/- per ton.

GILBERT-ELLICE ISLANDS

New Tariff with Australia

THE benefit of the British preferential tariff on a limited range of goods has been accorded by Australia to the Gilbert and Ellice Islands colony, with which an exchange of preferences has been arranged in accordance with the terms of the United Kingdom and Australia trade agreement. In return for the preferences accorded by Australia the colony has granted Australia and other parts of the Empire preferences extending over practically the whole range of the colony's tariff.

The items of particular interest to Australia and the margin of tariff preference are as follow:—

Flour, 12½ per cent.; foodstuffs, 12½ per cent.; fresh or canned fruits, 12½ per cent.; iron, 30/- a ton; tinned milk, 12½ per cent.; rice, 12½ per cent.; soap, 12½ per cent.; spirits, 13/- a gallon; sugar, 12½ per cent.; timber, from 1/6 to 2/- a 100 super feet; wines, from 2/- to 13/- a gallon.

Australia's exports to the Gilbert and Ellice Islands colony amount in value to about £90,000 annually. Imports from the group are valued at £150,000, consisting mainly of phosphate rock and copra.

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REIBY CHAMBERS — REIBY PLACE — SYDNEY

Cargo Space Arranged to All Oversea Ports. Storage Space for All Kinds of Merchandise. Agents at All Interstate Ports. All References may be Made to the E.S. & A. Bank Ltd., George and King Sts., Sydney, N.S.W.

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; Copra and Rubber Plantation Owners.

AGENCIES:—At Port Moresby: Coral Sea Insurance Co.; Phoenix Insurance Co.; Delta Sawmills, Ltd.; Acme Bakery Co.; Vacuum Oil Co. Pty., Ltd. 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, 396 Flinders Lane; London, E. Whiteaway & Co., 7 Chiswell Street, Finsbury, London.

Cable Address: "STEAMSHIPS."

Code: Bentley's.

August 24, 1934.

THE PACIFIC ISLANDS MONTHLY

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Shipping Services in the Pacific

Sydney—Papua—New Guinea Service.

	Mataram	Maedhni
Sydney ..	Aug 30	Sept 30
Brisbane ..	Sept 1	Sept 22
Townsville ..	Sept 4	—
Cairns ..	Sept 5	Sept 25
Pt. Moresby ..	Sept 7	Sept 27
Yule Is. ..	Sept 8	—
Samarai ..	Sept 10	Sept 28
Woodlark Is. ..	—	—
Rabaul ..	Sept 12-13	Sept 30-Oct 2
Lindenhafen ..	—	Oct 3
Pondo ..	Sept 14-15	—
Kavieng ..	—	—
Lombrum ..	Sept 16	—
Lorengau ..	—	—
Boram ..	Sept 17	—
Murnass ..	Sept 18	—
Madang ..	—	—
Laer ..	Sept 19-20	Oct 4-5
Finschafen ..	—	Oct 6
Madang ..	—	Oct 7-8
Alexis ..	—	—
Witu ..	—	Oct 9-10
Pondo ..	—	Oct 11
Kavieng ..	—	Oct 12-13
Rabaul ..	Sept 22	Oct 14
Salamaua ..	—	Oct 16
Samarai ..	Sept 24	Oct 17
Pt. Moresby ..	Sept 25	—
Cairns ..	Sept 27	—
Townsville ..	—	—
Brisbane ..	Sept 30	Oct 21
Sydney ..	Oct 2	Oct 23

BURNS, PHILP & CO., LTD., Agents.

Sydney—Rabaul—Hongkong

	Nankin	Nellore
Yokohama ..	Sept 17	Oct 20
Nagoya ..	Sept 18	Oct 21
Kobe ..	Sept 21	Oct 25
Moji ..	Sept 22	Oct 26
Hongkong ..	Sept 29	Nov 2
Manila ..	Oct 2	Nov 5
Rabaul ..	Oct 10	Nov 13
Brisbane ..	Oct 16	Nov 19
Sydney ..	Oct 18	Nov 21
Melbourne ..	Oct 22-N 1	N 26-D 1
Hobart ..	Nov 3	Dec 3
Newcastle ..	Nov 6	Dec 6
Sydney ..	Nov 10	Dec 12
Brisbane ..	Nov 12	Dec 14
Townsville ..	Nov 15	Dec 17
Rabaul ..	Nov 20	Dec 22
Manila ..	Nov 28	Dec 30
Hongkong ..	Dec 1	Jan 2
Shanghai ..	Dec 6	Jan 7
Moji ..	Dec 9	Jan 10
Kobe ..	Dec 10	Jan 11
Osaka ..	Dec 12	Jan 13
Nagoya ..	Dec 13	Jan 14
Yokohama ..	Dec 15	Jan 16

