

Vol. V, No. 3 (Oct. 17, 1934)

Date : 7/17/26, 3:31 AM

<https://nla.gov.au:443/tarkine/nla.obj-311553441>

Copyright varies by issue and article

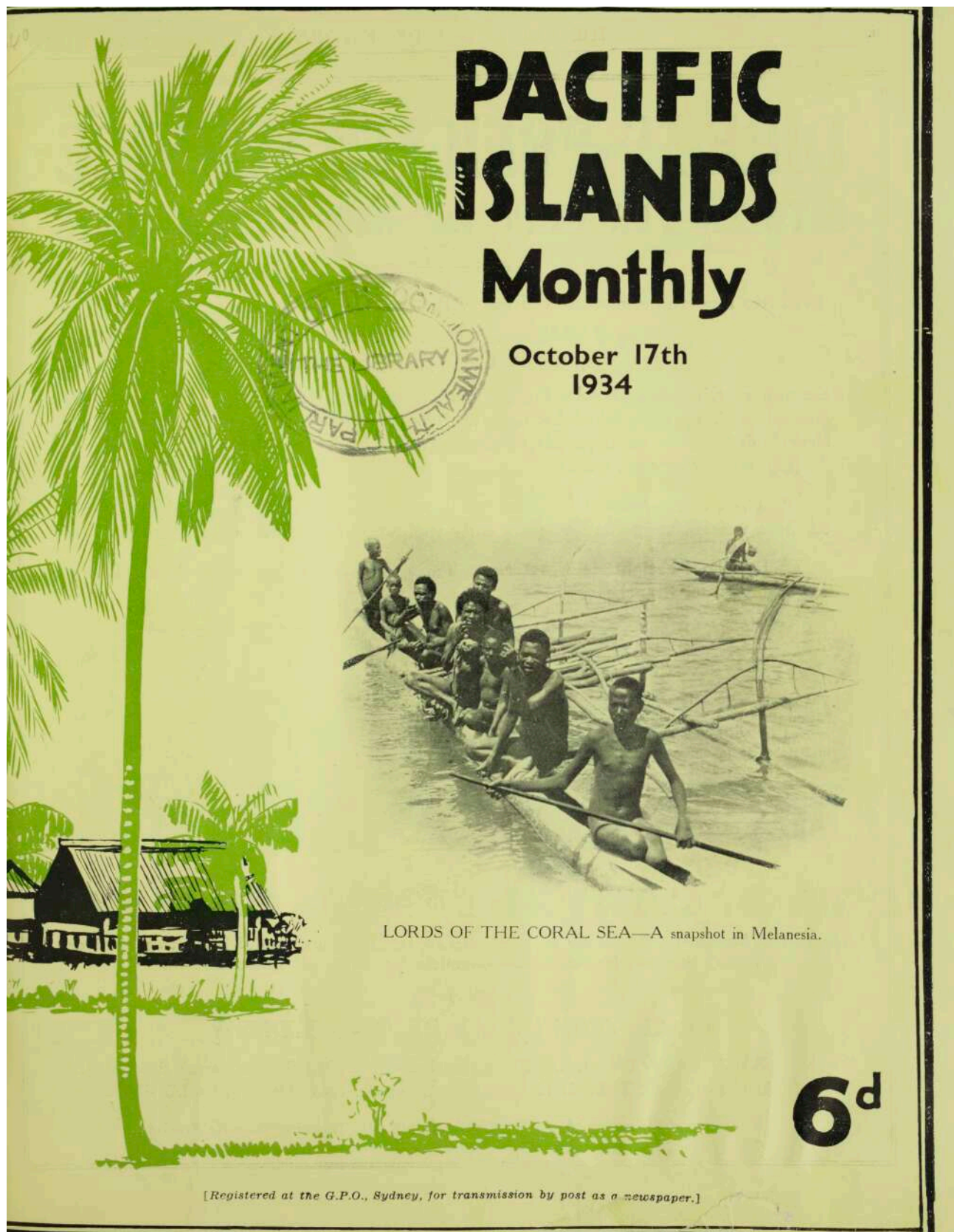
Reason for copyright status: Serials have an open range of dates.

Copyright status was determined using the following information:

Material type: Literary, dramatic or musical work

Copyright status may not be correct if data in the record is incomplete or inaccurate. For more information regarding Copyright in Library Collections visit <http://copyright.org.au> and <https://www.library.gov.au/services/copyright-library-collections>

The National Library of Australia supports creativity, innovation and knowledge-exchange but does not endorse any inappropriate or derogatory use. Please respect indigenous cultural and ethical concerns.



DIRECT FREIGHT SERVICE

BETWEEN EUROPEAN and NEW GUINEA PORTS

THE two Modern motor-vessels of the W.R.C. Line, namely:

M.V. RABAU 5600 TONS

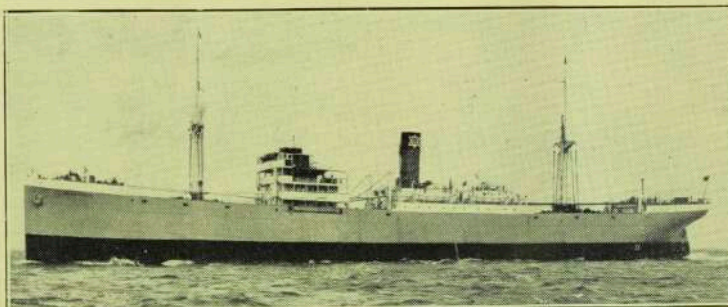
M.V. SALAMAUA 6754 TONS

are now carrying on a Regular Freight and Passenger Service, between European and Australian Ports, with Scheduled Calls at Rabaul and Salamaua (with calls at other New Guinea ports as required), Batavia (Netherlands Indies) and Dakar (West Africa), about every ten weeks.

There is comfortable accommodation for a limited number of saloon passengers on these Vessels, at special rates; but early application for Berths is recommended.

Details of Freight Rates, Passenger Fares, Timetables, etc., supplied on application at any of our Branches.

The Twin-screw Motorship, "Salamaua," 6754 tons, which arrived in Australian waters in October to inaugurate the new service.



W. R. CARPENTER & CO. LTD.

Agents for Australian, European and American Manufacturers, and Distributors of Every Description of Merchandise. Complete Range of all stocks carried.

Head Office:

19-21 O'CONNELL STREET - - SYDNEY

Branches at: RABAU (New Britain), KAVIENG (New Ireland), MADANG (New Guinea), SALAMAUA, WAU (New Guinea), TULAGI (Solomon Islands), and other Pacific Islands; and in LONDON.

Buyers and Shippers of: Copra, Trocas, and all Classes of Islands Produce.

October 17, 1934

THE PACIFIC ISLANDS MONTHLY

I

Pacific Travellers

PASSENGERS PER MALAITA, WHICH SAILED FROM SYDNEY FOR BRITISH SOLOMON ISLANDS ON SEPTEMBER 22:—Mr. L. Grant, Mr. A. E. Palmer, Miss Jamieson, Mr. and Mrs. H. S. Sim, Mr. J. F. Isley, Mr. and Mrs. A. J. Gibson, Mrs. R. A. Williams and infant, Mrs. G. W. Barnes and infant, Mr. L. A. Borgas, Mr. W. Rixon, Mr. W. H. Driver, Mr. H. D. Harricks, Mr. H. M. Hill, Mr. and Mrs. J. N. Kennedy, Rev. H. Sherwin, Mr. K. P. Fitzgerald, Miss D. B. Read, Miss E. L. Semple, Mr. and Mrs. P. College, Miss V. F. Everitt, Mrs. B. P. Rosenthal, Miss E. Binskin, Miss Fitzgerald, Miss Holmes, Mr. A. Mackenzie.

PASSENGERS PER MALAITA, WHICH ARRIVED IN SYDNEY FROM THE SOLOMON ISLANDS ON SEPTEMBER 16:—Messrs. Ah Nam, Balfour (2), Challis, Daidson, Fulton, Hitchcock, Harrison, Hall, Hobbs, Kennedy, Jacobsen, Long, Mason, Mitchell, Macartney, Mason, MacKenzie, Marshall, Peacock, Quintal, Reid, Riley, Smith, Symes, Smyth, Timmas, Terry, Watsford, Worthington, Rev. P. C. Williams, Rev. Dr. Micklem, Capt. Middenway, Capt. J. Scott, Prof. Thurnwald, Mesdames Duly, Daidson, Deck, Hart, Hobbs, Kennedy, Jacobsen, Long, Matheeson, Mason, Malcolm, MacMillan, Thurnwald, Reid, Symes, Balfour, Hall, Misses Brooker, Broadhurst, Cleaver, Gillett, Hewitt, Mullen, McDonald, Stringer, Sister Wilson, Miss Matheson.

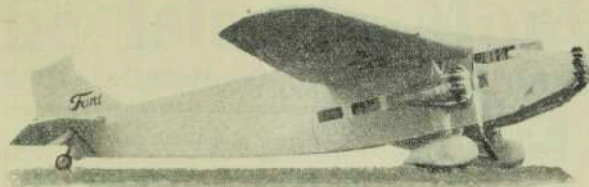
PASSENGERS PER MACDHUI, WHICH ARRIVED IN SYDNEY FROM PAPUA AND NEW GUINEA ON SEPTEMBER 13:—Messrs. Adams, Chapman, Cannings, Dodd, Dickson, Dwyer, Downs, Evensen, Griffin, Granter, Headland, Hargraves, Hume, Hart, Holdsworth, Izod, Kelleck, Kirkham, Kirkpatrick, Leake, Mirrow, Malcolm, Mackie, Macdonald (2), McCarthy, McAdam, Millen (2), Mason, Moore, Nelson, Orton, Patterson, Rutherford, Ritchie, Reid, Rawnsley, Reason, Surman, Smith, Stone, Scott, Trim, Taylor, Wyatt, Waterhouse, Wyatt, Walker, Dra. Watch, Clements, Captain Mustar, Mesdames Baker, Burrows, Corkin, Corke, Coote, Findlay, Gurney, Heaslip, Headland, Holdsworth, Ives, Marshall, Miller, Moir, Moore, Smith, Skelly, Strang, Taylor, Walker, Misses Adams, Bunting, Brown (2), Brooke, Chipman, Drennen, Gillies, Hore, Ives, Yates, Sister Imelda.

PASSENGERS PER MACDHUI, WHICH SAILED FROM SYDNEY FOR PAPUA AND NEW GUINEA ON SEPTEMBER 20:—Messrs. Pratt, Butler, Anderson, Turner, Button, Chinnery, Campbell, Storey, Gordon, Higgins, Long, Buterworth, Hope, Niall, McLean, Grant, Captain Phillips, Farrell, Stevenson, Cuthbert, Lake, Williams, Collyer, Munghison, Captain Doyle, Rev. Radger, Hyde, Pickering, Rev. Taylor, Overton, Wilkin, Pearce, Davies, Fraser (2), Jarrett, Forrester, Street, Cranston, Jones, Gundry, Skitch, Montfries, Boles, Clout, Crowe (2), Jerrome, MacKenzie, Filan, Bowen-Jones, Mesdames Button (2), Campbell, Hope, Streeton, Grant, Lewis, Norton, Sparks, Cameron, Doyle, Taylor, Dunston, Bowen-Jones, Laughter and infant, Ray and two children, Misses Browning, Lawrie, Streeter, Anderson, Pollard, Sparkes, Cooper, Walker, Adams, Hughes, Anderson, Simons, Rev. Sister Assumpta, Wilson.

PASSENGERS PER MORINDA, WHICH ARRIVED IN SYDNEY FROM NEW HEBRIDES AND NORFOLK ISLAND ON SEPTEMBER 30:—Messrs. Donellan, McLeod, Rutty, Simpson, Booth, Lindsay Brooke, Craddock, Kerr, Marshall, Morey, Wallace, Watson, Wells, Gramer, Davidson, Dewey, Harper, Johnstone, Jones, Murdoch, Nancarrow, Poland, Sanders, Scarritt, Stearns, Mesdames Rutty, Archer, Clarke, Crane, Harper, Healy, Martin, Murdoch, Sanders, Waite, Misses McMahon, Rogers, Silver, Pope, Christian, Hanan, Palmer, Ross, Simons, Sharland-Taylor.

MATARAM PASSENGERS WHO ARRIVED FROM PAPUA AND N.G. ON OCTOBER 5:—Messrs. Atkinson, Burlington, Badger, Bell, Black, Byrne Carrull, Condon, Coote, de Kantzow, Donoran, Dredge, Elkington, Elder, Fraser, Gallet, Gordon, Groom, Haag, Hall, Morris, Mackay, Muller, O'Malley, Ryan, Sanders, Sargeant, Smith, Stower, Turnbull, Williamson, Sanders, Dr. Strong, Dr. Pockley, Mesdames Byrne, Clifford, Elder, Groom, Hides, Mackay, Orr, Sargeant, Misses Luter, Crossing, Litchfield, Thomas, Younger.

HUGE NEW PLANE FOR N. GUINEA



one of the company's pilots, will fly it to New Guinea. It is not thought to be practicable to ship the new machine in the Macdhui as the fuselage measures 46 feet and the Macdhui can take an object of only 40 feet in length.

A recent photograph of the new aeroplane which has been purchased by Guinea Airways, Ltd., for the New Guinea transport service.

The aeroplane is due to arrive in Sydney on October 25, and the present intention is to erect it at Mascot aerodrome, after which Mr. Eric Chater,

Staff Alterations in N.G.

APPOINTMENTS and transfers of members of the New Guinea Administration announced in August by the Acting-Government Secretary (Mr. S. A. Loneragan) were as follows:—

PERMANENT STAFF

Appointments
N. E. Weldon, Assistant Surveyor.
B. McGuigan, Nurse.
R. E. P. Dwyer, Economic Botanist.
K. J. Hickey, Acting Patrol Officer.
R. B. Strudwick, Acting Patrol Officer.

Transfers

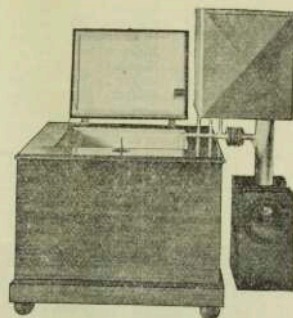
A. F. Kyle, Patrol Officer, Rabaul to Salamaua.

D. H. Vertigan, A.D.O., Rabaul to Kavieng.
W. E. Sansom, Patrol Officer, Rabaul to Kavieng.
H. G. Veray, Cadet, Kavieng to Rabaul (en route to Salamaua).
A. F. Bruckshaw, Clerk, Rabaul to Madang.
R. MacKinnon, Nurse, Kavieng to Rabaul.
A. L. Jones, Warrant Officer Police Force, Rabaul to Madang.
H. R. Taylor, Warrant Officer Police Force, Madang to Rabaul (en route Salamaua).

TEMPORARY STAFF

Appointments

D. Joyce, Medical Assistant, Grade 1.
J. A. Kerr, Typiste, District Services Dept.
H. Rudnagel, Typiste, District Services Dept.
W. Walker-Flynn, Roadmaster, Dept. of Public Works.
G. Stanley, Inspector, Dept. of Agriculture, transferred Madang to Kavieng.



HALLSTROM'S NON-ELECTRIC REFRIGERATORS

KEROSENE OPERATED

ENJOY the comfort of having cool drinks, cold meats and salads, delicious savouries and sweets, and nice firm butter on the hottest days.

THE NEW SEMI-AUTOMATIC MODEL gives wonderfully efficient refrigeration without trouble, and at a trifling cost.

It has no moving parts to wear out, or get out of order, and is so simple to operate that a CHILD CAN DO IT. All there is to do is to fill the lamp once a day and light it—that's all.

Price, £49 10/-, f.o.b., Sydney. Write for descriptive illustrated Folder.

Other types of Chemical Non-Electric Refrigerators from £20.

Manufactured and guaranteed by E. HALLSTROM 462 WILLOUGHBY RD., WILLOUGHBY, SYDNEY

SAIGON—BATAVIA—SAMARANG—PORT MORESBY SAMARAI—RABAU—PORT VILA—NOUMEA SYDNEY—PORT MORESBY—BATAVIA—SAIGON ... bi-monthly by the "VAN REES"

You will enjoy travelling by this popular, fast and modern steamer of the K.P.M., noted for its comfort, excellent cuisine, and economical fares.

With a fleet of over 130 vessels the K.P.M. Line is in a position to accept cargo for all ports in Netherlands India, and with transshipment at Batavia for Africa.

ROYAL PACKET NAVIGATION CO.

Paketaart House, 255 George Street, Sydney

Diethelm & Co., Saigon; E. A. James, Port Moresby; Whitten Bros., Samarai; W. R. Carpenter & Co. Ltd., Rabaul; Gubby Freres, Port Vila; Carlo Leoni, Noumea.

ADVERTISERS

Page	Page
Adams, Wm. 19	Dorn, Paul A. 14
A.W.A. 67	Dye & Co., A. W. 46
Anthony Horderns. 59	Eaton, Ltd., John W. 29
Antinea Drug Co. 38	Ellerker, A. J. 19
Angus & Coote 15	Erg Batteries 47
Arnott's Biscuits 36	Excel Battery Co. 34
Ashton, Mrs. J. 62	Fairfax & Roberts 12
Aspro 34	Fay, Edward 16
Ausoline Co. 20	Flynn, Mrs. W. 33
Bank of N.S.W. 26	Fletcher & Sons 51
Bailey, W. M. 14	Flexibo Lighting 22
Barker College 14	Ford, W. M. 34
Barnes, Jas. 65	Foster & Sons, Geo. 33
Bender, E. H. 25	Fryer, A. C. 48
Berger's Paints 39	Gardiner, Ltd., Joe 17
Better Brooms 48	Garrett & Davidson 23
Blau, Julius 56	Gawn T. 51
Bode, R. R. 72	Gillespie's Flour 45
Breckwoldt & Co. 35	Glebe Eng's 61
Bridge Bird Shop 14	Gleniffer Engines 52
Brit.-Asian, Petrol 68	Goshen P. Hospital 59
Broomfields, Ltd. 29	Gourcock Rope 47
Bruce, Robert 31	Grahame, C. 12
Brunton's Flour 46	Great Southern Hotel 38
Budge, James 54	Gregory, A. 1
Bullivants 33	Guinea Airways 1
Burns, Philp & Co. 2	Hallstrom, E. 71
B.P. (S.S.) Co. 40	Halvorsen, L. 62
B.P. Magazine 21	Hardie, Jas. 62
Burnside 28	Harkness & Hillier 10
Buxton, F. W. 49	Harmony House 19
Buzacott, Ltd. 58	Harper, M. 33
Capell, J. 43	Holbrooks, Ltd. 21
Carpenter, W. R. 11	Holden's Air T. 12
Chapman & Sherack 25	Holmes 65
Chapman Eng. 68	Hordern Bros. 57
Christies, Ltd. 50	Hotel Mansions 58
Coleman Quicklite 45	I.C.I.A.N.Z. 46
Cooke Bros. 28	Jones, A. 67
Coral Starch 13	Kelvin Engines 41
Cottree's Passiona 13	Kennedy's D.Y.S. 37
Cowles & Dunn 41	King George Whisky 11
Dawson & Row 43	Kodak 49
Delicia Food Co. 44	Kookaburra Prod. 32
Doans 30	Kopsen & Co. 15

Contents

Page	Page
A Native Labour Problem 3, 4	How to Make a Hot-Air Copra Drier 32
New B.S.I. Laws 6	Indian Problem in Fiji 36
Rearrangement of B.P. Shipping Services 7	Native Agriculture in Papua 38
Adventuring with Death and Deckert 8	N. Hebrides Copra Farce 40
Tropicalities 12	Samoan Political Conditions 41
Wau-Edie Creek Leases 14	Macarthur Onslow Again 43
Wreck of "France Australe" 15	Callao—the Port O' Missing Men 45
Late News for Islands 16	Copra Outlook 49
Papuan Rubber Growers Get Exchange Bonus 17	Gold in Western Papua 50
Central N. Guinea—New Anglo-Australian Dominion in the Making 18	N.G. Warden's July Report 51
About Islands People 20	Fashions for Islands Women 56
The Acting-Bishop 21	Notes From Samoa 58
Dangers of Pacific Navigation 27	Australian Primage Anomalies 61
Work of Rockefeller Institute in Cook Is. 31	Market Quotations 69
	Exchange Rates 70
	Shipping Services 71, 72

Page	Page	Page	Page
Krupp Harness 32	New Brit. Express 47	Sellers, Ltd. 20	Thorntwaite, H. G. 61
Kyle Parts 62	Nolan, Spencer 40	Scott & Sons 18	Tillock & Co., Ltd. 51
Lane and Girvan 28	Northey, W. 22	Selby, H. B. 23	Tilly, J. E. 66
Leddicoat 16	Noyes Bros. 18	Shell Oil 60	Titon 70
Lessey's D.Y.S. 12	Pacific Hotels 53	S.K.F. Ball Bearing 65	Tooth & Co. iv
Leston Mig. Co. 39	Palings 14	Sloman 68	Tudor Hotel 13
Link Belt Co. 37	Pike Bros. 56	Smith and Gluyas 64	Tyrrell's Museum 41
Lloyd's Teas 56	Prescott, Ltd. 27	Smith, Geo. F. 45	V.A.M.P. 50
Lone Hand Soap 26	Rasmussen, Ltd. 31	Smyth, J. H. Ltd. 20	Vacuum Oil 55
McCarthy & Herring 50	Reid, W. M. 47	Spar Trading 57	Vincent's A.P.C. 17
McHugh, J. J. 54	Reliance 20	Springwood L. Col. 44	Wallaringa Mansions 71
McIlraith's Ltd. 13	Reliance 20	Steamships T. Co. 9	Wanted 48
Marriage 50	Reliance 20	Sterling Varnish Co. 18	Ward, L. A. 16
Martins D.Y.S. 48	Rohu, Sil 19	Scott's College 35	West, H. 24
Maxwell, Porter 68	Rolls Razor 24	Swallow & Ariell 61	Weymark & Son 29
Moran & Cato, Ltd. 52	Roschery Eng. 63	Sydney Marine 37	Williams, W. H. 44
Mungo Scott, Ltd. 66	Royal Packet N. Co. 1	"Talkies" 25	Wills, W. D. & H.O. 22
N.D.L. 71	Russell, S. 38	Taubman's Paints 27	Wunderlich, Ltd. 32
Nelson and Robert-son 15, 63	Ruston & Hornsby 42	Taylor Roberts and Parr 43	Wyatt, John 10
	Salvage Stores 66		

BURNS, PHILP & CO. LTD.

GENERAL
MERCHANTSSHIPOWNERS
TOURIST AGENTSHead Office: 7 Bridge Street, Sydney—Australia
Code Address: "Burphil"

BUYERS OF ALL CLASSES OF ISLAND PRODUCE
Regular Steamer Services from Australia to New Guinea—Papua—
Solomon Is.—Lord Howe Is.—Norfolk Is.—New Hebrides—Java and Singapore

October 17, 1934.

THE PACIFIC ISLANDS MONTHLY

3

The Pacific Islands Monthly

THE NEWSPAPER-MAGAZINE OF THE SOUTH SEAS

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

Published Once Each Month and Circulated in Australia and New Zealand
and in the following Pacific Territories and Islands Groups:

Crown Colony of Fiji.
Australian Territory of Papua.
Mandated Territory (Australia) of New Guinea,
Bismarck Archipelago, and Northern Solomon
Islands.
Mandated Territory (Japan) of Marshall, Caroline
and Mariana Islands.