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

Hongkong—New Guinea—Solomon Islands Service

	Bremerhaven
Hongkong ..	Aug 30
Madang ..	—
Salamaua ..	—
Rabaul ..	Sept 14
Kavieng ..	—
Manus ..	—
Tulagi ..	Sept 18
Kieta ..	Sept 22
Madang ..	—
Rabaul ..	Oct 4
Hongkong ..	Oct 19

NORDDEUTSCHER LLOYD, 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, Kukipi, Orokololo, Kikori, Daru and back via Orokololo, Yule Island, and Hisiu—full trip occupying about one month.

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.

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, Taveuni, Rabi and Buca Bay, 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.

A.K. Tui Labasa (Burns, Philp (South Sea) Co. Ltd.) makes regular trips from Suva to Labasa via Levuka and Macuata ports, then returns to Suva. Round trip occupies about 9 days.

M.S. Adi Rewa (Morris, Hedstrom Ltd.) makes trips from Suva to Levuka and Labasa via Macuata ports—trip occupies 8 days. Leaves Suva and proceeds to Levuka, Nabouwalu, Lekutu, Dreketi, Naduri, and Labasa. Returns to Suva by same route. On alternative trips she returns from Labasa via Naduri, Nakalola, Dreketi, Naiserevaga, Lekutu, Galoa, Nabouwalu, and Levuka. Latter trip occupies about 10 days.

M.S. Tui Kauraro (Morris, Hedstrom Ltd.) operates from Suva to Levuka, calling at Lautoka and Ellington. Voyage takes 4 days.

Gilbert and Ellice Islands Service

M.V. Ralum, 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.

Ocean Island-Nauru Service

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

French Eastern Pacific Service

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

From Panama—

	Verdun	Cephee	Strasbourg
Papeete ..	Sept 1-3	Oct 28-30	Dec 22-24
Raiatea ..	Sept 4	Oct 31	Dec 25
Vila ..	Sept 14	Nov 8	Jan 4
Noumea, arr.	Sept 16	Nov 10	Jan 6
To Panama—	—	—	—
Noumea, dep.	Sept 25	Nov 20	Jan 15
Vila ..	Sept 29	Nov 24	Jan 19
Raiatea (opt.)	Oct 7	Dec 2	Jan 27
Papeete ..	Oct 8-10	Dec 3-5	Jan 28-30

MESSAGERIES MARITIMES CO., Agents.

Solomon Islands—N.G. Service.

	M.V. Malaita.	
Sydney ..	Sept 22	
Brisbane ..	Sept 24	
Townsville ..	Sept 27	
Tulagi ..	—	
Makambo ..	Oct 1-2	
Gavutu ..	—	
Su-u ..	Oct 3	
Kaukaul ..	—	
Rere ..	Oct 4	
Aola ..	—	
Rere ..	—	
Teneru ..	—	
Lunga ..	Oct 4	
Kookoom ..	—	
Mamara ..	—	
Domma ..	Oct 5	
Aruligo ..	—	
Lavoro ..	—	
Yandina ..	Oct 6	
Banika ..	—	
Ufa ..	—	
Lingat ..	—	
Faiani ..	—	
Younger ..	—	
Pepesala ..	Oct 6	
Kaylan ..	—	
Merenge ..	—	
West Bay ..	Oct 6	
Somata ..	—	
Rendova ..	—	
Jack Hr. ..	—	
Hathorn ..	Oct 7-8	
Stannmore ..	—	
Vila ..	—	
Gizo ..	Oct 9	
Faisi ..	Oct 10	
Kieta ..	Oct 11	
Arigua ..	—	
Teopasino ..	Oct 12	
Numa ..	Oct 13-15	
Rabaul ..	Oct 16-17	
Soraken ..	Oct 18	
Kieta ..	Oct 18	
Faisi ..	Oct 18	
Gizo ..	Oct 19	
Tetipari ..	Oct 20-21	
Russell Group ..	Oct 22	
Tulagi ..	Oct 23	
Brisbane ..	Oct 26	
Sydney ..	Oct 28	

BURNS, PHILP & CO., LTD., Agents.

Sydney—Norfolk Island—New Hebrides

	Per S.S. Morinda.	
Sydney ..	Aug 30	Sept 29
Lord Howe ..	Sept 1	Oct 1
Norfolk Island ..	Sept 3-4	Oct 3-4
Vila ..	Sept 7	Oct 19
Rushman's Bay ..	Sept 8	Oct 20
Malo ..	—	—
Tangoa ..	Sept 8	Oct 20
Segond ..	—	—
Aoba ..	Sept 9	Oct 21
Vila ..	Sept 10	Oct 22
Norfolk Island ..	Sept 13	Oct 4
Lord Howe ..	Sept 15	Oct 6
Sydney ..	Sept 17	Oct 8

BURNS, PHILP & CO. LTD., Agents.

Solomons Inter-Island Service

S.S. Mitiamo (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.

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

**Sydney—N.Z.—Fiji—Samoa—
Hawaii**

	Mariposa	Monterey	Mariposa
Honolulu ..	Aug 27	Sept 24	Oct 22
Pago Pago ..	Sept 1	Sept 29	Oct 27
Suva ..	Sept 4	Oct 2	Oct 30
Auckland ..	Sept 7	Oct 5	Nov 2
Sydney, arr. ..	Sept 10	Oct 8	Nov 5
Melbourne ..	Sept 14	Oct 12	Nov 9
Sydney, dep. ..	Sept 19	Oct 17	Nov 14
Auckland ..	Sept 22	Oct 20	Nov 17
Suva ..	Sept 25	Oct 23	Nov 20
Pago Pago ..	Sept 26	Oct 24	Nov 21
Honolulu ..	Oct 1	Oct 29	Nov 26

OCEANIC STEAMSHIP CO., MATSON LINE,

**Sydney—N.Z.—Cook Is.—
Tahiti**

	Makura	Maunganui	Makura
Papeete ..	Sept 8	Oct 6	Nov 3
Rarotonga ..	Sept 11	Oct 9	Nov 6
Wellington ..	Sept 17	Oct 15	Nov 12
Sydney ..	Sept 22	Oct 20	Nov 17
Sydney, dep. ..	Sept 27	Oct 25	Nov 22
Wellington ..	Oct 2	Oct 30	Nov 27
Rarotonga ..	Oct 6	Nov 3	Dec 1
Papeete ..	Oct 8	Nov 5	Dec 3

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

Saigon—Java—Noumea Line

	Per S.S. Van Rees.	
Saigon ..	Oct 9	Dec 11
Batavia ..	Oct 13-15	Dec 15-17
Samarang ..	Oct 16	Dec 18
Port Moresby ..	Oct 25	Dec 27
Samarai ..	Oct 29	Dec 29
Rabaul ..	Oct 29-30	Dec 31-Jan 1
Vila ..	Nov 5	Jan 7
Noumea ..	Nov 7-9	Jan 9-11
Sydney ..	Nov 14-16	Jan 16-18
Port Moresby ..	Nov 23	Jan 25
Batavia ..	Dec 4-6	Feb 5-7
Saigon ..	Dec 10	Feb 11

ROYAL PACKET NAVIGATION CO. LTD.

Sydney—N.Z.—Fiji—Hawaii

	Aorangi	Niagara	Aorangi
Honolulu ..	Sept 19	Oct 17	Nov 14
Suva ..	Sept 28	Oct 26	Nov 23
Auckland ..	Oct 1	Oct 29	Nov 26
Sydney ..	Oct 6	Nov 3	Dec 1
Sydney, dep. ..	Oct 11	Nov 8	Dec 6
Auckland ..	Oct 16	Nov 13	Dec 11
Suva ..	Oct 19	Nov 16	Dec 14
Honolulu ..	Oct 26	Nov 23	Dec 21

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

Sydney—N. Hebrides—Noumea

	Per S.S. Laperouse.	
Sydney ..	Oct 30	Dec 4
Noumea ..	Nov 3-6	Dec 8-11
Tanna ..	Nov 8	Dec 13
Vila ..	Nov 8	Dec 13
Epi ..	Nov 8	Dec 13
Luganville ..	Nov 8	Dec 14
Le Dart ..	Nov 8	Dec 15
Surenda ..	Nov 8	Dec 16
Hog Harbour ..	Nov 8	Dec 16
Hongkong ..	Nov 8	Dec 16
Haiphong ..	Nov 8	Dec 16
Saigon ..	Nov 8	Dec 16
Santo ..	Nov 8	Dec 16
Pt. Sandwich ..	Nov 8	Dec 17
Vila ..	Nov 8	Dec 18
Noumea ..	Nov 10-23	Dec 20-23
Sydney ..	Nov 28	Dec 27

MESSAGERIES MARITIMES CO., Agents.