French Territory of New Caledonia.
British and French Condominium of New
Hebrides.
American Territory of Eastern Samoa.
American Territory of Guam.
Mandated Territory of Nauru.
British Crown Colony of Gilbert and Ellice
Islands.

Mandated Territory (New Zealand) of Samoa.
British Solomon Islands Protectorate.
British Protectorate of Tongan Islands.
New Zealand Territory of Cook Islands.
Australian Territory of Norfolk Island.
French Colony of Oceania (Tahiti, etc.).
American Territory of Hawaiian Islands.

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

TELEPHONE BW 5037
P.O. BOX 3408 R

Editor and Publisher:
R. W. ROBSON.

Registered Address for Radiograms and Cables:
"PACPUB" Sydney

Contributions

Articles, Stories, and Photographs dealing with
Pacific Islands Subjects are invited, and will be
paid for on publication at usual rates.

Subscription Rates

Per Annum, within British Empire, Prepaid .. 6/-
Post Free .. 8/-
Per Annum, elsewhere, prepaid, Post Free .. 8/-
Single Copies 6d.

Advertisements

Advertising rates furnished on application.
Colours, etc. — — — — — by Arrangement.

Process Blocks made at Advertiser's expense
when required. Screen, 100.

Changes of Advertising Copy should reach this
Office by 8th of each month, otherwise previous
advertisement may be repeated.

Agents

The following are authorised to receive subscrip-
tions for "The Pacific Islands Monthly"—
Islands Branches of Burns, Philp & Co., Ltd.,
and Burns, Philp (South Seas) Co., Ltd.
Islands Branches of W. R. Carpenter & Co., Ltd.
All Branches of Morris, Hedstrom & Co., Ltd.
G. Thomas & Co., Rabaul.
Whitten Bros., Ltd., Samarai.
P. Costello, Suva, Fiji.
All Branches and Representatives of W. H. Grove
and Sons, Ltd., Auckland.
S. Russell, Papeete, Tahiti.
Cook Islands Trading Co., Rarotonga.

Vol. V., No. 3.

Sydney, October 17, 1934

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

A NATIVE LABOUR PROBLEM

THERE is a native labour problem in the Western Pacific Territories—but it has two dimensions. The attitude of indentured native labourers towards Europeans has received, and is receiving, much attention; but it is almost as important that consideration be given to the relationship between European employers and their native labourers.

The situation is seen clearly on the New Guinea goldfields. The standard of treatment of the several thousand natives employed there is set by the big companies (Bulolo, N.G. Goldfields, Guinea Airways, Day Dawn, etc.) and the standard is good. There is quite definite human kindness, as well as formal sympathy and justice, in the way in which the natives are controlled, fed, housed and medically treated in the big labour camps; and the natives seem well and contented. With exceptions, the smaller employers generally follow suit—but the exceptions ought to have official attention.

There are two classes of Europeans who never should be allowed to engage native labour. One is the man who seems to have an anti-native complex, and who permits his hatred of the black skin to show out constantly. His standard of intelligence is so low that he judges these stone-age aborigines according to European standards, and usually describes them as "fools" and "swine." There is no hope for this class of white—he should be forbidden any business relationship with natives. The other type of white man is he who has never before found himself in command of labour, and who has no idea of how to treat servants. He is harsh, heckling, domineering and brutal. Generally speaking, the types of New Guinea natives who are recruited as labourers are tractable and trusting and easily controlled by understanding and experienced men. At first, they regard all white men as demi-gods; but they are by no means unintelligent, and they soon develop a remarkably sound discrimination between the European who is a good

boss, and the snarling, belligerent, low-class white who imagines that the only way to maintain an efficient labour line is to treat the natives as if they were dangerous animals, and give them blows, limited food and poor shelter. In every labour line there is a proportion of "flash bucks" and cunning rascals who require special attention; but the wise employer can deal with these cases, while maintaining contentment and discipline among his men.

In the beginning of the Australian administration, there were difficulties in maintaining good order and discipline in the labour lines. Employers were not allowed to administer chastisement; and when "Guv'ment" assumed that responsibility, and put offenders in gaol, the thing was regarded as a joke. The native naturally sees no punishment in a month's "calaboose," where he is well fed and sheltered. Thus, there arose a sharp agitation in favour of whipping, and a demand that District Officers be given authority to order corporal punishment. When General Griffiths took

charge, he inaugurated "sand and rock drill" in the prisons; and that seems to have ended all argument and agitation. This writer recently watched a squad of very weary prisoners doing interminable "sand-drill" (lifting and lowering heavy bags of sand), under the direction of sharp-voiced, snappy native police; and he is satisfied that "calaboose" now really means something to native labourers, and is definitely a deterrent to malingering, insolence and crime. He could not help contrasting this with a picture in his memory of three years ago, when he saw two fat, cheeky-looking natives leisurely cutting grass outside an official's house in one New Guinea centre and was assured that these were "native criminals undergoing punishment." Furthermore, there now is a fine class of D.O. and A.D.O. throughout New Guinea, and these officials seem to have been given wider powers in dealing with native labour affairs. Whatever the reasons, there is now a much better understanding between the employers and the Administration.

So far, so good. The employers are quiet; but the obligation is upon the Administration, in an even greater degree, to guard the native labourers against abuse and cruelty. The contented, healthy appearance of the great majority of native labourers speaks for itself; but there are certain individual employers—few in numbers, fortunately—who should be constantly watched and, when found guilty of bad treatment of natives, they should be severely punished; and, where considered necessary, their right to employ natives should be withdrawn.

There is one aspect of indentured native labour in the islands of Melanesia which most urgently demands attention. It is a fault of the system, and not of individuals. Large numbers of recruited natives are brought from their villages to their places of employment and kept for long periods, running into years, in native labour barracks. They are not permitted to bring their womenfolk with them—these little communities are wholly male. As a result of such living conditions, certain grave evils develop—inevitably. It is a well-known fact that these evils appear wherever the native labourers are herded together in barracks.

The position is particularly bad on the N.G. goldfields, where thousands of native labourers have been brought together; and, perhaps, the authorities will try, on the goldfield, to find a solution of the difficulty—possibly in co-operation

with the big employers, the solution, probably, will be found in the establishment of villages for the native labourers, where they may live under more natural conditions—villages to which they may bring their womenfolk and where they may grow some portion of their own food. The Bulolo Valley, being a pleasant, healthy, fertile place, seems eminently suitable for such an experiment. The life of this goldfield is at least 25 years, and it is most undesirable that the labour forces there should be kept there indefinitely under such conditions.

Australia and New Guinea are extremely lucky in being able to draw upon such an unlimited supply of local labour for the development of the mining industry. Only a little way off, in New Caledonia and New Hebrides, the French have had to undertake the costly business of bringing labour from Java and Cochin China, in order to carry on their main industries. Australia, already, has a good record as a protector of native interests in Papua and New Guinea; but

that is no reason why there should be any slackening of effort. The continuance of the native labour barracks system is not desirable, if it can be avoided.

20 MAILS P.A.

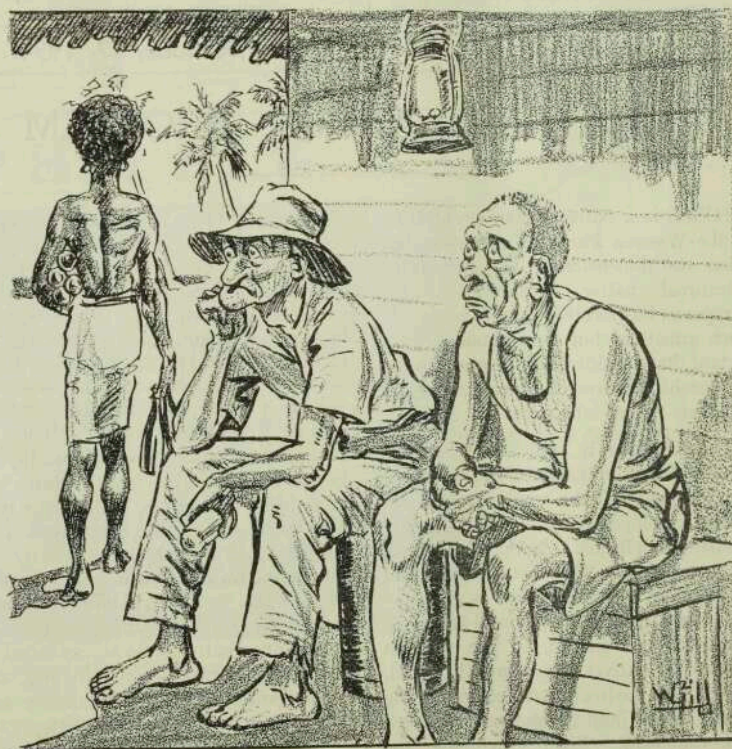
Improved Service for Tahiti

From Our Own Correspondent.
PAPEETE, September 6.

IT is officially announced by the Chief of the Post and Telegraph Department that by arrangement with the postal authorities of the United States a supplementary mail service has been established via Colon (Canal Zone) by means of the Messageries Maritimes steamers, seven of which call at Tahiti during the year en route from France to New Caledonia and vice versa.

The colony of French Oceania will now have 20 incoming and outgoing mails per annum instead of the 13 provided formerly by the vessels of the Union Steamship Co.

The first batch of mail to arrive at Tahiti under this new arrangement came by the Ville de Verdun on September 1—7 days ahead of the S.S. Maunganui.



"Dashed if I can see any hope for the recovery of the copra industry until some new uses are found. After all, who wants SOAP?"

October 17, 1934

THE PACIFIC ISLANDS MONTHLY

5

FIJI'S TRADE

Australia Still Principal Supplier

THE trade boom which was so noticeable in Fiji last year has eased off a little, as shown by the following figures for the half years ended 30th June:

Exports:	1933	1934
Sugar	£332,003 ..	£212,233
Copra	94,148 ..	66,901
Bananas	34,247 ..	33,738
Molasses	4,491 ..	3,765
Trocas	11,093 ..	13,289
Other	58,247 ..	78,362
Total	£534,229 ..	£408,289

Imports	£539,875 ..	£447,363
---------------	-------------	----------

The trade figures over the last five years show that, in spite of unfavorable tariffs, Australia continues to be the largest exporter to Fiji. Fiji's imports, and the proportion thereof supplied by Britain, Australia and N.Z., are thus shown:

Year	Imports	Britain	Aust.	N.Z.
1929	£1,468,009 ..	28.5 ..	37.0 ..	9.5
1930	1,219,184 ..	30.6 ..	36.9 ..	8.3
1931	929,514 ..	27.7 ..	40.0 ..	8.7
1932	857,346 ..	29.5 ..	36.9 ..	11.6
1933	1,069,266 ..	34.2 ..	35.5 ..	8.2

New Guinea's New Administrator

From Our Own Correspondent.

RABAU, Sept. 24.

THE ceremony of swearing-in Brigadier-General W. Ramsay McNicoll as the new Administrator for the Territory of New Guinea, took place on September 13.

A guard-of-honour taken from the Native Constabulary, under Warrant-Officer Main, was inspected by General McNicoll in company with the Acting Administrator (Chief Judge Wanliss) before the ceremony.

The oath of office was administered by His Honour Judge Phillips, attired in his red and black robes of office.

The Chief Judge extended good wishes; and the new Administrator expressed his appreciation of the very hearty welcome which had been accorded to him by the people. He said that he realised fully the difficult task that lay before him in following such a popular and able Administrator as General Griffiths. He hoped that he would be able to obtain the co-operation of the whole Territory. "I take it," he said in conclusion, "that my job is to help the people to do their best for the Territory as a whole."

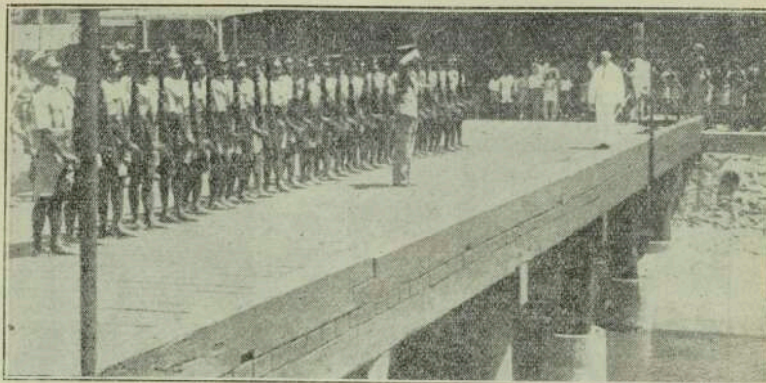
The new Administrator's address made a very good impression upon those present.

TONGA'S QUEEN WILL SHORTLY VISIT ENGLAND

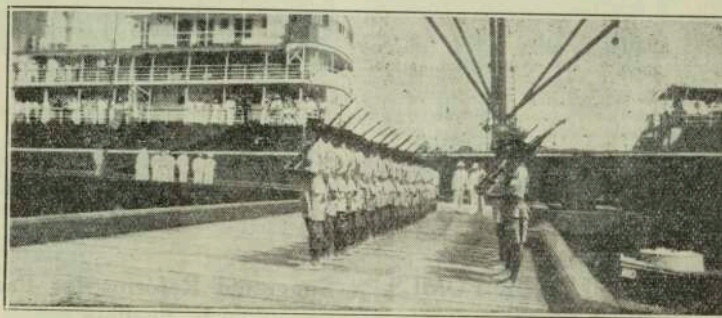
Her Majesty Queen Salote Tubou, of Tonga will proceed shortly to England to pay a formal call on King George. The object of the Queen's visit to Europe is to thank His Majesty personally for the decoration of D.B.E., which was invested upon her at his request last year by the Governor of Fiji (Sir Murchison Fletcher).

The Queen will travel to London via Australia. While in Sydney she will meet her sixteen years' old son, the Crown Prince, who has been studying at Newington College for the past two years.

"Le Roi Est Mort—Vive Le Roi!"



The retiring Administrator says good-bye. Brigadier-General Griffiths inspecting the guard of honour at Rabaul wharf on September 12, prior to embarking on the Tandra for Australia.



The new Administrator of New Guinea (Brigadier-General McNicoll) inspecting the guard of honour on the wharf on his arrival by the Mataram at Rabaul on September 13. He is accompanied by the Acting-Administrator (Chief Judge Wanliss). Both were together at the famous landing at Gallipoli in April, 1915

MINING IN PAPUA

Guinea Gold's Dredging Claims

From Our Own Correspondent.

PORT MORESBY, Sept. 21.

A great deal of interest has centred round the Lakekamu goldfield in the Territory since 17 new dredging claims, comprising over 4,000 acres, situated on the branches and tributaries of Babuan Creek and Aivavi Rivers, have been taken up by Mr. J. Nason-Jones for Guinea Gold N.L. It is reported that two mining engineers have proceeded to the claims to test and determine the commercial dredging depths of the holdings.

Since October 1920, when the Papuan Government reopened the old Lakekamu goldfield of 1909-10, on the report of the discovery of gold by Mr. Jack Hides, on patrol in September from the Kanibisi camp, great hopes have been entertained that the gold which is known to be there, may yet prove rich enough to establish a prosperous mining community in the country.

Many prospectors proceeded to the field in 1931-32 and worked the creeks and tributaries in the district. Though their success was in no way outstanding, some were quite profitably employed with gold at such a high price.

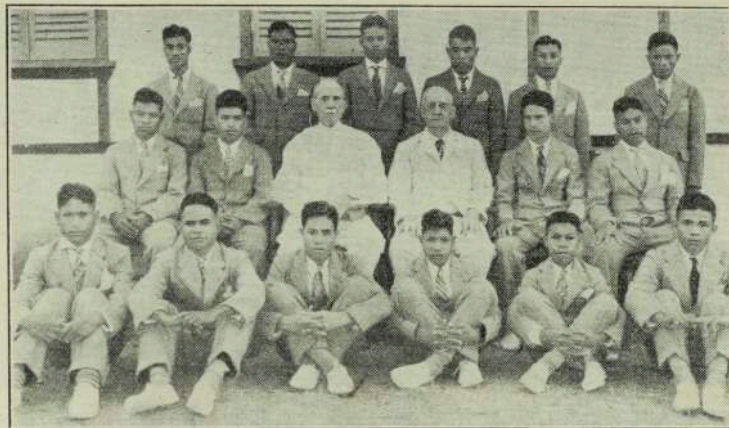
TIVERI FIELD.

The report of Mr. B. Dunstan, the government geologist from Queensland, in 1931, that the lower flats of the Tiveri were likely to produce a considerable amount of gold by dredging methods offered inducements to investors. In 1933, the Tiveri Gold Dredging Co. Ltd., the first dredging company in the Territory, was floated and commenced operations in April of this year. The company's light dredge is said to be working satisfactorily, and is producing good gold.

MR. J. NASON-JONES

Mr. J. Nason-Jones, who has been in Port Moresby on business connected with the dredging claims of Guinea Gold, N.L., left on September 12 for the Bulldog landing ground on the Lakekamu field. He was accompanied by Mr. F. G. Waller, and flew over in Guineas Airways' Junkers' planes, with Mr. O. Denny as pilot.

More Papuan Medical Trainees



Fourteen native medical students, with one native cook and one native steward, under the charge of Dr. W. M. Strong, principal medical officer of Papua, arrived in Sydney by the Mataram on October 5, to undergo six months' training in elementary medicine at the University of Sydney. These young natives are receiving this special training so that they may thereby be fitted for medical patrol work in the Territory. This is the second party which has been sent to Sydney in this way for training.

The first party returned to Papua some

months ago and the young medical assistants are now engaged in patrol work in various parts of the Territory. It is part of an interesting plan which has been made by Dr. Strong with a view to using the natives themselves to raise the general standard of health among the people of Papua.

The above photograph was taken in Port Moresby in September, just before the departure of the students. The Lieutenant-Governor of Papua, Sir Hubert Murray (left), and Dr. W. M. Strong are seated in the centre of the group.

AMID SULPHUR FUMES

Australian Party's Experiences at Pt. Patteson

INTERESTING note (dated August 22) from Mr. D. S. Askew, who went off with a party a few months ago to Port Patteson, Banks Group, New Hebrides, to investigate the sulphur deposits there:—

"We are still carrying on our investigations on the sulphur deposits, but should finish it up now in about three weeks.

"We have been very unfortunate in having struck such a long run of cold and wet weather. It is hard to believe that one is in the tropics. It has held up our field work considerably. Our camp is up about 1,500 ft. from sea level, and we get any rain that is going, and also very heavy fogs. With so much moisture in the atmosphere, in combination with the gases and steam given out from the deposits of sulphur, the result is a form of sulphuric acid, which affects the eyes very strongly and makes continuous work very hard to carry on; quite often we have had to spell the labour and ourselves also on account of it.

"One good point about living up here is the complete absence of mosquitoes and sand flies, which are bad down on the coast. I suppose the smell has got them bluffed. It is certainly pretty awful at times, especially from the nearby mounds of dead sulphur. We don't notice it so much ourselves, but one or two visitors we have had up here have never returned for a second issue."

Suggested Reforms for Pacific Is. Spelling

FROM Hawaii, a correspondent (Mr. W. F. Wilson, of Honolulu) sends us suggestions for reform in connection with the spelling of name-places in the South Seas.

"I was glad to learn," he writes, "that the educational authorities in Fiji intended in future to adopt a sensible way of spelling Fijian words, in place of the idiotic method established by the early missionaries. There still requires a reform to be carried out in the spelling of words in other parts of the Pacific. A few suggestions which could be advantageously adopted are:

"Eastern Samoa—where the nasal sound of 'g' is used, then write 'ng' in place of simply 'g'; for example, spell the Administrative centre Pango Pango.

"Tonga—drop the use of 'b'. The early missionaries must have had wax in their ears—'p' used by the Roman Catholic priests is correct. The sound of 'j' in the Tongan language should be written as such.

"Tahiti—words should be spelt with 'p' instead of 'b,' e.g., Porapora in place of Borabora or Bolabola. There is no 'b' or 'l' in Tahitian.

"Hawaii—use the letter 'v' where that sound is employed; e.g., the well-known sugar plantation on Oahu Island is pronounced 'Eva,' not 'Ewa'; here again the early missionaries erred."

NEW B.S.I. LAWS

Wage Rate Reduced—Flogging for Indecent Assault

NEW and important laws relating to the British Solomon Islands Protectorate were promulgated in August by the High Commissioner for the Western Pacific.

By No. 7 of the King's Regulations for 1934 an amendment has been made to the Criminal Law. The amendment provides that when a person is convicted of rape or indecent assault upon a female, or of attempting to commit any such offence, flogging may be added to the sentence. The regulation stipulates that the sentence of flogging shall be reviewed and approved by a judicial commissioner before it is carried out.

The rate for native labourers under contract in B.S.I. has been reduced to 10/- per month or £6 per year, according to Ordinance No. 6, which amends the Labour Regulations of 1921. Where the labourer is a child, or has been engaged for light duties, the wage has been reduced to 5/- per month or £3 per year. In both cases the rates for overtime remain unaltered. This reduction in native wages will come into force on December 1, and does not affect the wages of natives already under contract at the end of November. It brings B.S.I. rates into line with rates ruling in New Guinea and Papua.

The third Ordinance (No. 5 of 1934) relates to native taxation and is an amendment to section four of the Native Tax Regulations of 1920.

Look on the Front of Your Wrapper!

There may be a sign stamped on the front of the wrapper which brings this copy of the "P.I.M." to you.

The meaning of the marks:—



Your subscription will expire with the next or following issue.



Your subscription will expire with this issue.



This means that your subscription has expired; and that we have sent you this further copy in case you wish to continue as a subscriber, and have forgotten to send in your subscription. Prompt attention is respectfully requested.

Your subscription (6/- per annum, or 8/- in the case of countries outside the British Empire—which includes postage) may be sent direct, or may be paid to any of our agents (listed on page 3).

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

October 17, 1934

THE PACIFIC ISLANDS MONTHLY

7

WESTERN PACIFIC TIMETABLES

Rearrangement of B.-P. Shipping Services under Consideration

AS a consequence of the development of three new factors in the shipping and trading position among the Islands Groups of the Western Pacific, a somewhat extensive rearrangement of the timetables of Messrs. Burns Philp and Co. Ltd. is under consideration. It is being discussed by the shipping company, the Commonwealth Government, the various Administrations concerned, and certain important Islands interests; and it is not likely that finality will be reached until November.

The three factors which have made the rearrangement desirable are:

The rapid development of the gold industry in New Guinea and Papua;

The shrinkage in trade in those groups which are wholly dependent upon copra;

The threatened competition in the New Guinea trade by the subsidised Norddeutscher Lloyd line, which has announced that it will run steamers between Australia and Hongkong, with regular calls at Rabaul and Salamaua.

Details of the new timetables drawn up by Messrs. Burns Philp and Co. Ltd. are under discussion in various directions and are not available for publication. It may be said, however, in a general way, that it is proposed to withdraw the new liner Malaita from the Sydney-Brisbane-Solomon Islands run and put her on the Sydney-Brisbane-North Queensland-Papua-New Guinea run, to alternate with the Montoro; and that it is proposed that the Macdhui shall remain on the New Guinea service, but that instead of calling at all the Islands outposts she shall run direct from Sydney to Salamaua, thence to Rabaul, thence to Tulagi (possibly working in the Bougainville ports), thence back to Salamaua and to Sydney. This would give a very quick service between Sydney and the New Guinea goldfields, which is much in demand, and it would also maintain connection with the Solomons. While the Macdhui would be making this very quick trip (she would reach Salamaua in five days from Sydney) the Malaita and the Montoro would be carrying on the usual Papua and New Guinea service.

The foregoing arrangements, however, would leave the Solomon Islands without a direct Australian connection. Therefore it is proposed to rearrange the Norfolk Island-New Hebrides service so that the Morinda's run may be extended from Vila (New Hebrides) up to Tulagi, in the Solomon Islands. In these circumstances it would be necessary for the Morinda to cut out the run around the New Hebrides, leaving that to be undertaken by the Makambo, which is now stationed at Vila.

In a general way, Messrs. Burns Philp & Co. Ltd. have worked out an attractive plan for coping with new conditions (one of which is a considerably reduced Commonwealth subsidy) but it can be understood that every one of the half-dozen Administrations concerned, in addition to numerous other interests, has special representations which it wishes to place before the company at this time.

It had been hoped to inaugurate the new timetables after the departure of the repaired and refitted Montoro for Papua and

New Guinea on October 17; but it is now apparent that discussions will require more time. It has therefore been arranged that the Macdhui shall follow the Montoro early in November, along the lines of the old timetable.

NO PETROL!

What Happens in the Islands

From Our Own Correspondent.

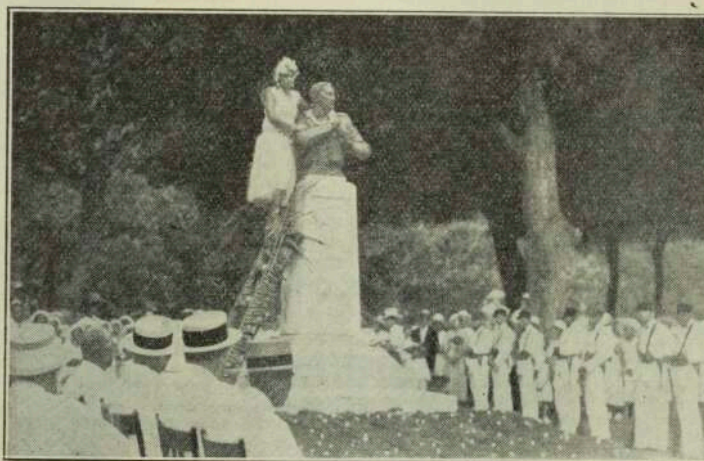
RAROTONGA, Sept. 7.

THE dislocation of business on the American sea-board, as a result of the recent prolonged strike at San Francisco and other ports along the American coast, has caused a shortage of petrol on the island. Fortunately, distances at Rarotonga are not very great but it is strangely remarkable the inconvenience caused even an island by a shortage of motor spirit.

The number of useable motor vehicles at Rarotonga is about 150. But petrol is put to so many uses at the islands, particularly where there is no electrical power available, that it affects almost everyone. There are petrol lamps, petrol irons, stationary engines, stoves, in addition to motor cars and lorries.

Rusty looking bicycles have been dragged from their hiding places, superannuated horse-drawn buggies and other similar contraptions have come to light and good old pedestrianism itself has had to be revived.

MONUMENT TO RENOWNED AUTHOR UNVEILED AT TAHITI



The monument in memory of Pierre Loti, the famous novelist, which has been erected near the bathing pool in the Fautaua River, Tahiti, was unveiled on July 16, in the presence of a large gathering of residents.

The president of the "Comite Loti," M. Andre Ropiteau, who has been largely responsible for the successful accomplishment of the project, formally presented the memorial to the Papeete Municipality.



The new store built at Wau, New Guinea, for Messrs. Burns, Philp and Co. Ltd. The company entered into occupation of the new building on September 1.

Board to Study Native Education in T.N.G.

RABAU, September 1.

A BOARD comprising the Director of District Services and Native Affairs (Chairman), Rev. F. J. Lewis, Chairman of the Methodist Mission, and Rev. Father J. G. Madigan, M.S.C., has been formed by the Administration to consider and report upon a scheme for the education of native and Chinese children in the Territory.

The education scheme has already been drawn up and the Board will submit any amendments desirable or proposed additions to the Administrator. The completed plans will be tabled before the Legislative Council at an early date.

Photo. by Dupont, Papeete.

Mr. George Bambridge, Mayor of Papeete, received the monument on behalf of the town. Prior to the unveiling ceremony, speeches were delivered by His Excellency Governor Montagne, Mr. Bambridge, M. Ropiteau and Terierooiterai, chief of the Papenoo district.

A young Tahitian girl is shown in the above picture placing a garland of "Tiare Tahiti" blossoms on the statue during the ceremony.

ADVENTURING WITH DEATH AND DECKERT

Piquant Moments on the New Guinea Goldfields

(By the Editor of the P.I.M.)

THIS life is a vale of tears; but, somehow, I am in no hurry to leave it. This fact has been borne in upon me heavily since I visited the goldfields of New Guinea and flirted with Death in the company respectively of Orme Denny, famous pilot of aeroplanes; Fred Deckert, commander of a weird, cliff-climbing motor-lorry; and Harold Taylour, Mining Warden, who is the owner of a devil disguised as a pony. If anyone wants real thrills, let him follow the tracks hereinafter described.

"BUT I haven't much time," I said. "And there is much goldfield to see."

"Tut, tut," said Jim Stewart, waving his hand airily. "You haven't seen the goldfield until you have seen Edie Creek."

"And you haven't seen Edie Creek until you have ridden with Deckert," chimed in his alder and abettor. "Start early. You can do it in a few hours."

I am not to be blamed because I succumbed to the voice of the tempter. How was I to know that riding to Edie with Deckert is nothing more nor less than pulling the nose of Mister Nick! My only consolation is that I persuaded the Stewart to come with me.

Let me introduce Fred Deckert. He is a good-looking young Australian, with an irresistible grin and a genius for motor-engineering. Edie Creek is only four miles, direct line, from Wau; but by the tortuous mule-track, which crawls up frightful gorges, and creeps along the faces of terrifying precipices, the distance is 14 miles. Human ingenuity, which has performed miracles on this goldfield, could not construct an aerodrome at Edie Creek, so all freighting was by native carriers and prehensile-toed mules—until Fred Deckert arrived.

Fred obtained a Pontiac engine, a Calathumpian chassis, and odds and ends of gear, and constructed a narrow-gauge lorry to travel on that precipitous, twisted, ungraded, rain-soaked mule-track. Half of Wau cheered; the other half jeered; all were unanimous that the thing could not be done. Deckert did it—God alone knows how. He took out some pick-and-shovel natives and patched the track, and did it scores of times. He got fabulous rates for carrying in chunks of mining machinery that neither "donk" nor "coon" could handle. Then he bought a narrow-gauge Morris truck, and it was on this notable machine that I, in a misbegotten moment, took passage.

The first truck, the famous "Bitza," has been bought by Mr. McGilvery, the Edie Creek storekeeper. When I saw it, it looked sleek and well, but idle. McGilvery, not long ago, was a daring pilot of Guinea Airways; but I think that not even he is game to drive the "Bitza" over that frightful road.

So, with mining machinery, mailbags, a case of whisky, rice and six passengers, we started for Edie. O tempora, O mores! Within five minutes, I knew that I had made the miscalculation of a lifetime. It was not danger so much as sheer, hellish discomfort. The Morris pointed its blunt nose up at an angle of about 45 degrees, and I wrapped arms and legs around a bit of pump, hoping that thus I should not

slide over the rear end of the lorry. When I saw that most of the journey would be spent with that end of Morris poking out over precipices 300 and 400 feet deep, while she twisted around sharp corners, I used my teeth, as well as arms and legs, in getting a grip on that pump.

It rains in about 23 out of every 24 hours in those mountains, and the combined effect of showers and traffic is seen in appalling ruts and mudholes. Deckert gets through by rushing them. Consequently, his interested passengers spend most of their conscious hours in the air. They say the people on the goldfields are "stir-minded." I think Deckert is as much responsible for that as are the aeroplanes. Because the stern of me was clear of the hard deck, I rather enjoyed the bouncing, except on the frequent occasions when I met the lorry coming up on the second bounce, just when I was descending from the first. Those were the times when I put a careful hand on the top of my head to see if my backbone had been driven through.

The track, for the most part, is just wide enough to let the lorry pass. On one side, a sheer wall of rock or clay; on the other, a long, straight drop into eternity. More often than not there was not more than four inches to spare. The road was wet, and slippery. Again and again, I felt the tail end of the lorry, beneath me, sliding gently away towards the precipice; but always the chained wheels got a grip again, just in the last split second before disaster, and on we went. At first, I

mouthed wild sentences and clawed frantically; but, after a while, I put faith in the chains and a merciful Providence.

Then, after one brilliant skid, I looked at the wheel. There was no chain there, and I let out a screech which brought Deckert up, all standing.



Scenes on the lorry trip to Edie Creek. Top and bottom: All hands push, to get the lorry out of mudholes. Centre: Train of pack-mules wait patiently while Fred Deckert makes repairs.

October 17, 1934

THE PACIFIC ISLANDS MONTHLY

9

"Aw, yes," he said. "They're always breakin'. Heavy strains on chains on this road."

He marched back one hundred yards, fishing in the flooded ruts, and soon returned with the broken chain. The purpose of a bunch of galvanised wire, freshly taken from cases of Tooth's Pills, which had hung on the lorry near Deckert and puzzled me somewhat, was explained. It was for patching the chains. Ten minutes—and we were off again.

At eight places on that indescribable track, there was a bend of such violence that the lorry had to be backed, to get around. This fact brought to me the most pleasing incident of the day.

Jim Stewart sat with me on the end of the lorry. The lorry backed. Jim, looking down, saw about 1000 feet of upended New Guinea yawning beneath him, and the edge of the road crumbling away beneath the straining back-wheels. Jim gave a wild yelp, and leaped past me onto the road. Before I could follow, the lorry had dashed forward, away from the peril. After that, the blasé indifference of friend Stewart was treated with vociferous disrespect by the other passengers.

Fourteen times the chains came off, and were blasphemously salvaged. A dozen times, the lorry stuck in the mighty mud-holes and all hands were obliged to get off and push, knee-deep in mud.

There was a man there who thought the Administration should have provided a better road than this for the Edie Creek community. He was of opinion that the official responsible for the failure was a certain Mr. Knox, director of public works. Whenever the company was wallowing in mud, or mending chains, or in some such dismal situation, this gentleman thought out a new and biting curse, which he most solemnly called down upon the name of Mr. Knox, and which was cordially endorsed by the rest of the company. I am no believer in sorcery; but I assure Mr. Knox that if that new road is not soon built, the sheer weight of magic spells, oburgations and apostrophes placed upon his person and that of his ancestors, in incantations upon the Edie Creek mule-track, will leave him with no future and a blasted present.

We reached Edie Creek. Four and a half hours to do less than 14 miles! It is a place of deep ravines, broken hillsides, and dense, wet forest. A pitiless rain threw a clammy mist over everything. It was cold up there—we had risen 3500 feet since leaving Wau, and Wau is at 3500 feet. Edie Creek, a muddy torrent, ran between banks that had been stripped and scarred by eager miners. The only other cleared spaces were on little terraces and hilltops, where were precariously perched shacks of the miners. White women and children live there, in that cold, dismal, dripping place on the top of New Guinea.

We had much hospitality from the manager of Day Dawn (Mr. Smith), the storekeeper (Mr. McGilvery), and the restaurant proprietress (Mrs. Bowring). They get few visitors in Edie Creek. By cunning questions, "Mac" ascertained that I played bridge, and he plotted in shameful fashion with Deckert and Mine-Manager Spence to keep us there until the morrow. I pleaded a seven o'clock dinner engagement with Warden Taylour, and eventually escaped from those good fellows; but now I will confess that I was so unhappy at the thought of that return journey with the Satanic Deckert that I wanted to get it over quickly. No man whose life has not been entirely saintlike can rest calmly under the shadow of immediately pending dissolution.

We got away soon after 4 p.m., in pitiless rain. For back-loading, Deckert got half a dozen wet and shivering "coons"—as they call native labourers in those latitudes.

I sat in front with Fred, in his cabin, out of the rain. Soon it grew dark, and I thanked God for the friendly cover of the night. It hid those deadly, beckoning precipices and frightful ravines. But the headlights showed up, with terrifying clarity, the incredible narrowness of the track along which that Australian devil drove his Morris truck.

Going down, skids were more frequent, and we lost the chains eleven times. We knew as soon as the chains came off; the

moving again. But after about the tenth bogging, the "coons" became extremely fed up—and poor Deckert had to waste on them much of the excellent profanity which he had specially reserved for the chains and Mr. Knox.

The nightmare continued for hours. At 7 p.m., when I should have had my legs beneath the hospitable board of Warden Taylour, I was away out on the ranges behind Golden Ridges, in black darkness and pouring rain, offering good advice to a grim and weary Deckert and the shivering "coons" on the problem of getting the truck out of the worst mudhole in New Guinea.

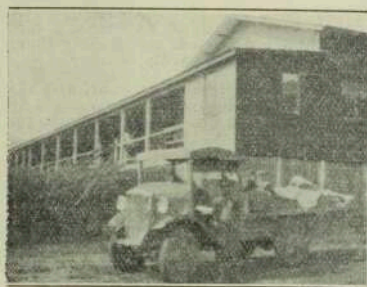
For me, the one bright spot was Jim Stewart; he who had led me into the adventure was very tired, very wet, and so muddy that he was a joy to behold. I still like to recall the words that he said when he had to tramp back a quarter-mile in the inky darkness, clawing in every mudhole for a missing chain.

To my private amazement, we got back eventually to the Stewart hostelry, with a full complement. Dry clothes, savoury food and a full-bodied drink made a frame for the Edie Creek picture which robbed it of much of its hideousness. At least, it supplied one of the memories of a lifetime.

THE Goldfield Warden kindly suggested that I ride out with him one afternoon and see the famous Golden Ridges mill. He said he would send a horse for me, and meet me along the road. He said it was a horse.

A boy led the dancing creature up to the hotel; and as soon as I saw its wicked eye on me, I knew that I was face to face with one of life's great problems. I had to mount it and, having mounted, stay there; or I had to retreat, withdraw and apologise.

There was only one thing to do. Although my knees were shaking, I took the reins boldly from the boy, and patted the animal's neck. Never in my life have I seen a sneering laugh more clearly registered upon the face of a horse. I was in despair—twenty years had passed since I was on horseback, and I could not remember which was the correct side at



The famous lorry outside Hotel Bulolo, Wau.

lorry changed from a soft, slithering skid to a lively jazz. Then Fred would pull up and call in a kind of falsetto upon the name of his Maker, find a torch, and go back and dredge in the ruts for the chain, which he would re-affix with brewery wire and blasphemy.

When we were not looking for chains or sliding about on the edge of eternity, we were stuck in mudholes. I think we were stuck fifteen times.

At first, the procedure was simple. The "coons" sprang very cheerily off the back of the lorry, and found logs and levers, and they pushed while Fred roared the Morris in low gear, and we soon were

STERLING

HOME

COVERS
MORE
COSTS
LESS
GUAR-
ANTEED

STERLING HOME PAINT

PAINT

WITH-
STANDS
TROPICAL
SUN AND
SALT-LADEN
AIR

MAKES ALL THE DIFFERENCE

Made by STERLING VARNISH CO., SYDNEY, N.S.W.

which to mount—and that accursed beast knew it! Unconscious memory helped me, however, and I got my left foot into the stirrup; a hop, and I was astride. Then the universe went into chaos.

I can only conclude that the Goldfield Warden has harboured a circus performer in his bosom, without suspecting the foul truth. That devilish animal leaped, spun, caracoled, danced and finally bounded off at terrific speed. How I stayed aboard, God only knows. I was minus my topi, my right stirrup, and my breath, and my dental plate was half way down my throat. But a boyhood spent hardily upon the backs of vicious New Zealand relations of Silver Scorn stood me in good stead; and somehow I remained on the topside of Mr. Taylour's "horse," and got command of the little devil. A panting boy brought my topi. By the time I met Mr. Taylour, I was cantering like a well-fed hero out of a Zane Grey novel, and some of the equine's sneer had disappeared.

"I see you're on good terms with the horse," said Mr. Taylour. "It's a bit fresh. I should have told you. Usually upsets newcomers who are not up to his tricks."

I said "Humph!"

Mr. Taylour is a great Warden, who is doing splendid work on that raw goldfield. But for his opinion of horses and horsemen I have no respect whatever.

THE steamer was to leave Port Moresby on the 25th. I was Guinea Airways' only passenger from Wau, to make the connection.

"Not worth taking the big machine for one passenger," said Orme Denny. "I'll run you over in the Moth."

My blood ran cold: "M-m-moth?" I said.

"Yes," said the cheery Denny. "Takes a bit longer, but she's very comfortable."

I sneaked away, and went into solemn executive session with myself. I had flown over from Papua in a big Junker, and the sensation of coming out of the clouds, to find oneself among the jagged

mountain-peaks of the Central New Guinea range, was one not easily forgotten. And now I was to go back that way in a Moth! And I once had sworn that nothing would induce me to leave the earth, even on a ten-minutes' joy-ride, in anything with less than three engines!

I went back, and contrived to meet Denny accidentally, with the intention of bringing up the subject and pleading for a G 31. But he did not suspect my terror, and chatted most interestingly about aviation in New Guinea. Normally, I am all for aerial transport—it has proved its efficiency and economic worth over and over again, in the development of the Morobe gold industry. But to cross the New Guinea mountains in a Moth! 'Strewth!

"We'll leave here at daybreak," said Denny, and I departed, my deathly fears locked within my cowardly heart.

The dawn was fresh and clear, and the Moth's little engine roared encouragingly as it was warmed up. I began to hope for a quick trip.

From Wau, up over the top of the Albert Edward mountains, was plain going. The sun beamed over the eastern edge of New Guinea, and the picture was simply magnificent. The Moth soared between the terrifying peaks of Mount Lawson and Mount Chapman, over what probably is the most broken, forbidding country in the world; and on over a wilderness of peaks and crags. In those fearsome gorges lay the sources of great rivers—the Lakekamu, which goes south through Papua, and the Waria, northwards through New Guinea.

There was no Papua in sight—nothing but a solid mass of white cloud. The Moth, at a great height, flew steadily on, being now the only object between the blanket of cloud below, and the white ceiling above.

My fears returned tenfold. What was the use of plunging on into the wilderness of vapour, with only a tiny engine between this pleasant world and eternity? Why not go back to safe and solid Wau?

I decided that I ought to have a few words with Denny on the subject of recklessly risking a valuable life—mine—and so I twisted around for a look at him. He was whistling to himself. I returned to a miserable contemplation of the "stratified cumulus."

The Moth flew on and on, through the featureless whiteness. I reminded myself, for the fiftieth time, that Denny had a reputation as a pilot second to none. "No need to worry—Denny always gets you there" they had said in Wau.

Suddenly, the Moth tilted, and spun, and I seemed to be strangely upside-down. Denny had found a hole in the lower clouds, and was spiralling down through it. It was a frightful sensation. I suffered great pain; and only discovered, after

(Continued on page 14)

CLEAR OUT THIS PLAGUE



MURDIRAT

The concentrated non-poisonous rat and mice exterminator. Irresistible and deadly to rats and mice.

Drives them into the open to die. Therefore no odours. Can be used without danger to Human Beings, Domestic Animals and Poultry.

INVASION OF RATS

On the 22nd MARCH LAST, the Secretary, Road Transport and Tramways Department, 119 Phillip Street, Sydney, appealed to the Sydney City Council for assistance to eradicate the rats which had invaded his building during the demolition of premises in the neighbourhood—Martin Place Resumption. Mr. W. Vogwell, F.I.S.E., M.R., San. I, Chief Health Inspector of the City Health Department, took the opportunity to test our "MURDIRAT." 120 baits were laid and some 70 rats were taken by rats over the week-end.

So complete a success was "MURDIRAT" in eradicating the rats that Mr. Vogwell reported to Dr. J. S. Purdy, the City Health Officer, on the 14th JUNE, 1934, as follows:

"... The fact remains that after the use of 'Murdirat' the rats have not up to date reappeared in the building."

OBTAINABLE ALL ISLAND STORES

John Wyatt,
212 Clarence Street :: Sydney
Sole Agents Australia, New Zealand and Mandated Territory

DEPENDABLE POWER PLANTS

WE HAVE AVAILABLE WOOD BURNING, SUCTION GAS, SEMI-DIESEL, or DIESEL from 40 h.p. to 350 h.p., condition guaranteed. Demonstration on full load arranged if required and tuition given to drivers.

CYLINDER GRINDING :: ENGINE RECONDITIONING

WE HAVE THE LARGEST CYLINDER GRINDING MACHINE in the Southern Hemisphere to RECONDITION YOUR PRESENT PLANT, to grind Cylinders 1½ inch to 20 inches in diameter.

HARKNESS & HILLIER LTD.

MANUFACTURING ENGINEERS

Sydney, Australia GENERAL
Cable Address: "NESSHILL," Sydney AERONAUTICAL

MOTOR

October 17, 1934

THE PACIFIC ISLANDS MONTHLY

11

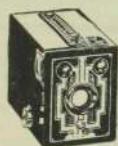


Write for your copy of the new Kodak Catalogue—a magnificent production with seventy-two pages, just overflowing with illustrations and interesting matter covering every new development in modern photography. There is a copy reserved for you—apply to-day.



BRING YOUR PHOTOGRAPHY UP-TO-DATE—GET A 1935 KODAK

These new series of models are picture-perfect! Not only quicker, easier and more convenient in use, but ensuring snaps of glorious clarity and detail. Don't miss seeing them, or write for the new Catalogue!

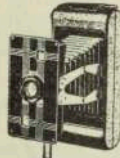


Six-16 and Six-20 Brownies

Smaller, smarter, and easier to use—yet as dependable as ever. Junior models from 14/6. Ingenious Brownie De Luxe. Price, 30/-.

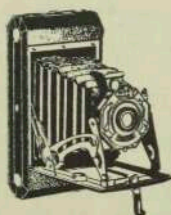
Jiffy Kodaks

Novel in construction, arresting in design. At the pressure of a button lens and shutter leap forward ready for action. Twindar lens gives fixed focus, also close-ups to five feet. Six-16, 60/-; Six-20, 55/-.



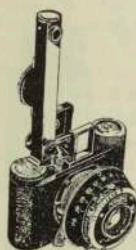
Six-20 Duo combines the merits of regular and miniature styles. Loads with V620 film, making 2 pictures at each $2\frac{1}{4} \times 3\frac{1}{4}$ inch film. Sixteen pictures to loading. Compur Shutter, f/4.5 lens, £8/-/-/. With f/3.5 lens, £10.

Picture Sizes: Six-16, $2\frac{1}{2} \times 4\frac{1}{2}$ ins.; Six-20 $2\frac{1}{4} \times 3\frac{1}{4}$ ins.



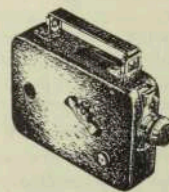
Six-20 and Six-16 Kodaks

High-grade, new-style Kodaks whose popularity has swept the world. Quick opening action-fronts that open at a touch of a button. Quick loading with hinged backs and spool holders. Real beauties! Lenses: F/6.3, F/4.5, and Doublet. Prices from 68/6. Junior Models from 57/6.