French Oceania Inter-Island

S.S. Ville de Papeete (600 tons) makes regular trips from Papeete through Leeward Group (Raia-tea, Huahine, Borabora, etc.) about every four weeks, and also regularly visits Tuamotu and Gambier Archipelagoes.

MESSAGERIES MARITIMES CO., 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, Anietyum, 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 six weeks.

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

New Guinea Inter-Island Service

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

M.V. Duranbah, m.v. John Bolton (W. R. Carpenter and Co., Ltd.) make sailings from Rabaul every two or three weeks to various ports in the Territory.

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).

Sydney-Fiji Service

The Waipahi will leave Sydney for Fiji on Wednesday, August 29. She will call at Lautoka (arr.

Sept. 6), Suva (arr. Sept. 8., dep. Sept. 13), Auckland (arr. Sept. 18), and return to Sydney direct. The usual call at Nukualofa (Tonga) has been omitted from this trip. The Waipahi will leave Sydney on her next trip on September 26.

UNION S.S. CO., Agents.

W. D. BAILEY

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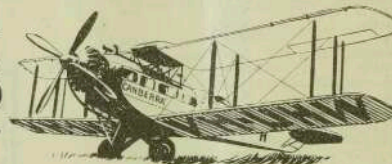
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Holden's have long had an enviable reputation for the safety and reliability of their services.

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Trips arranged from Port Moresby or Salamaua to any aerodrome in N.G.

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

August 24, 1934.

THE PACIFIC ISLANDS MONTHLY

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ONE OF THE WORLD'S MOST NOTABLE AERIAL TRANSPORT SERVICES



At right: The epoch-marking character of the New Guinea goldfields aerial transport service is shown by this photograph. It was decided to hold a race-meeting at Wau (the goldfields centre), and all the competitors and visitors travelled in by aeroplane—as a matter of course, for there are no roads or railways in this country. In this picture, an Australian racehorse has just been taken out of a Guinea Airways 'plane.

Below: One of the four Bulolo dredges, nearly ready for operation. All this heavy machinery was carried in by aeroplanes.

AERIAL Transport made possible the development of the great Gold Industry of New Guinea. The presence of Rich Gold was proved in 1926, but the Problem was Communication. Morobe was guarded by dense jungle and precipitous mountains. A road cannot be built, except at enormous, crippling cost.

Guinea Airways Ltd. launched its unique aerial service seven years ago, with one machine and a handful of men. To-day, it operates a fleet of modern aeroplanes, and employs large European and native staffs. Its machines, running on regular schedules, have carried men, machinery, dredges, building material, foodstuffs, motor-trucks, livestock, over the mountains of New Guinea, without accident and without delay.

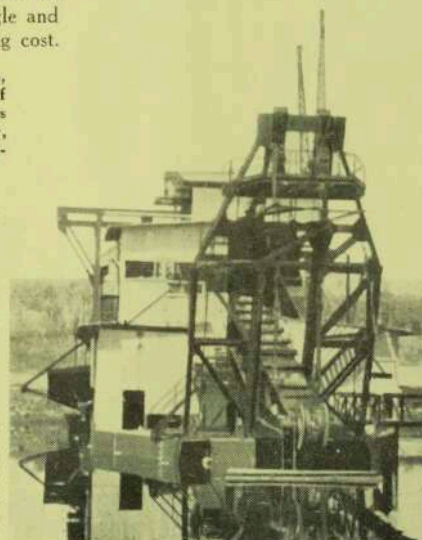
31 Aerodromes

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

* In Papua.

Three years ago, there were less than a dozen landing grounds on the goldfields. To-day, there are over 30. Prospectors are constantly opening up new country. New enterprises are being launched. No sooner is a new camp established, than a new landing-ground is cleared, and Guinea Airways machines provide communication.

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 Goldfields, and fly to Pt. Moresby to rejoin the steamer. All information from Pursers on the Steamers.



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well during even
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