Kodak Pupille

Constructed with exquisite precision, for superlative negatives capable of enormous enlargement. Loans for 16 pictures, size $1\frac{1}{4} \times 1\frac{3}{4}$ inches. Price with f/3.5 Cooke lens and compur shutter to 1/300 sec., £17/10/-.



Cine-Kodak Eight

Here is a real movie camera that makes movies as easily as a Brownie makes snapshots. Uses a new principle film at a price everyone can afford. Prices from £13 (f/3.5 lens). Let us send you a copy of the new Cine-Kodak Catalogue.

Load with Kodak Verichrome Film—it's double coated.
Now packed in hermetically sealed containers.

There are KODAK Dealers throughout the Islands

KODAK (Australasia) PTY. LTD., 379 George Street, Sydney

TROPICALITIES

SOME time ago we made enquiries as to what had happened to Mortelmans, who was described in an article in this journal some three years ago as "the last of the Pacific pirates." We have now been informed by an old resident of the Gilbert Islands that Mortelmans was released from a N.S.Wales gaol in 1927, and was deported to his native country—Belgium.

When Visiting Sydney
Send a Wire to
LESSEY'S
Drive Yourself

**Box 8, Post Office,
PADDINGTON,**

and an up-to-date car will
meet you at the boat,
which you can hire on
very reasonable terms to

DRIVE YOURSELF.

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

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

THE reunion dinner of 60 returned sailors and soldiers, held at Kokopo, New Guinea, on August 4, was a complete social success, and probably will be made an annual affair. The following is a copy of the menu card:—

RATIONS
(Any complaints, roar up the Quartermaster)
HORS D'OEUVRES
Whitstable natives specially brought from Blighty as Souvenirs
Oyster Cocktail
SOUP—None
All Quiet on the Western Front.
FILET FISH
Flounders in Shell Holes
Shredded Potatoes
ICED ASPARAGUS
(Scrounged from the Officers' Mess)
ROAST TURKEY, CHICKEN AND HAM
(Strewth! Wangled from G.H.Q.)
SALADS
DESSERT
(Not Tel-el-Kebir)
Wine Trifle
Fruit Salad and Cream
Coffee, Woodbines, etc.
Napoo—Fini!

It was an ingenious compilation and created just the right atmosphere for the dinner.

OUR old friend "Sulphonol" sends us from the Solomon Islands an interesting cutting from an American newspaper, announcing that a new use for coconut oil has been discovered, in that it is a major ingredient in a new shampoo that has been produced to remove fleas from dogs and cats.

Our friend writes bitterly: "This will gladden the hearts of some of our poor planters. I am sure that the new invention will have a great vogue and that the consumption of coconut oil will be increased amazingly. They will be comforted to know that it is only necessary to add to the preparation a small percentage of orthophenylphenol . . . all that remains now is for each Islands Government to pass a law compelling natives to

deflea their dogs—and the coconut industry will boom as never before. We might also provide that certain native labourers should use the solution on themselves. We should then get more work done—they usually waste 75 per cent. of their time in scratching themselves."

HOW many complacent Britons in Rabaul are aware that the tail of the British lion has been nipped by the indomitable German eagle? If anyone is interested he is invited to cruise in the middle of Rabaul harbour and train a pair of strong glasses upon the Matupi crater. There, right on the lip of the crater, close under the slowly rising smoke and steam, he will see the letters "KOLN" outlined in white on the black lava. Evidently, when the cheery young officers of the German war-ship Koln were in Rabaul not long ago, they undertook the formidable task of climbing right up to the edge of the crater and, while there, they left this memento of their visit and of their spirit. The inscription is not easily located but, once it is seen, it is quite clearly followed.

A new definition of Samarai: "A small island surrounded by small houses."

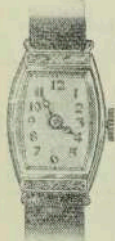
THE rapacity and savagery of the revenue collecting departments of Australia already are a by-word in this part of the world; but appeals for mercy to the Australian officials appear to have as much result as appeals to common sense. A typical example of what people who are anxious to trade with Australia have to endure, has come under our notice recently.

A man in Rabaul broke his typewriter and had to send it to Sydney for repairs. When the machine arrived in Sydney it was pounced upon by the Customs officials—probably with screams of fiendish glee—and they would not release it until the unfortunate owner had deposited £11. Then the machine was sent to be repaired; and when the job was done and paid for, a gentleman from the Customs Department proceeded to earn the large salary paid to him by a grateful Commonwealth by carefully accompanying the typewriter from the repair shop to the steamer, and seeing that it was properly placed on board. The typewriter's unhappy owner had to pay the Customs gentleman 6/- for this service, in addition to paying sundry sums to other enterprising taxation officials. The Commonwealth of Australia eventually, and with obvious reluctance, returned to him his £11—less 21/- representing taxation fees and impositions of various kinds.

The Rabaul man says that when his typewriter breaks again he will repair it with an axe—although he would much prefer to use the axe on certain gentlemen "down South."

A TRADER in New Guinea, who carries a very large stomach upon a gigantic frame, became severely ill; and his mate sent for the "liklik" doctor.

Ladies' Gold Wrist Watches of Exceptional Value



These wrist watches are of dainty design and thoroughly reliable quality, having good sound movements, jewelled in 15 holes, with compensated balances. The cases are heavy solid gold, fitted with moire ribbon band and solid gold catch.

Illustrations are exact size and in either design the price is 90/-

These watches are guaranteed for 10 years and kept in order free of charge, breakages excepted, for 12 months.



FAIRFAX & ROBERTS LTD.

"The Oldest Jewellery House in Sydney"

23-25 HUNTER STREET, SYDNEY

When You Visit Sydney

Nowhere can you be more highly recommended to stay than at the Great Southern Hotel, 717-723 George Street, Sydney (facing Central Railway Station, opposite Rawson Place). Bed and breakfast 7/6, luncheon 2/-, dinner 2/6.

October 17, 1934

THE PACIFIC ISLANDS MONTHLY

13

The specialist made a quick examination, and then shrugged his shoulders. "Only a stomach-ache," he said, reassuringly.

"Only a stomach-ache!" commented the other man. "But, my God, what an ache it must be!"

DISGRUNTLED and discouraged gentleman, sitting in hotel in the chief town of the Solomons: "Tulagi is the true centre of the world!"

Astonished friend: "Good heavens—how do you make that out?"

D. and d. Gent.: "Because there is absolutely no movement here."

A FRIEND in the Islands sends us this extract from a letter which he has just received from a man in Dalmatia: "... and, finally, the Pacific Islands Monthly, which I received to-day with surprise and delight. ... nothing could have been more acceptable."

It may interest readers to know that, although it is only a little over four years since the "Pacific Islands Monthly" was established, there are now few countries in the world where there are not regular subscribers to the magazine. There is one important institution in The Hague which pays £/4 per month to have each issue of the magazine sent by air mail to Europe, so that it may have the earliest possible intimation of Pacific Islands development.

SOMETHING in the nature of a record for a roundabout way of receiving news was established when the m.v. Inverbank was recently refloated from Nasasi reef, near the mouth of Ba River, Fiji. Though the vessel was only a few miles around the coast from Suva, the first intimation that she was off the reef was received from London! The Inverbank was refloated at 1.39 a.m. on August 21, and the captain immediately attempted to get in-

to touch with Suva by radio. Suva station, however, was at that time closed down. The master thereupon wirelessly Sydney, and Sydney communicated by cable with the owners in London; they in turn, cabled the information to Messrs. Brown and Joske, their Suva agents. Such an occurrence supplies a cogent argument for the agitation in favour of keeping a permanent watch at Suva radio station.

TUDOR HOTEL

Room and Breakfast from 7/6 per day. All meals a la carte. Accommodation for 100 guests. Two minutes from G.P.O.

127 PHILLIP ST. — Tel.: BW 2788
One door from the New Martin Place,
SYDNEY

McILRATH'S FOOD STORES

are "full to bursting" of choice foods
suited to the celebration of Christmas

Send your order to McIlrath's
and ensure a Happy Xmas

"York Castle" Seed Hams	1/8 lb.
"Pineapple" Seed Hams	1/9 lb.
McIlrath's Xmas Cakes, 3lb. boxes	3/3 each, 37/6 doz.
Arnott's Xmas Cakes, 3lb. tins	3/10 each, 44/- doz.
Arnott's Plum Pudding, 1lb. tins	1/7 tin, 18/6 doz.
Arnott's Plum Pudding, 2lb. tins	3/- tin, 35/- doz.
S. and A. Plum Pudding, 2lb. tins	3/3 tin, 37/6 doz.
Finest Jordan Almonds	2/10 lb., 33/- doz.
Soft Shell Almonds	1/1½ lb., 13/- doz.
Californian Walnuts	1/3 lb., 14/6 doz.
Chinese Walnuts	9d. lb., 8/6 doz.
Queensland Roasted Peanuts	11d. lb., 10/9 doz.
Barcelona Nuts	11½d. lb., 11/- doz.
Brazil Nuts	11½d. lb., 11/- doz.
Milne Gibson Muscatels, 1lb. pkts.	1/8 pkt., 19/- doz.
Best Sunrayed Sultanas	5½d. lb., 5/- doz.
Best Sunrayed Currants	5½d. lb., 5/- doz.
Best Sunrayed Raisins	5d. lb., 4/6 doz.
New Season's Khadrewi Dates	4½d. lb., 4/- doz.
Turkish Pressed Figs, 8oz. boxes	8d. box, 7/6 doz.
Turkish Pressed Figs, 12oz. boxes	1/- box, 11/- doz.
S. & A. Fruit Mincemeat, 12oz. jars	1/5½ jar, 17/- doz.
Crystallised Ginger	8½d. lb., 8/3 doz.
Rosa Jelly Crystals, pint pkts.	4½d. pkt., 4/- doz.
Rosa Peaches in Syrup, 30oz. tins	8½d. tin, 8/3 doz.
Rosa Pears in Syrup, 30oz. tins	9d. tin, 8/9 doz.
I.X.L. Fruit Salad, 16oz. tins	9d. tin, 8/9 doz.
Nestles Pure Cream, 4oz. tins	4d. tin, 3/9 doz.
Passiona (Passionfruit Cordial), 26oz. bots., 2/3 bot., 26/- doz.	
Schweppes Palarino (Orange Cordial)—	
26oz. bots.	1/5 bot., 16/6 doz.
McIlrath's Royal Reserve Claret, 26oz. bots.	2/6 bot., 29/6 doz.
McIlrath's Royal Reserve Port, 26oz. bots., 3/6 bot., 41/- doz.	
McIlrath's R.R. Dry Sherry, 26oz. bots.	3/6 bot., 41/- doz.

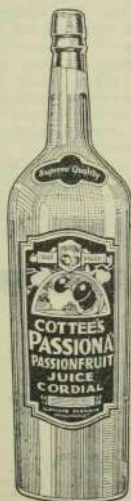
All Prices F.O.B. Sydney

Export Price Lists Available on Application

McILRATH'S LTD. Export Department,
202 Pitt Street,
Sydney, Australia.

PASSIONA

Australia's
Wonder
Passionfruit
Cordial



Passiona is made from pure seedless juice of Passionfruit, and has all its delicious rich flavour.

With iced water or soda water it is wonderfully refreshing and invigorating.

Unequalled as a flavoring for high-class fruit salads, ice cream, fruit cups and cocktails.

Solely manufactured
by
**COTTEE'S
PASSIONA LTD.**
Sydney.

Local agencies
solicited where not
already on sale

(Continued from page 10)

some time, that I was standing on my own thumb!

The Moth straightened out. "Yule Island" called a voice, behind me. I looked down. We were through the clouds, and the dark coast of Papua, edged with the

emerald and white of reef and lagoon, was beneath us, and Yule Island, with its mission settlement and cultivation, lay plain to the westward. Denny, flying blind all the way from the Central Range, had calculated his position exactly, and dived down onto the coast. We buzzed along the 80 miles of coast to the Port Moresby aerodrome, following white coral beach and azure lagoon—a picture of marvellous beauty, seen from the air.

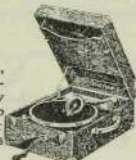
"One of my worst trips," remarked the pilot, as we walked across the aerodrome.

I raised my voice in a hymn of thankfulness that the few thousands of miles of Pacific travelling still ahead of me did not include one Moth aeroplane.

—R.W.R.

GRAMOPHONES PORTABLES, RECORDS

Send direct to Paling's, Sydney, for your requirements. Records carefully packed and dispatched to any part of the world (no packing charge). Prices from 2/6.



Write for complete Catalogues. Regular Monthly Record Lists Post Free—Have your name put on our list.

Australian Records of Special Interest.
"The Kookaburra" 2/6
"Lyre Birds" 4/-

Thousands of others.
PORTABLE GRAMOPHONES
"H.M.V." £11/11/-, £12/12/-, £7/7/-
"Columbia" £7/10/-, £5/10/-
"Improved Victor" £5/-
Others from 50/-
Write for Yours to-day.

PLAYER ROLLS—thousands of Rolls, all the best Classical Music and Masterpieces of famous artists.
Send for Lists

Paling's

338 GEORGE ST., SYDNEY, N.S.W.

THE BRIDGE BIRD SHOP

For Well-bred Birds, Dogs, Persian Cats and other Animals

All Pedigreed at Reasonable Prices

We Buy as Well as Sell

Islanders are Invited to Communicate

6 JUNCTION STREET :: NORTH SYDNEY

BARKER COLLEGE

HORNSBY

(Established 1890)

Chairman of Council . . . Mr. Justice Boyce

DAY AND BOARDING SCHOOL FOR BOYS

Healthy dry atmosphere: 620ft. above sea level; 15 miles from G.P.O., Sydney. Own cows, poultry and vegetables. War Memorial Oval: 20 acres of ground. Hygienic filtered swimming pool. Classrooms centrally heated in winter. All subjects (Classical and Modern) to Leaving Certificate Standard; also Wool Classing. Illustrated Prospectus on application to

W. S. LESLIE, M.A. :: Headmaster.

WAU-EDIE CREEK

Another New Development Promised

AS a result of exploration activities by British and New Guinea Gold, N.L., an interesting development is possible on the New Guinea goldfield, not far from Wau.

British and New Guinea Gold N.L. was formed in Melbourne last year with a capital of £5,000—£4,000 subscribed in cash and £1,000 allotted in shares for exploration and administration. Mr. Charles Lexius Burlington, as managing director, proceeded to New Guinea with a view to securing suitable properties.

The syndicate's original intention was to take over the mining areas that were being worked in the Upper Ramu region by Captain Bernard McGrath when he was murdered by natives. Mr. Burlington, however, when he got there found that the new regulations imposed by the Administration for the protection of prospecting companies were so drastic that it was not possible to carry on operations profitably and he abandoned his plan, so far as it related to Mr. McGrath's leases. He then investigated the possibilities of the new field recently opened on the Lakekamu River, Central Papua, and as a result his company applied for certain leases there, close to the leases which have been applied for by Guinea Gold N.L.

Mr. Burlington returned to Morobe and made investigations in the Wau-Edie Creek area, with the result that he has secured rights over six leases which lie along Edie Creek, a short distance above the New Guinea Goldfields Ltd. leases, on which the famous Golden Ridges mill is operating, three miles westward of Wau. The leases referred to are those held by Messrs. A. Newton and Ernie Dover, who have the alluvial right. Mr. Burlington's company has secured the mining or deep level rights, and also has an option over Messrs. Newton and Dover's alluvial rights. British and New Guinea Gold N.L. has also secured options over 12 leases adjoining the six referred to—these 12 comprising mostly the block held by Mr. J. C. Williamson; and it also has options over two other adjoining leases held by Messrs. Wilde and Stower.

Preliminary investigations on the six leases along Edie Creek (those held by Newton and Dover) indicate the presence of a rich lode—in fact, there appears to be valuable gold, both alluvial and at depth, all through this locality.

Mr. Burlington returned from New Guinea to Melbourne early in October and it is probable that a prospecting company will be formed by British and New Guinea Gold N.L. to deal with these properties.

WANTED TO BUY

POSTAGE STAMPS

Papua, New Guinea, Pacific Islands
Used or Unused — Any Quantity
Books, Pamphlets, Govt. Reports, Photos,
etc., British New Guinea and Papua.

PAUL A. DORN

Collector of New Guinea
Box 343, Redlands, California, U.S.A.
Offers Solicited — Correspondence Invited
Reference: R. W. ROBSON, 247 George St.
Sydney.

October 17, 1934

PACIFIC ISLANDS MONTHLY

15

"France Australe"

Another Papeete Schooner Wrecked in Tuamotus

PAPEETE, Sept. 6.
To the long list of wrecks which have occurred from time to time in the dangerous waters of the Tuamotu Archipelago must now be added that of the "France Australe," a locally-owned auxiliary trading schooner of 87 tons. The mishap occurred during the night of July 30, while the vessel was on her way between Hikueru and Anaa. After calling at Haraiki en route, in order to look at the "Ville de Papeete" which is stranded on the reef there, a start was made for Anaa at about 6.30 p.m. The weather was boisterous, and finally de-



Passengers and crew of the "France Australe," photographed on their arrival at Anaa Island after a hazardous 24 hours' journey in open sea from the wreck.

veloped into a gale with heavy seas. The first indication of anything wrong was given by one of the passengers sleeping on the floor of the trade room. He heard queer sounds coming from the hold beneath him, as though the cargo was being thrown from side to side—which indeed it was, but not merely from the rolling of the vessel, as he suspected.

An examination below the deck showed that the engine room was already half submerged—the "France Australe" was proceeding under sail at the time—and that an influx of water had displaced

some of the cargo, thus causing the noises heard by the passenger. The pumps were started at once and all hands, including the passengers, assisted with empty oil tins. But their combined efforts proved to be inadequate. The vessel was now down by the head to a dangerous extent, and Captain Richam launched the ship's boat as the only means of saving his crew and passengers.

When all hands had left the ship, attempts were made to locate the leak by a Paumotu diver who was on board. However, the darkness combined with the heavy sea and the fact that the "France Australe" still had some way on her, ren-

dered such attempts ineffectual, and the schooner was abandoned.

The total number aboard was 14 and they were in anything but an enviable predicament, the nearest island being Anaa, some 55 miles away. The small boat was dangerously overloaded; she was also leaky and when heavy seas broke occasionally over her gunwales only constant baling kept her afloat.

Fortunately, however, there was a favourable wind, and, by rigging a make-shift sail with oars and a scrap of canvas, they arrived at Anaa after about 24 hours in the open sea—not much the worse for their perilous adventure.



£35/-/-
Large, beautiful solitaire Diamond, and four small ones, artistically set in platinum and modern, 18ct. white gold.

From FACTORY to FINGER

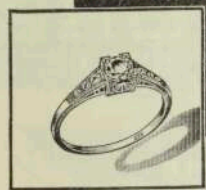
Angus & Coote Make These Rings, and
so save their Customers 20 per cent.



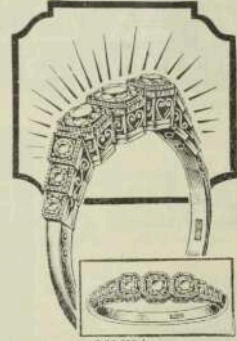
£27/10/-
Pure Platinum Ring, showing wonderful value. A new design, set with specially fine centre diamond.

These choice and delightful rings are made to your individual order—and despatched to you fresh from the craftsman's bench. A signed guarantee issued with every ring.

USE ANGUS & COOTE'S
EFFICIENT MAIL ORDER
SERVICE.



£17/-/-
Pure Platinum Ring, set with one large diamond and four smaller Diamonds in hand-carved filigree mount.



£11/10/-
Marvellous value Nine Diamonds in 18ct. Gold with pure Platinum settings, and rich underfill.



£55/-/-
Pure Platinum Ring, with magnificent pure quality centre diamond. A superb, artistic, filigree setting.



£10/10/-
Two Diamonds in Platinum and 18ct. Gold, with Diamond-set shoulders. A most popular ring. Special value.

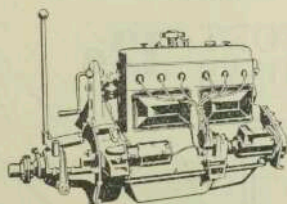


£45/-/-
Magnificent Pure Platinum Ring, with one glorious Diamond in filigree, and Diamond-studded mount.



£15/-/-
Very graceful two-stone Diamond Ring, with carved diamond-set shoulders. 18ct. gold and platinum.

PENTA



Marine Engines 3-90 h.p.
Utility Outboards 3-4 h.p.

Supplied to all Governments
Prices Reasonable.

Particulars
Nelson & Robertson
SYDNEY

LET US EXECUTE YOUR CHRISTMAS ORDER! GOODS SENT ANYWHERE. POSTAGE IS PAID AND SAFE DELIVERY GUARANTEED.

ANGUS & COOTE 500 GEORGE STREET, SYDNEY.

Late News for Islands

To Explore Unknown Papua

IT is reported that Mr. Jack Hides, A.R.M. at Misima, Papua, has been brought to Port Moresby on special duty. He is now assembling a party of police and carriers and it is understood that he is to proceed immediately to the Strickland River, a tributary of the Fly River, in Western Papua. He then will enter a practically unknown tributary of the Strickland, which joins the Strickland above Lake Murray, and disappears into absolutely unexplored country to the north-east. It is believed that this large, unknown river may enter the Territory of New Guinea south-westward of Mount Hagen and, possibly, it may drain the great plateaux which are believed to lie westward of the Mount Hagen region, and southward of the Sepik.

Mr. Hides already has a fine reputation as a leader of patrols which have successfully penetrated and explored the hitherto unknown country in the centre of the great island. This, however, is the biggest job he has yet undertaken. Reference is made to this country and its probable gold bearing character in an article on page 50.

AVIATORS TO FLY PACIFIC

Kingsford-Smith, having been prevented by a series of accidents from participating in the Centenary Air Race, has decided to use his superspeed plane in an attempt to fly the Pacific from Australia to America in three hops. He will leave Brisbane on October 20 for the aerodrome near Suva, Fiji; thence he will fly in one hop from Suva to Honolulu—over 3,000 miles; and his third hop will be from Honolulu to San Francisco.

His old associate, C. T. P. Ulm, is planning a trans-Pacific flight about the same time from Vancouver to Sydney, his hops being Vancouver-Honolulu, Honolulu-Fanning Island, Fanning Island-Suva, Suva-Auckland, Auckland-Sydney.

MISSION RIVALRY

We have some interesting communications regarding rivalry of mission enterprises (in the newly discovered country in Central New Guinea) including a letter from Rev. Father Ross. These will be published in the November issue.

THE W.R.C. SERVICE

The m.v. Salamaun, which inaugurates the new W.R.C. service (W. R. Carpenter and Co., Ltd.) between Australia, N. Guinea

and European ports, arrived in Sydney on October 12, having travelled via West Africa and South Australian ports. She is a vessel of attractive appearance; and, as cheap passages to Europe are available in her, New Guinea residents will be interested to know that her passenger accommodation is excellent. Details of this new service will be found in our advertising columns.

JAPANESE AGAIN

During the month there have been sharp complaints in Australian newspapers about raids by wandering Japanese vessels in and around Torres Straits. One sampan appears to have landed on Haggerstein Island, about 125 miles from Thursday Island, and there the visitors broke into a house and carried off a quantity of goods. The Australian Government is still being urged to inaugurate adequate patrol services.

A CHRISTMAS BOX SUGGESTION

A suitable Christmas Box for friends in Australia, Europe, etc., is a 12 months' subscription to the "Pacific Islands Monthly." On receipt of 6/- (or 8/- in the case of non-British countries) we will send the "P.I.M." to any address you give us; and, with the first number so sent, we shall despatch also a nicely-printed card, advising the person named that you have requested us to convey to him your best Christmas greetings, and that you have arranged to send the "P.I.M." for 12 months.

TALLOW MARKET RISING

An interesting development in Australia in the oil and fat trade, which appears to have a bearing on the copra situation, is the fact that the tallow market is rising. Considerable and increasing quantities of tallow are now being shipped from Australia to Europe and America. Dropping from the vicinity of £100 per ton, in 1918, the tallow price fell to around £15 per ton, and has remained there for the past year or so. Late, however, the price has risen and is now £23/10/- per ton.

Mr. O. F. NELSON

From Our Own Correspondent.
APIA, Sep. 27.

ACCORDING to letters received in Apia, Mr. O. F. Nelson, well-known leader of the Mau movement of Samoa, now living in exile in New Zealand, intends to open a business of his own in the wine and spirit trade in New Zealand, and will sever his connections with his old Company (Messrs. O. F. Nelson & Co., Ltd., of Apia).

25 JAPANESE

Arrested In New Guinea

A VERY important development has occurred in connection with Japanese poaching in the New Guinea Territory—which has been going on for three years.

The District Officer in Manus district (Admiralty Islands) discovered a large sampan poaching shell; and in some way not yet disclosed he was able to seize the vessel. It already was loaded with six tons of trocus and green-snail shell. It apparently had come direct from Formosa, but it had no ship's papers or bills of health. The District Officer arrested the captain and crew of 24, as prohibited immigrants.

General McNicoll instructed the D.O. to bring the Japanese to Rabaul for investigation. They are charged with being prohibited immigrants, and violating the Fisheries and Quarantine Ordinances. The D.O. accordingly dismantled the engine of the vessel and brought the Japanese to Rabaul aboard the Maedhu, arriving at Rabaul on October 12.

LATER DETAILS show that D.O. Oakley was visiting Maron plantation (in the isolated Hermits) with Dr. Cooper (medical officer), on September 15, when the Japanese came into view and commenced fishing. The D.O. gave chase in the Government schooner Eros, captured three canoes which were fishing for shell, and then "persuaded" the Japanese captain to bring his aux. schooner (Yocikune Maru, 39 tons) to Maron. He swore in Mr. Brewster, plantation manager, as a special constable, and took the Japanese to Lorengau to await the Maedhu.

TENNIS

TROPICAL RESTRINGS AND GUT
CONSULT

L. A. WARD

WEST END SPORTS DEPOT,
8 GEORGE ST. WEST — SYDNEY

A HOME FOR SCHOOLBOYS "LEDDICOTT"

School House offers a solution of the problem of education by providing a home for boys attending school in Sydney.

Prospectus on application to
E. F. WHITFIELD, B.A.,
McMahon's Point :::: Sydney



P52. TOYO WOVEN SANDALS, in Black and White, Brown and White, or Blue and White. Sports heels. Half sizes 2 to 7. Price 7/11. Postage extra

7/11 FAYS

COOL COMFORT
for SUMMER DAYS **12/6**

Write for your copy of FAY'S Shoe Catalogue now.

It's full of Wonderful Values.

Ecrivez maintenant pour recevoir le catalogue des Chaussures de la Maison Edward Fay Ltd. Il abonde en excellentes occasions.

Special Concessions to Traders. Write for particulars.



P53. WHITE CALF Tongue and Buckle Shoe, punched trim, pump soles, sports heels. Half sizes, 2 to 7. Price 12/6. Postage extra

EDWARD FAY LTD.

Pitt and Liverpool Streets, Sydney, N.S.W., Australia

October 17, 1934

THE PACIFIC ISLANDS MONTHLY

17

PAPUAN RUBBER GROWERS

Now Receive 25 Per Cent.
Exchange Premium

From Our Own Correspondent.

RUBBER manufacturers in Australia have agreed to pay the English-Australian exchange on the price of all future shipments of rubber received from Papua. The exchange was not included in previous sales, which were based on the London market quotations minus the 25 per cent. exchange premium.

Planters of rubber in the Territory are certainly in a more comfortable position than they were in September last year, when the London price for smoked rubber was below 4d. per lb. or when, early in 1933, the price was as low as 2½d. and the manufacturers in Australia suddenly announced their decision to cease buying Papuan rubber. This action was a protest against the import duty of 4d. per lb. on all raw rubber other than Papuan entering the Commonwealth.

The alarming position was overcome, however, following a conference between the representatives of the Papuan rubber growers and the Australian rubber manufacturers. As a result, the Australian Government decided in March to extend the 4d. duty to Papuan rubber and return the amount collected as a grant-in-aid to the industry in Papua.

This was an extremely satisfactory arrangement, but in October, 1933, the customs duty on raw rubber into Australia was reduced to 2d. per lb. The announcement came without warning to Papua and caused dismay, though the market price had risen to 4d. per lb. The growers feared that if there was the slightest fall in the prices, they would find themselves in the same critical position they were early in the year.

However, their fears were not justified, for rubber has risen steadily since January this year and the planters' position in the Territory is an enviable one. The latest reports from London show that not only is the rubber market steady, but that it is likely to improve in the future.

U.S.A. AGAIN BUYS COPRA

Prices May Advance Slightly

THE following information concerning the American copra situation was contained in a circular dated September 24, distributed to members of the Fiji Coconut Planters' Union by Messrs. Brown and Joske, Ltd., Suva.

"America seems to have entered the market once more for copra, and if she finds it necessary to stay in the market to obtain supplies, there can be no doubt that we shall see an advance in the price. Lard and tallow have advanced considerably in the American market, and we imagine that the stocks held must have diminished very considerably during the last few months. Philippine copra should once more find its way to its natural home in the U.S.A. and the European markets then would not be depressed by a flood of Philippine offerings.

"The recent firmness in wheat prices caused an immediate advance of something like 25/- per ton for groundnuts and soya beans, but curiously enough the

rise in those commodities scarcely affected copra. During the latter half of August, soya beans were quoted at £6/17/6, whilst some of the lower grades of copra such as kiln-dried South Sea were quoted at only £6/10/-. Summed up, we feel the stage is set for an advance in the price of copra, but general conditions of trade will probably prevent any large rise."



THREE OF A KIND

This interesting photograph was taken recently on the Morobe goldfield, New Guinea. It shows, reading from left to right, Mr. Murray Jones, of the De Havilland Aircraft Company, Australia; Mr. Bowen Jones, Manager of Guinea Airways, Ltd., at Wau; and Mr. Nason Jones, the well-known prospector and explorer.

Tavua Gold Options Ltd., with nominal capital £10,000 in 20,000 shares of 10/- each (first directors: W. R. Carpenter, C. W. C. Marr, and H. R. R. Grieve), was registered in Sydney in September.

STOP Nerve Pains

Tired nerves are the cause of Headache, Neuritis, Neuralgia, Rheumatism, Lumbago, Sciatica. Get instant relief from all nerve pains with Genuine VINCENT'S A.P.C. as recommended by Doctors, Dentists, Chemists, and Nurses.

12 for 1/6, 24 for 2/6.

All Chemists and Stores, or direct from Vincent Chemical Company, Market St., Sydney, Australia.



SHOES by MAIL SATISFACTION GUARANTEED



'M12. New Sandal Bar in WHITE CALF. Smart cut outs, very cool and comfortable. Genuine pump soles and arch supports. Full baby heels. Also in BLACK PATENT. Half sizes, 2 to 7. Price, 12/9. Postage extra



PM13. Men's Popular NO TOECAP OXFORDS in Genuine TAN CALF. Very latest raised corded trims with neat punched effect. Guaranteed Solid Leather Welted Soles. Sizes, 6 to 10. Price 13/9. Postage extra

SHOES FOR TROPICAL CLIMATES

Write for our **BIG CATALOGUE**. Post Free
STOREKEEPERS. Ask for our Special Terms

JOE GARDINER Ltd
GEORGE ST SYDNEY... Box 2559 E. G. P. O.



Don't Let Your Vision be Bounded
by the confines of your present position. Saturate yourself with a Four-Figure Ambition. A STOTT Course will get you started.

All Australian Exams.
Accountancy Exams.
Architectural Courses
Advertisement writing
Arithmetic; Algebra
Agricultural Courses
Bookkeeping (Farm,
Mercantile, Station)
Bankers' Institute
Builders' Courses
Boiler Attendants
Commercial Art
Chemistry
Civil Engineering
Concrete Engineering
Dynamo Attendants
Dairy Supervisors
Expressive English
Electrical Engineering
Electrical Wiremen's
Engine Drivers
General Education
Gas and Oil Engines
Handwriting
Hydraulic Engineering
Journalism (Freelance)

Literary Courses
Mathematics
Memory Training
Mechanical Engineering
Municipal Engineering
Motor Engineering
Nurses' Educational
Pharmacy
Police Entrance Exam.
Quantity Surveying
Secretaries' Exams.
Shorthand; Typing
Salesmanship
Story Writing
Showcard; Tick. Wtg.
Shire Clerks' Exams.
Stamperers
Surveying
Structural Engineering
Steam Engineering
Sanitary Engineering
Teachers' Exams.
Touch Typewriting
University Exams.
Window Dressing
Wireless Engineering

STOTT'S CORRESPONDENCE COLLEGE.

100 Russell St., Melb.; 70 Pitt St., Sydney;
230 Adelaide St., Brisbane; 49 Flinders St.,
Adelaide.
I am interested in
My name
Address P.I.M., 234.

NEW ANGLO-AUSTRALIAN DOMINION IN THE MAKING

What Is Happening In Central New Guinea—N.G. Goldfields Ltd. Provide Awkward Problem

By R. W. ROBSON

PORT MORESBY, August 23.

LOOKING back on the Bulolo Valley from the little plane in which air-wizard Orme Denny flipped me over the mountains to Port Moresby, my dominant feeling was one of irritation against Australian newspapers and Australian politicians.

Here is one of the richest undeveloped countries on earth controlled by Australia and simply crying aloud for the white man's energy and brain; yet the newspapers appear usually to describe it as a series of primitive mining camps established in miasmatic jungle, while the politicians know no more of it than is indicated by the silly, fooling questions they ask in the Federal Parliament.

Wau is a pretty little town built around a large aerodrome, in one of the most beautiful valleys I have ever seen. The gloomy, jungle-clad mountains rise distantly to forbidding heights on either side; but in this broad, undulating valley, several miles across, there are wide, green pastures, broken in all directions by clear, rushing, tree-fringed streams. Here and there one sees the more intense emeralds

of cultivation, where grow coffee, rice, English oats, maize and, most astonishing of all, lucerne and magnificent English potatoes. This country is only seven degrees from the Equator; but the Bulolo Valley is 3,500 feet above sea-level, the soil is incredibly rich, and the rainfall abundant. The combination is unique, and the result is seen in richly-scented roses growing vigorously under pawpaw trees, in rosy-cheeked European children, and in a cool, invigorating, equable climate that is less suggestive of the tropics than is northern New South Wales.

I came looking for a primitive mining camp, and I found something that may yet be described as an agricultural and pastoral paradise.

From the air, over Wau, the only sign of mining is the muddled Bulolo, flowing through the middle of the verdant valley, and a cluster of buildings up in a mountain gulch—the Golden Ridges Mill. (The great Bulolo dredges are 15 miles away down the valley.) But up in the gorges, in almost every direction—and especially up among the mass of broken peaks that is called Edie Creek—there are all sorts of "shows," big and little, which are pouring out a golden stream for the development of this great fertile Territory, and the enrichment of Australia.

For that, in my opinion, is how this new, astonishing industry must be regarded—not as something of permanent value, although probably the field will have 20 or 30 years' life—but as a means of establishing a new and prosperous European population in New Guinea, as a Pacific bulwark for Australia.

It should be made known, wherever the English language is spoken, that this new land is neither tropical isle nor miasmatic jungle. Those forbidding mountains of Central New Guinea cease, once they have given form to the Bulolo River, and the upper valley where Wau is; and there stretch away from Wau, northwards and north-west, a series of low ranges, well-watered valleys and richly-grassed uplands averaging over 3,000 feet of height, which could carry easily a large European population, and which Queensland pastoralists describe as "the finest cattle-country we have ever seen."

In the Lower Bulolo, Watut, Ramu and Purari (Benna Benna-Mount Hagen) districts there are thousands of square miles thickly covered with a pasture like Mitchell grass, shaded by many trees and watered by innumerable mountain streams, and there is not an animal to be seen on it. There is a large native population in the Ramu-Mt. Hagen section, but from the Upper Bulolo right through to the Lower Watut and beyond, there is scarcely a sign of indigenous human or animal life in all this rich, temperate region.

I am the last man to advocate the disturbance of an established, happy, indigenous community—I am most heartily in sympathy with those who urge that the newly-discovered Benna-Bennas and Wahgis be left alone, free from trading, and education, and missionaries, and all the other curses of "civilisation." But, having once seen this country, I know that it never can be kept for the native inhabitants—it is altogether too rich, too beautiful.

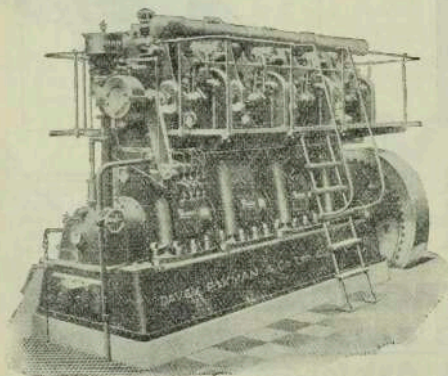
COPRA MATS AND MATTING

Send your enquiries to us for Woven Wire Mesh in Rolls or framed for Copra drying, and all Screening purposes, Bird Cages, Sieves and Riddles, Builder's Gravel Screens, Rat Traps, Door Mats, Garden Arches, Chain Wire Mesh, Crimped Wire Mesh for Window Guards, etc.

SCOTT AND SONS

WIREWORKS: RAILWAY PARADE AND MURRAY STREET, MARRICKVILLE

PAXMAN DIESEL ENGINES



In addition to the Davey Paxman range of slow and medium speed heavy duty Diesel Oil Engines, a series of high speed heavy duty Diesel Oil Engines is now available. On sheer performance the Paxman Diesel Engine has become recognised as an important factor in the power field. To-day, more than 7,000 Paxman horse power are cutting costs in Australian Industry.

Paxman Engines can be supplied in Land and Marine Types, ranging in size from 6 h.p. to 1,200 h.p.

NOYES BROS. (SYDNEY) LTD.

SYDNEY

NEWCASTLE
A. W. Mackinnon, LISMORE

BRISBANE

ful, and too eminently occupiable. While it was unknown, it was safe from invasion, guarded by its fever-ridden coastal belts. But gold has torn aside the veil which hid its enormous pastoral and agricultural value—just as gold did in Africa, Australia, New Zealand and America—and the result is as certain as the sunrise.

If we British and Australians do not "colonise" the temperate plateau of Central New Guinea, some other nation will.

It is not a question of whether Central New Guinea ought to be developed as a pastoral and agricultural country. It is too late for argument—Central New Guinea already is being developed. The process has started. Big-visioned men from Australia already are here, looking over the plateau's pastoral possibilities.

From the hill above Bulwa I was shown a valley of dream-like beauty, a place of rolling green meadows, tree-embowered river and wooded uplands, where an Australian, Mr. Leslie Simpson, has just selected 12,000 acres, as a cattle-station. Another man, Mr. Frank Fraser, well known in North Queensland as a land-owner, pastoralist and business executive, was there in Wau during my visit, and he was going over those magnificent tablelands with Scottish thoroughness, before deciding whether to withdraw his interests from tax-ridden, politician-cursed Australia, to this land where every inducement is held out to initiative, enterprise and courage. I have not learned Mr. Fraser's decision, but I have no doubt of what it will be. And I think his faith will be justified.

Already, gold is coming out of New Guinea at a rate of over £1,350,000 annually, and the rate is increasing. But other wealth is awaiting European enterprise and genius. These far-sighted cattle-men are no fools. Neither are the men who now are there experimenting with coffee, rice, corn, and a host of other crops.

"But where is the market for these things?"—I heard the question asked many times. Personally, I am not worrying about it, although it may appear to be a most important matter. I put against that difficulty these fundamental facts—

- (a) It is a country that is practically free from taxation.
- (b) It is a country of extraordinary fertility, with an unlimited supply of good timber.
- (c) It is a well-watered country with a copious, regular rainfall.
- (d) It is a country with an almost unlimited supply of very cheap, good and tractable labour.
- (e) It is a country (I am discussing, of course, the central portion of the mainland) with a cool, pleasant, equable climate, that does not vary more than a few degrees all the year round.

Given the impetus and the energy—and gold is supplying one, and Australian manhood the other—the market difficulty will

solve itself. The market difficulty really resolves itself into a question of transport.

THE TRANSPORT PROBLEM

Transport is not an easy problem. The rich, fertile central portion of this new country is fenced off by, first, a swampy coastal strip, and then by chains of high, incredibly broken mountains, which gener-

ally form the seaward wall of the central plateaux. Up on the plateaux themselves, road-making is comparatively easy; but the building of worth-while highways through those natural ramparts, to connect with the sea-coast, is an undertaking of great magnitude.

(Continued on page 64)

Repairs.

"OUR HANDS MAKE GOOD ARMS."

High-grade Second-hand ENGLISH SHOTGUNS

These were specially selected by me whilst in England recently. From some hundreds of guns offered, only those suited to Australian conditions were purchased.



Makers: Purdey, Jeffery Lang, Greener, Boswell, Powell, Evans, Cashmore, Westley Richards, Scott.

Write for special list, also for my new Fishing Catalogue, which is now ready.

SIL ROHU (late A.I.F.), GUNSMITH

IMPORTERS OF HIGH-GRADE FIREARMS AND FISHING TACKLE SPECIALIST
143 Elizabeth Street, SYDNEY. (Near Market Street).

"FISHING TACKLE TO TACKLE FISHING."

AUXILIARY KETCH

FOR SALE

70ft. x 18ft. x 7ft. 80 H.P.

Age, about 5 years, but has not done six months' work. Large Cabin, useful as traderoom, etc., hold, power winch, separate engine room and ship is well found and equipped. The whole in good, sound, seaworthy condition. Owing exceptional circumstances, obtainable bargain price. We also have in hand STEAMERS, KETCHES, CUTTERS and all classes and size ships, suitable for Island trading. Several Diesel Engines available, also cheap Launches.

A. J. ELLERKER

63 PITT ST., SYDNEY.

Ship and Yacht Broker.

Cables, "Hixex."

The SUN and RAIN

may do their worst, but your buildings whether of Iron, Steel, or Wood, will have perfect protection if painted with



FERRODOR (ANTI-CORROSIVE) PAINT



The Ideal Protective Paint is

No. 29 NATURAL STEEL GREY

Because it is made with FERRODOR ORE, a pigment which is absolutely unaffected by heat, cold, water, acids, or other chemicals, and is impervious to the ultra violet rays of the sun, which have such a disruptive action on many pigments.

But paint must often do more than protect the surface to which it is applied, it must please the eye. So that after the foundation for a good painting job is laid by using as a priming coat

No. 29 NATURAL STEEL GREY

it may be followed up by using any of the twenty-five other colours that are available in both paste and ready for use form.

Full particulars and colour card will be mailed on request.

FERRODOR PAINT is stocked by all leading colour merchants, or can be obtained from the Sole Agents:

WILLIAM ADAMS & COMPANY LIMITED,

175 CLARENCE STREET, SYDNEY

Also at:

521-23 Collins St., Melbourne 157 Waymouth St., Adelaide 432-36 Murray St., Perth

BIG BARGAINS

Full size Gramophones 35/-
Brand New Portables 42/-
well worth double

HARMONY HOUSE

For Everything Musical
177 George Street SYDNEY
(Near Circular Quay)

"Pick" of the Best Records always
in Stock.

Latest "Hits" in Sheet Music.

FREIGHT FREE.

PACIFIC ISLANDS STAMPS

BOUGHT AND SOLD.

Stamps sent on approval on receipt of reference.

Send for free lists and specimen copy,

"Australian Stamp Journal."

J. H. SMYTH LTD.

121a Castlereagh Street, Sydney

**A HAPPY HOLIDAY WITH
A CAR**

To Island Residents who spend their holidays visiting Australia, we extend our Service.

If you cannot drive, let us teach you. We give expert individual tuition on standard geared cars, day or night. We also specialize in Running Repairs. Fees from £2/10/.

If you buy a car to use during your holidays, you want to be sure that will be able to dispose of it when the holidays are over, at an attractive price. This is a matter of vital importance to most Island Residents. Here again we can help you. As we are in constant touch with the majority of Motor Houses and the most reliable second-hand Showrooms, and have facilities at our disposal which enable us to follow the trend of the second-hand market, we are in a unique position to advise you; therefore, you could not do better than seek our advice before purchasing.

A letter or phone call to us on your arrival in Sydney, and one of our representatives will call on you immediately to ascertain your requirements and put our expert services at your disposal.

**THE RELIANCE SCHOOL OF
MOTORING**306 Rawson Chambers (opp. Central Station)
MA 4027**ABOUT ISLANDS PEOPLE**

Captain E. A. Mustar has resigned his position as general manager of Guinea Airways Ltd., New Guinea, and has returned to Australia, where he will continue to serve the company in an advisory capacity. The position has been filled by the appointment of Mr. I. H. Grabowsky, who has acted as manager on previous occasions.

Rev. Phillip C. Williams left Sydney by the "Morinda" on October 11 to resume mission work for the Melanesian Mission in New Hebrides. He is the son of Canon H. Williams, of Christchurch, N. Zealand. Commencing mission work in the Condominium in November last, he was ordained by the Bishop of Melanesia last August at the Maravovo mission station, British Solomon Islands.

Professor G. C. Henderson, Emeritus Professor of History of the Adelaide University, arrived in Sydney from Suva, Fiji, on October 5. Since May last, he has been collecting historical information relating to the Colony.

Nurse Muriel Ward, of the Methodist Stewart Hospital, New Britain, is at present at Gladstone, Queensland, on furlough on account of illness. She will spend two months with her brother at Gladstone before returning to Rabaul.

Mr. Thos. D. Harris, General Manager of Bulolo Gold Dredging Ltd., will arrive in Sydney from New Guinea on November 20, on his way to America on furlough.

Mr. Nicholas Hagen, a leading resident of Noumea, spent a week in Sydney at the beginning of October. He brought his company's handy little steamer, the Ma-watta, to Sydney for overhaul, and he returned in her to New Caledonia, leaving Sydney on October 7.

Mr. Leon L. Williams, group manager of the Kimadar estates, New Ireland, T.N.G., left by the Strathnaver in September on six months' furlough, which will be spent mostly at his home in South Devon, England.

Mr. Marc T. Greene, the American journalist, whose articles about Samoa caused some stir last year, has now settled down happily in Boston, U.S.A., and his writings are receiving a good deal of prominence in American newspapers.

Mr. James Norman Hall, well-known American writer, was in the eastern states of America in July, attending to matters in connection with the publication of his books; but his friends complained that his thoughts were constantly in Tahiti, and that he was counting the days to his return to his home there.

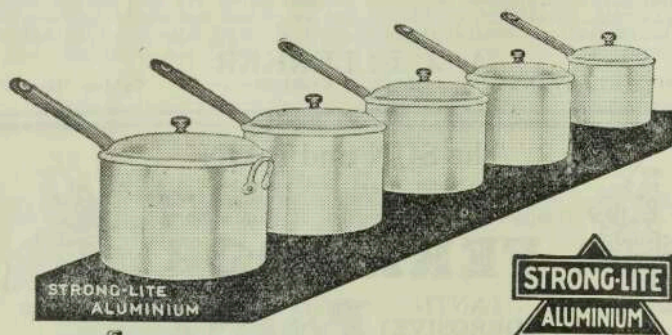
Mr. Willy H. Grube, a well-known planter of Bowe plantation, Ambrym, New Hebrides, was married in January last to Miss Chrissie Whitford, daughter of the late Capt. Frank Whitford, who was one of the pioneers in the Banks Group, New Hebrides. Mr. Grube was born in Germany and has been a resident of the New Hebrides for 22 years.

Mr. J. L. Robertson, representative in Fiji for the Queensland Insurance Co., has been transferred to the Vancouver office of the company. He left Suva by the August Walpahl for Sydney, and will pass through Suva again on his way to take up his new appointment.

Dr. H. W. Jack, M.B.E., D.Sc., B.A., newly appointed Director of Agriculture in Fiji in succession to Mr. A. C. Barnes, who was transferred to Jamaica last year, arrived in Suva by the Rotorua on September 9. Dr. Jack was formerly economic botanist to the Department of Agriculture in Malaya.

Mr. A. H. Phillips, Assistant Director of Education in Fiji, who was recently awarded a Rockefeller scholarship, left Suva for the United States by the Monterey on August 28.

Dr. Peter H. Buck arrived in Tahiti from Honolulu on the Makura in August and proceeded almost immediately to the Tuamotu Archipelago on the schooner Moana. Dr. Buck joined other members of the Bishop Museum Mangareva Expedition at Takoto Island, and is now engaged in making an ethnological survey of several islands of the Tuamotus, the Gambier Group, and the Austral Group. He is the author of several important ethnological works on the Cook Islands. Dr. Buck is expected back in Tahiti towards the end of the year, and probably will visit Rarotonga before returning to his headquarters in Hawaii.

"FOR MODERN KITCHENS!"**Bright - Strong - Hygienic**

Made from Purest Aluminium and Sturdily
Constructed to give Years of Service.

EVERY ARTICLE GUARANTEED!

Write for Catalogue, to

SELLERS LTD.Olivia Lane, Surry Hills
SYDNEY

October 17, 1934

THE PACIFIC ISLANDS MONTHLY

21

THE ACTING-BISHOP

By COMMANDER C. H. ROLLESTON, R.N. (Retired).

In certain circumstances a Naval Officer may be granted what is called "Acting Rank," corresponding roughly to "Brevet Rank" in the Army. A Brevet-Lieutenant-Colonel, for example, is really a Major who has been given the higher rank for the time being, on account of a shortage of Lieutenant-Colonels. Similarly, if the Captain of a battleship were to die while on service abroad, and if no other Captain were available locally to take his place, the Commander, normally second-in-command of a big ship, might be made an "Acting Captain" temporarily. This is merely by way of introduction and in order not to interrupt this little story with an explanatory digression later on.

BEFORE the days of universal wireless, before the days of auction bridge—but after bridge had superseded whist—a small British cruiser was making a long voyage in the South Seas. She was not many weeks out from England; and her Captain, a rather pompous individual with no illusions as to the dignity and importance of the skipper of a British man-of-war, was thoroughly enjoying his first taste of unfettered power in this, his first, command.

One evening, after dinner, H.M.S. *Bandbox* was sliding smoothly over Kipling's "planet-powdered floor." The day's work was over, the night was glori-

ous, and everybody was happy—everybody, that is, except one man, Able-Seaman Smithers, who had had a nasty accident while the ship was last in harbour, and was lying in the Sick Bay, exceedingly ill.

Captain Plantaganet, Royal Navy—to give the skipper of the *Bandbox* a name which somehow seems to suggest his character—had descended from on high, and condescended to indulge in the new game of bridge in the Ward Room, with some of the less exalted officers, to wit, the First Lieutenant, the Paymaster, and the Chaplain. He played very badly.

The Captain of a man-of-war, of course, has his own quarters and is required, as the Admiralty Regulations put it, to "keep a separate table"; in other words, to live and eat by himself. He may ask other officers to dine or lunch or, if he likes, to breakfast with him as his guests, but his normal position is one of splendid isolation. It goes without saying that he is always made an honorary member of the ward room officers' mess, which in a small cruiser such as the *Bandbox* is the *habitat*, when off duty, of the other commissioned officers, from the First Lieutenant, to the newest and most junior sub-lieutenant. Some



READ THE
B. P. MAGAZINE
SPRING NUMBER
NOW ON SALE
Short Stories — Pictures
Travel Articles — Music
Melbourne Centenary
Latest Fashions — Screen
One Shilling per Copy

ON SALE AT ALL NEWSAGENTS AND BOOKSELLERS

HOLBROOKS'

TABLE DELICACIES.

WORCESTERSHIRE SAUCE
—enjoys a world-wide reputation.

VAT 2 SAUCE — a delicious thick, fruity sauce.

VINEGAR—strong, well matured, and guaranteed Pure Malt.

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

TOMATO SAUCE—made from fresh, ripe tomatoes.

FRENCH CAPERS — Capucines and Capottes.

SPANISH OLIVES

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.

HEALTH SALINE—a refreshing health-giving beverage, suitable for hot climates, in ½lb. and 1lb. tins.

Holbrooks (A/sia.)
Ltd.

WATERLOO, N.S.W.

Inquiries for all classes of Sails, Canvas,
and General Boat Equipment invited

W. NORTHEY
CANVAS GOODS MANUFACTURER
Quotations Free.

Island Trade specially catered for
Established over 40 years.

**Taylor's Wharf, Pyrmont
SYDNEY**

GILLESPIE'S

**"ANCHOR"
FLOUR**

TRADE MARK



The Standard of Quality.

skippers are very welcome when they use their honorary membership and visit the ward room; others are not. Captain Plantaganet was in the in-between class.

The paymaster was the Captain's partner, and the padre had just dealt.

"I leave it to you, Number One," said the chaplain to his partner, the First Lieutenant.

"Thank you partner," replied Number One. "I make it hearts."

"Your lead, sir"—this to the Skipper. The game progressed normally till near the end of the rubber, when Captain Plantaganet glaringly revoked. He had refused the last round of trumps and then produced the three of hearts to take the chaplain's ace of spades.

"You've revoked, sir," said the padre, who was fresh from Oxford, and had not acquired that respect for a Post-Captain in the Royal Navy which purely naval officers absorb with their first brass buttons.

"Me! Revoke! Never did such a thing in my life! Impossible, padre, impossible!"

"But you did, sir," persisted the chaplain, in spite of a hack on the shins from the First Lieutenant, as a hint not to pursue the subject.

The chaplain had turned up the in-criminating tricks and proved his point. Fortunately, it was the last hand and the game had finished. The party broke up and the Skipper and the First Lieutenant had the mess to themselves.

"Never did like chaplains, First Lieutenant; never did like them," said

the Captain. "The impertinence of the fellow. I didn't revoke, did I?"

"I don't think so, sir!" said Number One, tactfully but with no regard for the truth. He hoped for his promotion at the end of the commission and had no intention of incurring the Skipper's wrath by repeating the padre's mistake. He remembered the old naval slogan which says that there is one thing worse than getting to leeward of the Owner, and that is getting to windward of him.

Just then the door opened. A worried looking doctor entered the mess, rang the bell, and ordered a whisky and soda.

"Good evening, P.M.O.," greeted Captain Plantaganet. A warship's surgeon is always called the "Principal Medical Officer" even though he may be, as in this case, the only doctor on board.

"Good evening, sir. I'm afraid poor Smithers is in a very bad way, sir."

"Dear me, dear me; I am sorry. Poor chap."

"Unless he takes a decided turn for the better soon, I don't think he can last out to-morrow, sir."

"That's very sad, P.M.O., very sad. And I don't like funerals at sea; they're much too depressing. That splash as the body goes over the side, you know—it's nerve-wracking, P.M.O., nerve-wracking."

"Oh, well, he's not dead yet, sir," said Number One, trying to make the conversation a little more cheerful.

"No, no, of course not, First Lieutenant, but it's always well to be prepared. Boy Scouts' motto, you know. Always think ahead and be ready for eventualities. Well, good-night. Let me know how Smithers is first thing in the morning—Sunday to-morrow. If that padre preaches at me for revoking or anything like that . . . bumptious young man . . . Good-night."

Number One and the doctor smiled at each other.

"The Reverend Tudor accused the Old Man of revoking at bridge," said the former, "and the Skipper didn't like it."

"Did he revoke?"

"Of course he did! I kicked the padre under the table when he drew attention to it, but it was no use; he would go on."

"Silly ass! The Skipper won't forget it; he'll get even somehow."

"I expect so; but that's the padre's funeral. By the way, talking of funerals, is Smithers really bad or are you just making it up in order to effect a



CAPSTAN
CIGARETTES
CORK-TIPPED
OR PLAIN

*Airtight
tins
keep
them
FRESH*



CAPSTAN
NAVY CUT TOBACCO
*made from the
finest
Virginian leaf*

CAPSTAN

miraculous cure and gain much professional kudos?"

"No; he's a sick man. I don't think there's any hope."

"Poor devil; wife and family, too—at Pompey."

After evening quarters next day—that is, soon after four p.m.—the doctor knocked at the captain's door.

"Come in!" said the occupant, "Ah, P.M.O. Yes, what is it? Smithers—?"

"Yes, sir. He died ten minutes ago. He never had a chance."

"Everything possible was done, I suppose, P.M.O.?"

"Oh, yes, sir, everything. When will the funeral be, sir?"

"I don't know yet, P.M.O. I'll see the First Lieutenant and let you know."

When the P.M.O. had gone Captain Plantaganet rang for his sentry.

"Tell the navigating officer I'd like to see him, and tell him to bring the chart."

"Aye, aye, sir."

"Did you send for me, sir?" asked the navigator, a minute or two later.

"I did, Mr.—er—er—Navigator. How far is the nearest land?"

The pilot spread out the chart and the two leaned over it.

"We've just passed this island here, sir; it's about sixty miles astern now. This other one is about a hundred miles ahead, and thirty or forty miles off our course."

"We could call there then for an hour or so without losing any time if we went on another knot or two afterwards?"

"Oh, yes, easily, sir."

"Know anything about the place, navigator?"

"I happened to look it up in the Sailing Directions this morning, sir; it's just a coral atoll—uninhabited."

"Desert island, eh? Well, that will do all right. When can we get there at our present speed?"

The pilot measured off the distance with his dividers. "About ten o'clock to-morrow morning, sir, and the course would be—" . . . here the parallel rul-

ers were requisitioned . . . "the course would be North 63 East, sir."

"Thank you." The Captain unhooked a telephone which hung on his cabin bulkhead. When the answering light appeared he spoke:

"Officer of the watch? Alter course to North 63 East."

"North 63 East, sir. Aye, aye, sir," replied the O.O.W. The helm rattled over and steadied again.

"Thank you, navigator. Please tell the First Lieutenant we'll hold the funeral ashore to-morrow. And would you mind telling the sentry to send the chaplain here?"

"Aye, aye, sir."

"And leave the chart with me; I'll send it back to the bridge."

A few minutes later the padre knocked and came in.

"Ah, padre; you know poor Smithers has died?"

"Yes, sir; I was with him when he passed away; it was rather merciful."

"No doubt, no doubt, Mr. Tudor," said the Skipper. He didn't want to discuss the ethics of dying with a man he disliked. "Now, I don't care for funerals at sea; they're too gloomy, and they upset people. So I've had the course altered for this island here"—he pointed to the chart. "We'll anchor at about 10 a.m.; you will leave the ship at 10.30 with a working-party, and select a spot for the grave; it should be dug by noon, when you will return on board for lunch,

and the funeral will leave the ship at 1.30. Have everything ready by then, please."

"What sort of an island is it, sir? I shall want a little time to make arrangements with the shore authorities."

"Shore authorities? What do you mean? It's a desert island," snapped the Skipper; he didn't like being interrogated. "There may be some monkeys, or land-crabs, if you want to consult them."

MINING AND ASSAY MATERIAL

BALANCES, CRUSHERS, FURNACES, CRUCIBLES, FLUXES, ETC.

LABORATORY AND SCHOOL REQUISITES

Chemicals, Glassware, and all other Equipment

HOSPITAL AND SURGICAL REQUIREMENTS

Incubators, Sterilizers, Centrifuges, Microscopes, Microtomes, etc. Measures, Dispensing Scales, Enamel Ware, Bandages, Cotton Wool, and all Dispensing Material.

Write direct to

H. B. SELBY & CO., LTD.,
BULLETIN PLACE :: SYDNEY
Box 175D, G.P.O.

AUSTRALIA'S CLEARING HOUSE FOR THE PRECIOUS METALS.

BUYERS OF

GOLD

OSMIRIDIUM, PLATINUM, SILVER, &c.

GARRETT & DAVIDSON, LTD.

ASSAYERS, BULLION MERCHANTS, METALLURGISTS,

Bank of N.S.W. Buildings, Regent Street, Sydney

TARIFF:
Single Room
and
Breakfast
from 8/-
per night.
WEEKLY
from £2/2/-

HOTEL MANSIONS

SYDNEY'S IDEALLY SITUATED PALATIAL HOTEL

Renowned for Exquisite Cuisine, Perfect Service and Luxurious Appointments.
Make the Mansions your home whilst in Sydney and enjoy Unsurpassed Comfort at Moderate Cost.

INDIVIDUAL, DOUBLE ROOMS AND FAMILY SUITES

WIRES: "Mansions," Sydney.

INCLUSIVE TARIFF:
Single Room
from 12/-
per diem.

WEEKLY
from £3/10/-

ADDRESS: Bayswater Rd., King's Cross.

"In that case I'm afraid we can't have a funeral there, sir. I can only officiate at a funeral in consecrated ground." The padre was secretly delighted to be able to tell Captain Plantaganet he couldn't do something he had evidently set his heart on doing.

The Skipper was correspondingly displeased. Also, he remembered that this young man from Oxford had bowled him out for revoking at bridge.

"That's easily overcome, padre—easily overcome." He had a habit of repeating his more momentous pronouncements. "You shall take your clerical attire ashore with you and conse-

crate some ground first of all. The grave-digging party can be witnesses if such are required."

"I'm afraid that's impossible too, sir. No one but a Bishop can conduct a consecration ceremony." The padre was now enjoying himself immensely.

The discomfited Skipper was obliged to give in for the moment; he said he would send for the chaplain again later.

In the ward-room, the padre retailed the conversation with relish.

"I would nae be too cock-a-hoop, your reverence," said the Chief Engineer. "Yon Captain Plantaganet is a man o' resoorce; I fancy he'll hae the last word."

"Never fear," said the padre. "I've got him cold. You'll hear the helm going over soon, and we'll be back on our course."

But the helm did not go over. Half an hour later, the Captain's Sentry came to the chaplain, and said: "The Captain wants to see you, sir."

"Oh, all right."

"Mr. Tudor," said the Captain, "I'm determined that our late shipmate shall have a decent burial. A funeral at sea, though it may be quite in order, seems to me a horrible, cold-blooded, almost pagan ceremony. I know you won't agree with me, but my mind is made up. Now, I have consulted the K.R. and A.I.—King's Regulations and Admiralty Instructions in case you don't know—and I have decided to make you an Acting-Bishop"—the padre looked startled—"... an Acting-Bishop, so that there need be no further hitch in the arrangements I have made."

This astounding decision left the padre breathless. He knew the Captain of any ship, and particularly of a British man-of-war, had wide powers when out of touch with the world in which men live their ordered lives; but he did not think there was any authority to make such a startling promotion as was involved in conferring even a temporary bishopric on a young and very junior "Clerk in Holy Orders." However, he was not prepared with chapter and verse with which to argue the point. Also, having a quick wit, he scented possibilities. He accepted the situation with every appearance of disappointment at having lost the contest of wills. He had no gaiters, of course, but he reflected that after all they were merely an outward sign and that Able-Seaman Smithers, at any rate, would not worry if the Acting-Bishop's legs were encased in mundane trousers.

Having made himself acquainted with the consecration ceremony that would—or would not—convert a few square yards of desert island into a Church of England cemetery, the now Acting-Right Reverend John Tudor did some thinking on other and less ecclesiastical lines. Victory certainly lay with Captain Plantaganet up to that point.

Suddenly, "Eureka!" he cried, and made a dash for the ward-room in search of the Chief Engineer.

"Chief!" he said, "I'm not a betting man, of course, but do you remember saying the Owner would have the last word?"

"Aye, I do. Ye'll hae to get up airly in the morning to get to windward o' yon naval gentleman."

"Very well; if I let him get away with that revoke without squaring the account I'll shout you a glass of port—or is it gin and angostura you prefer?"

SYDNEY'S SAILMAKER

(Rigger and General Canvas Goods Manufacturer)

HARRY WEST

Caters for Every Class of Sail, Canvas, Rope, or Wire Equipment.

FOR RELIABILITY AND VALUE

(If it's in Canvas, Wire, or Rope)

Send your enquiries to us.

Address: BALMAIN, SYDNEY, N.S.W.

BRITAIN'S PRICELESS CONTRIBUTION TO MAN'S
COMFORT AND HAPPINESS

ROLLS - RAZOR

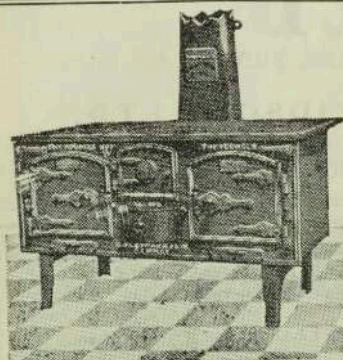
The Aristocrat of all Safety Razors

SOLE AGENTS for Australia and the Islands of the Pacific.

THE ROLLS RAZOR CO. OF AUSTRALIA LTD.

Mendes Chambers, 8a Castlereagh Street, Sydney.

SERVICE.—We have a complete equipment for Repairs in case of accident to your Razor. Blades can be Reset and adjustments made by return mail.



Do You Know that the Famous "YOUNGER" STOVES AND RANGES

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?

The No. 7W. "Younger" Range can now be supplied fitted with Legs, as per illustration. Ask for quotation for this Range, also Illustrated Catalogue and Price List for both Single and Double Oven Stoves.

Younger Stoves are Widely Used Throughout the Pacific Islands.

G. FLETCHER & SON — 50 Oxford Street, Sydney

"Padre, a glass o' port costs saxpence; a gin and bitters costs ain penny. I'll hae sax gins and bitters."

"Oh, all right; and, if I win, I look to your Scottish generosity for a suitable recognition of the fact."

"A' right, your reverence, but ah'm no worrying."

That evening the padre was compelled to stand the mess a second glass of port all round in honour of his new status as an Acting-Bishop.

Next day the Captain's arrangements were carried out to the letter and by two o'clock the remains of Able-Seaman Smithers were under six feet of good mother earth.

The Skipper attended the funeral and then went for a walk along the palm-shaded beach, while the funeral and firing parties and the Acting-Bishop returned to the *Bandbox*.

Half an hour later the boatswain's whistle announced that Captain Plantaganet was on board. Having told the first lieutenant to shorten in cable, he went to his cabin. Judge of his horror, when he found the Acting-Right Reverend John Tudor comfortably seated in the Captain's armchair, smoking one of the Captain's own cigars, reading the Captain's *Times*, and with his feet, if not actually, at least metaphorically, on the Captain's table.

"What the dev—dickens does this mean, sir?" he exploded.

"Mean, Plantaganet, mean? I don't understand," said the padre, coolly.

"What the blazes are you doing in my cabin—and don't call me Plantaganet . . . Captain Plantaganet, if you please . . . Stand up, sir, and explain yourself!"

"I should hardly have thought any explanation was necessary," said the reverend gentleman, sweetly. "You forget I am now an Acting-Bishop, undoubtedly senior in rank to yourself, and no longer a mere chaplain. I assumed, of course, you would have taken these things into consideration when you so kindly promoted me. Surely you realise that a Bishop could not be expected to mess with the more junior officers in the ward-room; why, I might overhear some bad language; it would not be becoming. I presume your sense of the fitness of things will allow me to be your guest for the remainder of the cruise. Why, I may even be entitled to a seat in the House of Lords, you know."

"So," thundered Captain Plantaganet, "this is my reward for taking steps to

ensure that our late shipmate shall be decently buried. Gross discourtesy, I call it, gross discourtesy. Look here, young man, last night I created you an Acting-Bishop for a special and most commendable reason. The purpose has been achieved. So now, sir, I disrate you once more to the position of chaplain. Get out of my cabin!"

But the padre had another shot in his locker.

"This is very distressing," he said, "but I must point out that only the Archbishop of Canterbury or, in this case, a Naval Ecclesiastical Court, can interfere with the status of a minister of the Church. I was doubtful of your authority to make me a temporary bishop, but I am quite certain that, having done so, an acting-bishop I must remain. I cannot even surrender my status voluntarily."

"And do you mean to tell me that I must put up with your society till we get back to England?" cried the outraged Captain.

"Oh, no, not at all, Tajjy." The Skipper winced—"Tajjy," indeed! "In the circumstances, as you seem to take it so badly, I now propose to remove myself to the ward-room again, where the atmosphere is more congenial, not to say more Christian . . ."

From the door, the padre delivered his final broadside—

"And you know you did revoke, Tajjy."

"Get out!" roared the Skipper.

A few minutes later, the Acting-Right Reverend John Tudor was describing the interview in the ward room, while the fuming Captain Plantaganet pondered the situation. He reflected that he was probably wrong in the beginning; also, that the United Services Club would revel in the tale, if matters were left where they were. Besides, he was at heart quite a good chap; a latent sense

PRUNE-SEN SYRUP OF PRUNES

With

SENNA & CASCARA

For Constipation, Purifying the Blood, and
all complaints of the Stomach, Liver and
Bowels.

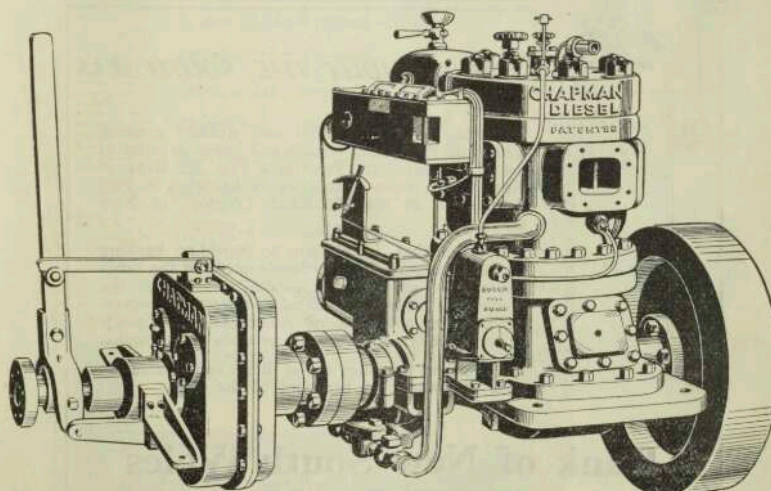
Price - - 1/6

Prune-Sen Manufacturing Co., Sydney

R. H. BENDER, M.P.C.

689 ANZAC PARADE, MAROUBRA,
SYDNEY

Agents now being arranged



THE CHAPMAN DIESEL MARINE ENGINE

Slow Speed, Heavy Duty Type shewing high propeller efficiency. Patented Starting System. No compressed air, no wicks or cartridges, no blowlamp, no cranking handle, no valves. 15 h.p. Runs on Black Crude Oil costing sixpence a gallon at Sydney; consumes six gallons in 10 hours. Price of engine complete £325 ex factory.

CHAPMAN & SHERACK, Clara Street, Erskineville, N.S.W., Manufacturers and Patentees

of humour began to assert itself. He decided on a certain course.

Just before dinner, the Chief Engineer entered the ward-room. The padre claimed his reward from the reluctant son of Scotland. But he was interrupted by the Captain's sentry, who approached him and said:

"The Captain's compliments, sir, and would you dine with him to-night, and play bridge afterwards?"

"What? Me?" gasped the padre.

"Yes, sir."

"Well, I'm damned!"

"Padre! Padre! But I tell 't ye Cap-

tain Plantaganet would hae the last word. . . Waiter, bring me a gin and bitters, and put it doon to the chaplain."

Duke of Gloucester's Empire Tour

The Duke of Gloucester left London early in September in the cruiser *Sussex* on his voyage to Australia, New Zealand and the Pacific Islands.

After officiating at the Melbourne Centenary ceremony, he will tour the Commonwealth and then proceed to New Zealand. He will arrive at Suva on January 30, 1935, and remain in Fiji until February 3. On February 4, he will arrive in Apia, Western Samoa, where he intends to stay until February 6.

ANXIOUS MOMENTS IN POLYNESIA

EARLY morning—a rusty-plated cargo boat creeps up towards the reef of a Pacific Island. Already natives are busy coming and going between the foreshore and the reef across a shallow patch of water strewn with coral boulders. They are carrying various things on to reef; boxes and native baskets of fruit and bunches of freshly cut bananas.

Breakers advance upon the reef in a persistent threatening way. The foremost one curls over; its crest slides forward and churns heavily into foam and bubbles. Onward swirls the foam across the reef into those ragged edged channels and cavities with which the reef is entrenched. The next movement is a violent backwash of the spent wave as the following breaker walls up, to make its strike.

The process goes on hour after hour, day after day, without stop as it has done for the past million years and as it will continue to do until the end of time.

A growl goes up from the reef. You hear it mostly as a muffled roar ending in a slow "swish"; a kind of symphony of low notes swelling and fading, swelling and fading. After a storm terrific crashes and detonations boom out—such crashes and crunchings as would signal the collapse of a mighty bridge structure or a city falling in.

Several natives standing near one of the coral gutters are holding a canoe with its bow towards the breakers. A wave comes over, flattens out and momentarily floods the reef. This is when a timid man feels like bolting for the foreshore. The canoe floats clear and with a quick push and rapid paddling, away goes the hollow log amidst a shower of spray.

A passenger to come ashore; a black speck appears on the rusty side of the ship and moves slowly downwards. Then it seems to hang there for a moment or two. The canoe appears to flutter up and down the vessel's side. The speck disappears into the canoe.

Back to the reef. Reaching the breakers the canoe is brought to a stop with its bow dead on to the waves as they race shorewards. The native responsible for the canoe is watching each wave. Every now and then a breaker comes along on which it is safe to make the "shoot over."

Here it comes now! The canoe shoots forward and in a second or two it is all over. Either the canoe is smashed or it has been whirled safely into the midst of those waiting on the reef to grasp it.

Anxious moments, these.

After the passengers comes the cargo—cargo of all descriptions, from motor trucks, oil drums and pianos to foodstuffs and luggage.

A steamer usually does not anchor, but cruises slowly about, always under way, prepared for a squall or any set towards the reef. The propeller blades of the vessel would chop a canoe to pieces were it to pass under the stern of the ship. Natives are vividly aware of this risk.

Throughout Polynesia natives lighter tons of copra and thousands of cases of fruit besides awkward pieces of cargo, across seething reefs and think nothing of it. Europeans would be positively unable to land at many of the Pacific Islands were it not for these reef valiants.

—“D.”

A CLEAN PLANTATION GUARANTEED WITH

B.A.C. Weed Killer

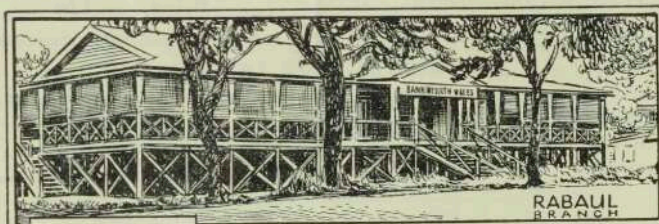
Used on Malay States Rubber Plantations; approved by British Malay Rubber Institute

F.O.B. Sydney. Sold in 4 gallon tins—2 tins to a case. 4/3 per gallon (Australian Currency). In concentrated form. Agents wanted in every group

Particulars from:

LONE HAND SOAP CO.

554 Botany Rd., Alexandria, Sydney, Australia



THROUGHOUT THE SOUTH SEAS

Australia has a substantial and steadily growing trade with the Pacific Islands and it was in order to foster and stimulate this trade that the Bank of New South Wales established its branches in Fiji, Papua and in the Mandated Territory of New Guinea.

These branches, in addition to providing banking facilities essential for the development of the territories in which they are established, furnish the credits and make the financial arrangements necessary for the shipment of Australian-made goods to the islands and of island produce to Australia.

These island branches are in direct communication with the other 720 branches of the Bank.

Bank of New South Wales

(ESTABLISHED 1817)

with which the Western Australian Bank and The Australian Bank of Commerce Ltd. are amalgamated

October 17, 1934

THE PACIFIC ISLANDS MONTHLY

27

CAPTAIN DETZNER'S EXPLORATIONS

MISS SHEILA LANE, in her article (P.I.M., July), gives Captain Hermann Detzner credit for greater powers than are usually allotted to man.

To describe an unknown district in Central New Guinea vividly and accurately, merely by hearsay, eighteen years before its discovery, must be an unparalleled performance, even for New Guinea.

But it is hard to see what bearing any translation of Captain Detzner's four years' wanderings in New Guinea, from 1914 to 1918, has on the merits of Jack Hides, as compared with Taylor and the Leahys; or of Papuan exploration as compared with that of New Guinea; or what support it gives to the so-called "jealousy that exists between the Mandated Territory and Papua," which Miss Lane emphasises so strongly.

It seems ridiculous to urge that any real jealousy exists between the two Territories. Certainly, Papua holds none for the other side; and there appears no obvious reason why the opulent New Guinea should be at all envious of her poorer neighbour.

—MOLLIE LETT.

American and New Zealand Vessels at Suva

From Our Own Correspondent

SUVA, August 16.

SUVA has had two more tourist ships in port recently.

The City of Los Angeles, which paid her first visit earlier in the year, arrived on the evening of July 24 from Los Angeles via Nukahiva, Tahiti, Rarotonga, Nukualofa, and Noumea, with 221 passengers on board.

The ship sailed on the afternoon of the following day for Apia, Pago Pago, Honolulu, and America.

On Saturday morning, August 11, the Marama arrived with 240 passengers from Auckland and Sydney, most of them being from New Zealand. This is the first tourist ship to visit here from New Zealand, and the innovation was a popular one.

Rain marred the ship's arrival, but during the day the weather cleared somewhat, and passengers were taken for the usual drives.

On Sunday, August 12, a launeh picnic was held on Nukulan Island, and in the evening a concert was given on the ship by the Defence Force Band. The ship sailed for Levuka, Tonga, Samoa, and Auckland on the Monday morning.

Sydney Marine Agency

Brokers for the
Sale or Purchase or Construction of
Luggers, Schooners, Ketches, Cruisers,
Yachts, Launches, Speed Boats, Engines,
Equipment, etc.

Prices range from £100 to £1000.

Send for our Price List.

Sydney Marine Agency

72 PITT STREET, SYDNEY.
Works: Lavender Bay.

Tui Cakau Leaves Fiji on Maiden Voyage

From Our Own Correspondent.

SUVA, Sept. 12.

THE new steel motor vessel, Tui Cakau, recently assembled here for Messrs. Morris Hedstrom, has been completed, and underwent successful trials on September 8, attaining a speed of 8½ knots.

She sailed for Lakeba, Lau Group, on her maiden voyage in the interinsular trade on September 10. The vessel is a valuable addition to the fleet of small boats engaged in the trade of the Colony.

Indian Smuggler Sentenced at Fiji

From Our Own Correspondent.

SUVA, Sept. 1.

ON the night before the steamer Ganges sailed from Suva for Calcutta at the end of August, Rasulla, an Indian member of the crew, was caught by a customs officer attempting to smuggle "Indian hemp" (gunja) ashore. The "hemp" was found in the toe of Rasulla's shoe.

At the Police Court the next day, he was fined £50 or 12 months in gaol, by the Acting Magistrate, Mr. W. Burrows.

PRESCOTT LTD SUSSEX ST
SYDNEY
are sole wholesale agents for
PINEAPPLE BACON & HAMS
DAISY BRAND BUTTER
PRESCO BRAND BUTTER
LEA & PERRINS' SAUCE

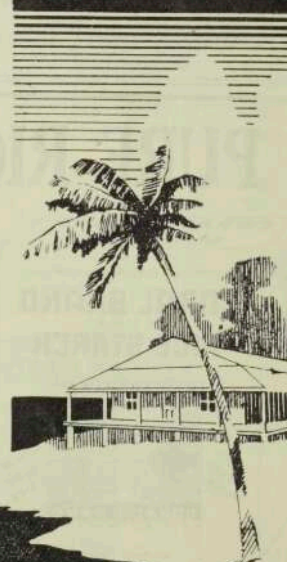
DOCKERS SUN BRAND PAINT

Made expressly to keep a lustrous, full gloss finish against the varying conditions of moist weather exposure, and prevent the decaying ravages of rain and extreme heat by giving a long lasting protection to all surfaces.

**SUN PROOF
RAIN PROOF**

**"Stronger than the
Weather"**

**W. R. CARPENTER
& CO. LTD.**
New Guinea, Solomon Islands,
and all other South Sea
Islands.



PROGRESS AT SALAMAUA

As further evidence of the rapid progress that is being made in the New Guinea goldfields towns it is noted that substantial additions are being made to the Hotel Salamaua, which is conducted at the goldfields port by Mr. and Mrs. Allen Innes. A building of two storeys is being erected in the garden opposite the main dining bungalow. This well-known hotel accommodated 60 guests during the exciting week when the *Montoro* ran ashore, near Huon Gulf.

TO PACIFIC ISLANDS BUILDERS AND CONTRACTORS

AUSTRALIAN HARDWOODS

For all classes of Buildings and heavy Constructional work, Wharves, Jetties, etc. Send details and we will quote by radio or return mail, as desired.

Islands Timbers

We should be glad to have details of any Islands Timbers which might be suitable for sale in Australia.

E. J. BURNSIDE & CO. LTD.
Australia House, Wynyard Square
SYDNEY

Cable address: "GRADATIM," Sydney.

DANGERS OF PACIFIC NAVIGATION

Dutch Shipmaster's Appeal for New Surveys

AN appeal for further hydrographic surveys of the waters in and about the Pacific Territories controlled by Australia was made by Captain J. Blaauboer, master of the K. P. M. steamer "*Van Rees*," which arrived in Sydney on September 11. The "*Van Rees*" runs on a regular schedule between the East Indies, Papua, New Guinea, New Hebrides, New Caledonia and Sydney, and navigation in those waters is full of dangers.

"Shipmasters can make no complaint if they have adequate charts," said Captain Blaauboer. "Navigation in good or bad waters is part of their job. But navigation around the coasts of Papua and New Guinea is full of risks, even if the greatest care is exercised, because of the almost complete absence of lighthouses, the incomplete charts and the treacherous currents. The course one must follow between Port Moresby, Samarai and Rabaul is most tortuous, there are reefs and islands in all directions and, in thick weather, such as we have had for the last month or two, navigation is—well, very difficult.

"Shipmasters cannot understand why Australia gives so little attention to the subject of making navigation safer in these waters. You have in New Guinea one of the most efficient and successful aeroplane services in the world; and yet, in the same place, you have one of the worst navigation systems. That there have been so few shipwrecks is a great tribute to the shipmasters who frequently navigate these seas—particularly the captains of Burns Philip steamers. The fact that the "*Montoro*," in charge of one of the Company's best-known captains, struck a reef, shows that there is danger in those waters in spite of the greatest care and skill, and the Australian Government should take steps to minimise that danger.

"More lights are most urgently needed. At present, there are lights only at the entrance to Port Moresby; on Kegawan Island, in China Straits; at Cape Vogel, at Salamaua, Madang, and at Rabaul. As an absolute minimum, there should be lights also at Bramble Cay, at the eastern entrance of Torres Straits (Great North-east Channel); at Round Point, on the southern shore of Papua; at or near the Brumer Islands, to show the south-west entrance to the China Straits; at or near the Trobriand Islands, to show the northern entrance to the China Straits; and there certainly should be a light somewhere in Vitiaz Strait, between the New Guinea Mainland and New Britain, where the "*Montoro*" ran ashore recently.

"There is now much traffic in these waters, in the vicinity of the China Straits and, without lights and with poor charts, too much responsibility can be thrown upon shipmasters when they are asked to maintain their schedules in thick, rainy weather.

"Most of the charts covering the waters of Papua and New Guinea are antiquated and inadequate—some are almost ludicrous. I have just been using Admiralty Charts Nos. 2422, 2121, 2122, 2123 and 2764, which are the charts to which we must work when navigating the Great North-east Channel of Torres Straits and the South and South-east coasts of Papua. These charts appear to be the result of surveys made in 1843-1850, with some small sectional examinations made since. Here are some of the annotations on the charts:

"Several reefs seen in this direction." "Caution: Owing to the imperfect nature of the survey in the vicinity of Round Point, vessels should proceed with caution when navigating here." (Yet Round Point is one of the most important points on the South Coast of Papua—vessels proceeding east or west have to alter course here). "Position and extent of these islands uncertain." "Reefs seen by D'Entrecasteaux—over 140 years ago! "Reefs seen by Mr. Ashmore in the ship *Hibernia*, 1811 (not surveyed). "Reef, Nellie (1889)—position approximate." "No survey of these waters." "Limit of reefs uncertain to the southwest."

"And so on. There are very many of these vague indications of dangerous water, but they provide shipmasters with material only for guesswork.



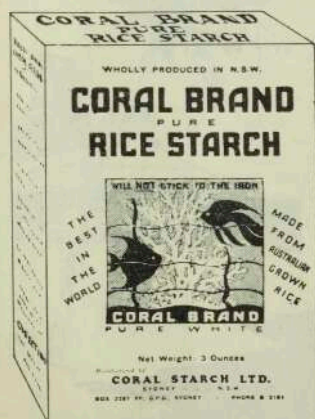
The "Caledonia Dover"

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

Illustrated Catalogue on request.

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

PURE RICE STARCH



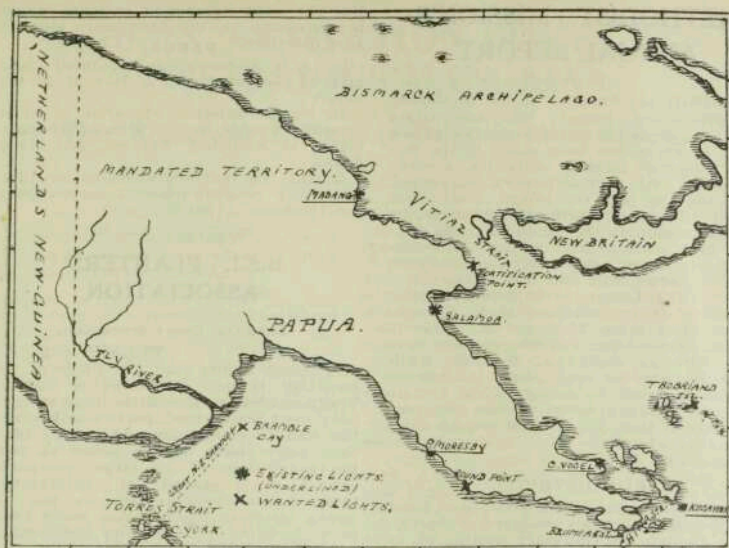
ALWAYS ASK FOR
"CORAL BRAND"
100% PURE

Noted for its
QUALITY and WHITENESS
Goes FARTHEST and gives
LASTING FINISH

Will not stick to iron.

CORAL BRAND
may be obtained from
Leading Island Stores

Manufactured by
CORAL STARCH LTD.
Sydney, N.S.W.



Map drawn for "Pacific Islands Monthly" by Captain Blaauwer to show where navigation lights are urgently needed.

"Everyone understands that Governments in these days, have little funds for work such as hydrographic surveys. But something small might be done, from year to year, so long as the charts could

be made more accurate. Nothing at all has been done in this direction for a long time, and the present position is fair neither to the shipmasters, the travelling public, nor the owners of ships."

N. GUINEA PERSONAL NOTES

From Our Own Correspondent.

RABAUL, September 3.

Mr. K. C. Roberts, assistant secretary for Lands, accompanied by Mrs. Roberts and his son, left on long furlough by the s.s. Van Rees.

Mr. H. C. Cardew, assistant director of District Services, is on long leave and is spending some of his furlough in the Madang district.

Mr. T. L. McAdam, district officer of the New Britain district, left by the Macdhui to-day for leave in Australia. He is being relieved by Mr. Don Waugh, who will also take over the duties of Acting Stipendiary Magistrate at Rabaul. Mr. Waugh is well-known to all old identities, and was stationed for many years at Kavieng and later at Kieta.

Mr. J. M. Atherton, of the Public Health Department, was married at the Methodist Church by Rev. F. G. Lewis on August 21 to Miss Ivy May Adams. The bride was given away by Mr. E. G. MacAdam and Mr. H. G. Murray acted as best man.

Mrs. R. A. Laws, who returned recently from South, proceeded to Wau where she joined her husband, who is opening up a business there.

Mrs. George Murray, wife of the Director of Agriculture, has been staying for some time with Mrs. William Marshall at Salamaua, but has now returned to Rabaul.

Mrs. P. Coote, wife of the manager of Messrs. Burns, Philp & Co. at Rabaul, is proceeding South by the Macdhui and intends to remain away for several months. Mr. Coote will join her later. Mr. Craig will relieve Mr. Coote as manager of the Rabaul branch.

Mr. G. A. V. Stanley, the geologist who has for a number of years been occupied in mapping certain areas for Australian oil companies in the Aitape district, has departed for Australia for the purpose of conferring with experts as to drilling localities. There is undoubtedly oil in the Aitape district, and, it is claimed, it will be found in payable quantities when the time comes.

Mrs. F. Burrows, the widow of the popular Alec Burrows, who died recently while on a trip to the East, is proceeding South where she will take up her residence.

YSABEL, B.S.I. RENAMED

TULAGI, Sept. 5.

Among minor changes in the Group, is the alteration of the name of Ysabel Island to Santa Isabella. The new name probably is historically more accurate, and people will soon become used to it. It seems not very necessary, but quite harmless.

In all likelihood Islands people will continue to call it Ysabel, or, with equal inaccuracy, by its more common name of Bugotu.

TIMBER, JOINERY, Etc.

PREPARED BUILDINGS ready for erection a speciality.

SHIP and BOAT BUILDING TIMBERS specially catered for.

FIBROLITE, PLYWOODS, GALVANISED IRON, CELOTEX.

CONSIGNMENTS shipped by RETURN STEAMERS to the Islands.

JOHN W. EATON LTD., WEST CRESCENT ST., NORTH SYDNEY

TELEPHONES: X5051 (5 lines)

SHIP CHANDLERY—HARDWARE

BROOMFIELDS LIMITED, 152 Sussex St., SYDNEY

Large and Complete Stocks of SHIP CHANDLERY. Ironmongery of all kinds — Paints, White Lead and Oils.

Sole Agents for:

P. H. MUNTZ & CO.'S 3-CROWN BRAND METAL SHEATHING. PEACOCK & BUCHAN'S ENGLISH READY-MIXED PAINTS.

WRITE FOR SHIP CHANDLERY CATALOGUE.

Special "In Bond" Prices for all Island enquiries quoted on application. CABLES: "BOOM," SYDNEY.

WE ARE SPECIALISTS!

Let us have your confidence, sixty years is our record of supplying the Leading Houses throughout the World in—

FRESH FRUIT VEGETABLES PRODUCE

WEYMARK & SON LTD.,

Fruit and Produce Merchants

14-18 STEAMMILL STREET, SYDNEY

Phone: MA 3612 (4 lines)

Cable Address: "Weymarkson"

Codes—Bentleys. Private.

Mrs. H. Luxmoor took charge of the Hotel Rabaul, T.N.G., in May last, and has displayed much energy and ingenuity in re-organising and renovating that popular establishment. Rabaul is responding in a very satisfactory manner to the social attractions of the hotel under the new management.

METHODIST MISSION'S ANNUAL REPORT

THOUGH the finances of the Methodist Missionary Society of Australasia showed a deficit for 1933 of over £4,000, great progress has been made in the Society's Islands mission activities, according to the 79th Annual Report just issued.

During the year the Board, determined to fill all vacant stations, increased the European staff in the Pacific Islands mission field. Altogether ten new missionaries—six men and four women—were sent to Papua, Fiji and New Guinea.

Rev. C. O. Lelean, of Fiji, retired after 32 years' service and Rev. M. K. Gilmour also retired after 33 years of work in Papua. Four other mission workers have also retired on account of ill-health, while Miss H. Stevens and Miss D. Secomb retired in order to marry. New Britain lost one of her greatest pioneer missionaries when Rev. W. H. Cox retired early this year; later he died in hospital in Australia on April 28.

FIJI DISTRICT.

The work of the Fiji District was much handicapped through reduced subscriptions, though the voluntary writing off by native ministers of 75 per cent. of their year's salary improved the position slightly.

The superintendent of the Bau Circuit (Rev. T. N. Deller) has been working strenuously in an effort to raise ten thousand guineas for the Fiji Centenary Celebrations Fund. At the end of 1933, the fund stood at £1,300.

Education has advanced considerably. Ten students are studying at the Davuilevu Theological College; 128 pupils are attending the well-equipped primary school in the same district and there are many scholars at the technical school where carpentry cabinet-making, book-keeping, electrical engineering, etc., are taught. The Navuso Agricultural School is doing very good work in turning out efficient Fijian farmers.

NEW BRITAIN.

The Methodist Society has 375 churches in the New Britain district and 23 European missionaries at work among the natives. The notable feature of the mission work in this district during the year has been the evangelistic work. Many new villages have been opened up and the mission's influence has extended in all directions.

The General Secretary (Rev. J. W. Burton) visited the Territory recently and with Rev. L. A. McArthur re-organized the mission's educational system.

The task of attending to the medical needs of the natives has been arduous.

But the large number of patients treated is testimony to the able work done in this direction. **PAPUA.**

Rev. J. R. Andrews was appointed Chairman on the retirement of Rev. M. K. Gilmour.

In Papua, mission education is in its primitive stages, though schools are maintained at Kiriwina, Salamo, and Bwaidoga.

During the year the missions continued to render needful medical assistance to the Papuans.

B.S.I. PLANTERS' ASSOCIATION

From Our Own Correspondent.

TULAGI, Sept. 6.

It seems a pity that the Planters' Association is now moribund or defunct. The Association, if a little interest could have been maintained, particularly among the smaller companies and private planters, might have done a power of good. Representatives of the larger companies cannot be accused of indifference; they made every effort to get the lesser interests to show the same keenness. Possibly a little quite unwarranted suspicion of the bigger firms may have contributed to the indifference of the lesser folk. This suspicion was not justified, as the more smaller men, the more votes (when interests clashed) would be against the large firms. At the present time certainly—and one would imagine, always—interests should be identical, and it is a great pity the Association is not revived.

There is now a chance of publicity in the "P.I.M." and it is to be remembered how helpful, in an earlier depression, the "Planters' Gazette" was to the old Association. The members of the editorial board of that publication bore the burden of editing, and most of the writing and a large part of the cost of printing and publishing, but they did much good.

PAPUAN NATIVE'S PUBLIC SPIRIT

AN interesting report received in Canberra in September on the erection of an isolation hospital in the native village of Hanuabada, Papua, shows that the Papuan native is not lacking in public spirit.

The report, which was made by the Government Secretary to the Lieutenant-Governor, is as follows:—

"The Resident Magistrate let a contract to a native named Sisla Vaika to build an isolation hospital in Hanuabada for those affected with tuberculosis. The money for the hospital was found from native taxation funds. Sisla made a fine job of it.

"Sisla had been working for some time with a private employer as a carpenter at £5 a month and gave up the job to take the hospital contract. I asked the Resident Magistrate to find out, if he could, whether Sisla had made any money at the job. He discovered that there was a loss, and, on pointing this out, Sisla said something to this effect, 'Very likely; but I was not looking for profit. I wanted to build this hospital for my village.'"

"I think," wrote Sir Hubert Murray, when sending the report to the Minister in Charge of Islands Territories (Sir H. Lawson), "that such public spirit and indifference to personal interest is not very common, even in the higher culture."

A Nagging Backache



May Warn of Kidney or Bladder Irregularities

A persistent backache, with bladder irregularities and a tired, nervous, depressed feeling may warn of some disordered kidney or bladder condition. Users everywhere rely on Doan's Backache Kidney Pills. Praised for more than 30 years by grateful users the country over. Buy a bottle to-day, but be sure they are Doan's.

DOAN'S
BACKACHE KIDNEY PILLS.

All Chemists and Stores

AUSOLINE

Never Known To Fail!

COCKROACH DESTROYER

It Attracts

They Eat It

They Die

PRICES:
1lb. . . 5/-
3lb. . . 10/-
Postage
Extra.
Remit Cash
with Order.

AUSOLINE CO.
314 CROWN STREET
SYDNEY

Established 1919

IT'S
A
PASTE

MODERN SANITATION COMES TO MYSTERIOUS MANGAIA

What Rockefeller Institute is Doing in Cook Islands.

From Our Own Correspondent.

RAROTONGA, July 18.

THE Rockefeller Foundation has every reason to be satisfied with its work at Mangaia (Southern Cooks).

Mangaia is the third island in this Group to undergo a Rockefeller sanitation transformation, but, on account of the island's coral structure, the majority of latrine shafts had to be driven down through hard coral strata.

We give a rough diagram showing the peculiar physical architecture of the Island which in general shape presents a remarkable likeness to a massive lemon squeezer.

The coral wall on Mangaia is about 25 miles long, and completely encircles the island. Of the five villages, three are situated on top of this wall, or makatea, and two on the terrace below, facing the sea. The terrace is about 50 feet above sea level and extends back 100 yards or more to the frowning coral wall of the

It was at this island that Mr. F. Cowley, Officer in Charge of the Rockefeller work here, landed from a schooner on November 1, 1933, with cement, iron, general equipment and explosives. The scheme provided for the sinking of 320 shafts. Volunteers came forward at once and went to work in a business-like manner to drive shafts into the coral to the required depth of from 12 to 25 feet.

At the commencement, a compressor plant for drilling and blasting was used, but on 15th January, the plant shattered itself to pieces under the strain. Repairs were impossible locally, and drilling was continued by hand with improvised tools. Axes, and bars of all kinds, were used to chip out the coral. So painfully slow was the work that in places the rate of sinking shafts fell to only about one inch per day. But the work went on almost grimly—without complaint, despite the weather conditions of the hurricane season (Dec.-March)—the worst possible months in the tropics. A respite was



MANGAIA - COOK ISLANDS - GENERAL IDEA OF FORMATION - FROM A DESCRIPTION.

makatea, which rises in a sheer cliff face to approximately 150 feet above.

The makatea itself varies in width, being 1500 yards wide in places, and is broken here and there with deep narrow fissures.

On the inner side the wall presents a precipitous drop to the rich muddy soil 200 feet or more below.

Here, the land level, before it rises to form the central hills or cone is below that of the sea; but the water from inland disappears, somehow—possibly through the immense cave systems with which the makatea is honeycombed.

Taro, or Marmio plantations as they are called at Mangaia, are to be seen about the swamps and the lower slopes of the hills, laid out in areas of beautiful squares, some large and others small. The inland hills rise away into round tops, 600 feet in height.

The Islanders, and their sure-footed ponies, go down the inner face of the coral precipice by a series of steps and rough footholds to the taro beds below. A roadway, one branch to the right, and the other to the left, has been formed up the face of the makatea on the seaward side, and this road continues along the top to the three villages, Ivirua, Tamaroa and Makatea.

The makatea actually is a coral reef, possibly millions of years old; an atoll ring pushed up from the ocean by a seismic thrust. The island proper seems to have settled back somewhat, breaking asunder from the hard coral structure of the wall, remaining as it is to-day, a kind of freak island and a geological wonder.

slabs and pedestals. Water was obtained from a spring on the beach, fifty feet below.

On the 31st March, an inspection was made of all shafts sunk, and it was found that every latrine was complete, with a whitewashed superstructure made of native timber. A concrete water tank was also erected and another partly laid out, to await the arrival of further material from Rarotonga.

This remarkable piece of work was put through in five months.

The next island to be taken in hand is Atiu and, afterwards, Mauke. It is understood this will complete the Rockefeller scheme for the Cook Group, in the meantime.

A WELL-PROVEN REMEDY FOR PILES

This preparation has been on the market for several months, and it has effected a Cure in every case in which it has been tried. Cases of Long Standing often Cured within One Month, with one bottle only.

For External Use only—Stainless, Painless and Odourless.

PRICE: 5/- PER BOTTLE. Posted, securely packed, for 6/9 per bottle. Copies of Testimonials forwarded on request.

Read the Report of an Eminent Analytical Chemist:

THE LABORATORY,

20 and 22 Napoleon Street,
Sydney, March 14th, 1933.

ROBERT BRUCE, Esq.

Dear Sir.—The formula of your pile cure submitted to me could have no effect other than beneficial. I gave your sample to a Client who had suffered many years, and before he had used half the bottle he reported himself completely cured.

Faithfully yours,

GROVE JOHNSON, F.C.S. (Lond.),
Analytical and Consulting Chemist.

Supplies Obtainable from—

ROBERT BRUCE

Room 7, 2nd Floor,

15 Hunter Street, Sydney

and also at

14 UPPER BAYVIEW ST., NORTH SYDNEY.



A High-class, Ball-bearing Mower at a Low Price

Features include:—

Self-aligning, dust-proof ball bearings.

Extra large wheels with overtyres to prevent dirt and grass cuttings from entering the bearings. 6 or 5 knife cutting cylinder.

Spring attachment to keep the rear portion from bumping. Easy adjustments.

Ransomes

LAWN MOWERS

Illustrated literature and all information on application.

Agents for Fiji, Samoa & Tonga: MORRIS, HEDSTROM, LTD., Suva, Lautoka and Ba.
Made by RANSOMES SIMS & JEFFRIES, Ltd., Ipswich, England

REVIVAL IN SOLOMONS MINING INDUSTRY

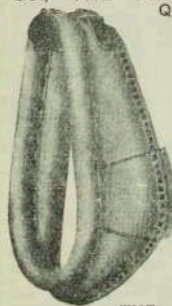
TULAGI, Sept. 5.
A recrudescence of interest in the embryonic mining industry seems indicated. A few folk with nothing better to do are prospecting. Two mining men passed through on the "Malaita" to New Guinea, to return to one of the local "shows."

A smile was caused recently when a new arrival applying for a miner's right, had his Australian pound turned down. Advance Australia!

THE KRUMP Master Made COLLARS

FOR PLANTATION USE.

COLLARS CAN BE PROCURED THROUGH THE VARIOUS BRANCHES BURNS, PHILP, & CO., THE FIRM THAT SELL QUALITY GOODS



Or direct from the Manufacturers.

Guaranteed Quality.

SPECIFICATIONS

Solid Leather back, thong sewn, rim and outer seam. Leather Lining. Solid Leather car, double buckle fastening on top, 15-inch draught, and extended hame lugs.

WHEN BUYING

ASK FOR KRUMPS

THE KRUMP Collar & Harness Mfg. Coy.

39 Albert St., Auckland, C.I., N.Z.

HOT-AIR-DRIED COPRA

Cheap Ceylon Driers Successfully Tested in New Guinea

A DEVELOPMENT in connection with the production of hot-air-dried copra in New Guinea will be of interest to all coconut planters.

As everyone knows, the world market has more or less rejected smoke-cured copra and the cheaper grades generally, but is disclosing an increasing demand for hot-air-dried; and the difference in price is now so marked that many planters are giving most serious consideration to the problem of installing efficient driers. The problem lies in the cost. There are excellent driers on the market, but their price—running usually into hundreds of pounds—places them outside the reach of many planters, who have been hard-hit in recent years by the low returns from their principal product.

In New Guinea, they seem in a fair way to solving the problem. We are indebted to Mr. P. Coote, manager in Rabaul for Messrs. Burns Philp and Co. Ltd., for the following information. A number of planters in New Guinea have installed or are installing what are called the Ceylon driers; and those who are operating them definitely are getting the hot-air rate for their copra.

The movement started about 1930, when Mr. B. Bunting, who has an expert knowledge of tropical agriculture, visited Ceylon and, as a result of his careful inspection of coconut plantation methods there, wrote an excellent pamphlet. Mr. Coote thought much of this pamphlet, and had copies made and distributed among New Guinea planters, directing particular attention to the Ceylon method

of drying copra. Not much notice was taken of the pamphlet then; the planters generally were making large profits by following their old methods, so why should they worry?

But two planters in the Madang district, Mr. E. V. O'Brien and Mr. E. J. Wauchope, who are known for the efficiency which they maintain on their plantations, were interested in Mr. Bunting's description of the hot-air driers in use in Ceylon, and they decided to experiment. Mr. O'Brien started it, and reported considerable success; and Mr. Wauchope soon afterwards followed suit. Mr. Wauchope recently wrote a pamphlet, describing his methods and results, and copies of this have been distributed by Messrs. Burns Philp and Co., Ltd., Rabaul, who are doing everything possible to assist planters to produce the hot-air grade.

Mr. Bunting, in describing the whole of the Ceylon industry, laid down the general lines followed there in the construction of driers; and both Mr. O'Brien and Mr. Wauchope introduced variations of their own, to meet the local conditions.

The type of drier described by Mr. Bunting was built of brick, faced with cement with a corrugated iron roof and a concrete floor. It was 60 feet long by 24 feet wide, with a drying platform 60 feet long by 16 feet wide. It was divided into five bays, or rooms. In each room, therefore, the drying platform was 12 feet long and 16 feet deep, and in front of each platform was a space, which was called a verandah, 12 feet long and 8 feet wide. Each bay could hold 8000 nuts, giving a kiln capacity of 40,000 nuts; but it is usually worked at half that capacity.

We now quote verbatim from Mr. Bunting's pamphlet:

"The drying platform is constructed of iron girders, carrying wooden joists, spaced about 18 inches apart, over which are placed strips of iraca-wood, roughly 1½ inches x ½ inch, as close together as possible. The unevenness of the battens gives ample spacing to allow the heat to pass through to the drying kernels. In addition, No. 3 or 4 gauge wire mesh is placed on top and tied down with wire to prevent small pieces of copra falling through into the firing pit below. It is stated that this precaution saves a loss of about 1½ per cent. of copra. The platform is placed one foot below the top of the front wall, which is 4 feet 3 inches above the verandah level.

"The firing pit is roughly 4 feet 6 inches below the level of the verandah so that the firing floor is about 8 feet below the level of the platform, which is considered the most suitable height. The firing pit is divided by a brick wall so as to form two compartments, one of two bays and one of three bays. Holes, about 3 feet x 3 feet at the front of the platform, one in each chamber, allow access to the firing pits, which are connected with the verandah by cement steps. Shallow steps are also placed inside the verandah in front of each bay in order to facilitate placing the nuts on the platform. The lower half of the verandah is built up to a height of

WUNDERLICH

ART METAL CEILINGS



Wunderlich Art Metal is the ideal ceiling and walling for Island Homes. Suitable for every purpose; transports cheaply; easy to erect and decorate; fire-resisting; vermin-proof, and lasts a lifetime. Write for illustrated literature and prices. WUNDERLICH, LTD., Box 474AA, G.P.O., SYDNEY.

SHIP CHANDLERY

W. Kopsen & Co. Limited

Manufacturers of
PIONEER BRAND ASH OARS AND IMPLEMENT HANDLES.

Sole Agents for:
KOPSEN'S SPECIAL YELLOW METAL SHEATHING AND NAILS.

Large Stocks of Chains, Anchors, Manilla and Wire Ropes, Wood and Iron Blocks, Oakum, Tar, Pitch, Oils, Paints, Leads, Zincs, Varnishes, Shackles, Rigging, Screws, Sheathing, Felt, Lampware, etc.

Special Under Bond Prices for Island trade.

68-70 CLARENCE STREET, SYDNEY

Cables: "Kopsen."

:-:

Phone: BW 1114-5

October 17, 1934

THE PACIFIC ISLANDS MONTHLY

33

about 5 feet, but the ends are left open. The wall at the back of the platform is either pigeon-holed or not; and built right up the eaves to allow fumes and moisture to escape. A shallow jackroof, placed about 6 inches above the main roof, will answer the same purpose.

"When the nuts arrive at the kiln they are split in half, and, providing the weather is dry, placed on a cement barbecue for two days, but during wet weather they are placed straight on the kiln. The opened nuts, which have been partially dried in the sun, are placed haphazard on the kiln to a depth of about 12 inches with ordinary crops. When heavy crops are obtained the nuts are stacked 18 inches deep on the platform but in this case they must be turned twice daily. Under ordinary conditions nuts will remain on the kiln for four days.

"After two days on the kiln the shells are removed and the kernels transferred to the next bay for further drying, and so on until the fourth bay is reached, when the copra should be quite dry. The object of moving the kernels to the next section is to ensure evenness in drying.

"The firing is done by placing a double row of shells side by side, each shell fitting closely into the next, across the floor of the firing pit. When the nuts have been partially sun-dried, the double rows of shells are spaced about 6 feet apart on the floor of the firing pit, but during wet weather, when the nuts are placed straight on the kiln, the rows of shells are spaced about 3 feet apart. The shells are lighted at one end so that the fire creeps slowly to the other end of the pit. The shells usually burn at the rate of 8 feet per hour, so that with a platform 16 feet wide one firing will take about two hours to complete. Firing goes on almost continuously, a fresh fire being started immediately the nuts have been turned over on the platform.

"During windy weather the entrances to the firing pits are covered with sheets of corrugated iron so as to prevent too much draught. It is most important that the shells used for firing should be quite dry, so as to produce as little smoke as possible, because if they are wet the smoke will discolour the copra.

"When the kernels are quite dry they are transferred to the copra store. This building, which is constructed of corrugated iron, is raised about 8 feet above the ground and has a wooden floor, on which the copra is stored until sufficient quantity is obtained to make a consignment. By storing the copra in this way it is kept free from mould.

"In dry weather, small fires are kept burning at night outside the kilns, and

copra stores to absorb dew. These fires are lighted early in the evening and early next morning, since little dew falls during the night.

"It is considered that small kilns with a platform 40 feet x 15 feet placed in fields of 150 to 200 acres each, are preferable to a large central kiln, since the former method tends to reduce the cost of transport of nuts."

Mr. Bunting described the kilns on eight plantations, altogether, and there seemed to be variations on every one of them. In most cases, the split nuts were sun-dried for one or two days before being introduced to the hot-air drier. But the general principles followed were the same throughout. He emphasised that everywhere the effort was made to keep the two halves of the coconut intact, and they went into the copra bags as complete halves. Any small broken pieces usually were removed and sold as a separate and cheaper grade.

Mr. Coote, in Rabaul, has samples of copra from the plantations of Mr. O'Brien and Mr. Wauchope; and it is noticeable that in each case the full half of the nut has been preserved intact, clean, and unstained.

Mr. Wauchope (of Awar Plantation, Madang) has built a drier, at a low cost, 60 feet long and 22 feet wide, divided into five rooms, following generally the lines given by Mr. Bunting. He has succeeded in getting first-class hot-air-dried copra without having to purchase an expensive drier. We are assured that the smaller driers can be built for less than £50, and that it is practicable to build three or four, scattered over a large plantation, thus materially reducing transport and allied costs.

Mr. Wauchope's pamphlet was written with a view to helping his fellow-planters in these difficult times, and therefore we publish it in full, with acknowledgments to the writer:

SPECIFICATIONS

The drying bed is similar to the ordinary type of smoke drying bed, erected over a firing pit, 6 feet deep, 18 feet wide and 56 feet long. It projects two feet over each side and end of the firing pit which makes the overall measurements 60 feet long and 22 feet wide.

The bed is 8 feet above the floor of the drying pit, and the main bearers are quela posts, 22 feet long by 18 inches diameter. These bearers are supported by strong uprights, 2 feet above the floor of the building and 6 feet apart. They carry strong cross pieces, about 6 inches apart, on which are placed area palm strips, two inches wide and two inches apart.

The space between the floor and the top of the drying bed, to a distance of two feet above the bed, is closed in with second-hand galvanised iron. Two pieces nailed sideways reach two feet above the bed. The drying bed is divided into five compartments (hereinafter referred to as rooms) of vary-

Mrs. N. WALKER - FLYNN,
COSTUMIERE,

Market Street, RABAU.

HEMSTITCHING and PICOT EDGING.
Copies of Mab's Fashions; Roma's Pictorial Fashions and Home Fashions available. —P.O. Box 116. — Tel.: 141.

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

Postal Address:

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

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

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

MINING MACHINERY

WE ARE MAKERS OF ALL CLASSES OF
MINING MACHINERY, STAMPER BATTERIES,
HUNTINGTON MILLS, Etc.

ALSO ALL CLASSES OF
BRICK-MAKING MACHINERY

GENERAL ENGINEERING AND FOUNDRY WORK
High-class SEMI-STEEL MACHINE MOULDED GEARING
UP TO 14 FT. DIA. x 24 IN. FACE

GEORGE FOSTER & SONS LTD.

Code: A.B.C. 5th Edition. ST. PETERS, N.S.W. Cable Address: Fosterion, Sydney.

BULLIVANTS' WIRE ROPES

"THE WORLD'S STANDARD"

LARGEST STOCKS IN AUSTRALASIA - - - - - FOR ALL PURPOSES

Also Blocks, Hooks, Shackles, Thimbles, Strand, Seizing, Aircraft Cord, etc.

Letters:

Box 1298J, G.P.O.

BULLIVANTS' Australian Co. Ltd.

331-333 KENT STREET, SYDNEY

Prompt Attention! Efficient Service!! Complete Satisfaction!!!

Telegrams:

"Bullivants Ltd.,"
Sydney.

ing sizes, according to the drying conditions and the length of time the copra takes in the process of drying.

The sizes of the rooms are as follows:

No. 1 Room, 22 feet x 14 feet.
No. 2 Room, 22 feet x 13 feet.

FIRST DAY'S DRYING

Both these rooms are used to receive the first day's copra cutting, and the copra enters the building from the end of the bed and is placed shell downwards, thus permitting of full current of hot air to pass freely up and around the half nuts and eliminating all danger of sweating. If the nuts are thrown into the bed in haphazard manner, many will cup and sweat, producing useless copra.

The above rooms will hold 7,500 husked nuts in the half shell and when the beds are fully charged the half nuts are about one foot high. There is a doorway similar to a cellar door, with steps leading down into the firing pit. This portion of the drier is completely partitioned from the third room, and separate from other portions of the pit.

The half shells in the fire pit are placed in

double rows, shell into shell, across the 18 feet width of the pit, and each double row is 4 feet apart. Double rows of nuts are used in lieu of sun-drying, preparatory to placing the half-nuts on the bed, the aim being to have the nuts over the hot-air dried as soon as possible, thus eliminating any outside moisture, etc. (Sun-drying is not practicable on Awar.)

The rooms are usually stacked ready for firing about 5 p.m., and double row firing goes on through the night until about 3 p.m. the following day. It is essential that the shell used for firing is quite dry, allowing it to burn with a clear, smokeless flame. Should the lines of shell go out, they will smoke and produce smoke tainted copra.

The doorway into the firing pit acts as a ventilator; also, two open spaces, six feet by two feet on the opposite side of the drying-pit, above the pit wall and located at the centre of rooms 1 and 2. This provides sufficient ventilation to allow cold air to enter, and provide oxygen to the burning shell. In reality, the bottom sheet of galvanised iron is taken off and the open space acts as a ventilator. The ventilators should be placed on the ground level, to allow the cold air to strike down to the floor of the firing pit. This air, being heated, will expand and penetrate through the copra. Smoke will creep along underneath the bed and find its way out at the sides. The doorway leading down into the firing pit has a curtain which is used as a screen during windy weather.

Room No. 3, 22 feet x 12 feet.

SECOND DAY'S DRYING

On the second day, the half-shells from rooms No. 1 and 2 are thrown haphazard on to the area palm floor of this room, and three single rows of cut half shells are constantly fired throughout the night and into the following day. In firing bays

No. 1, 2, and 3 the rows of shell are lighted at alternate ends.

Room No. 4, 22 feet x 11 feet.

THIRD DAY'S DRYING.

On the third day, the contents of room No. 3 are transferred into this room. The height of the half-shells in this and No. 3 room is about 2 feet. Only one single row of shell is fired under this room. Rooms No. 3, 4, and 5 are partitioned off, and also each section of the firing pit is completely partitioned off, with galvanised iron, leaving one sheet off to act as a door into each firing pit, and one doorway leading down into pit No. 4 acts as an entrance for the firemen to charge the firing pit.

Room No. 5, 22 feet x 10 feet.

FOURTH DAY'S DRYING.

On the fourth day, half-shells are transferred from No. 4 to this room and the full charge is about 3 feet high. One single row of shell is lit in the centre of the firing pit.

On the fifth day, the cured copra is thrown out onto clean dry coconut fronds, where it is cooled off, and any copra sticking to the shell is either released by giving the shell a sharp tap or by gouging it out with a knife. The shrinkage is very large by the time this room is reached, and green copra that was on a level with the edge of the half shell when being placed in room No. 1 has shrunk about $\frac{1}{2}$ inch into the half shell. The copra has mostly left the shell by this time, and the act of throwing the half-shells onto the bomboms, when dried, releases much more, leaving only about 20 per cent. to take out of the half shell.

Sufficient ventilation is essential and it is hard to overdo it. Draughts must be guarded against, but free entrance for cold air must be available or hot air will come out of the firing pit through the doors.

Constant supervision is necessary to ensure that the firemen do not allow the fires to go out and smoulder.

Plaited coconut fans are ideal to fan the fires to prevent smoking—that is, if the lines of shell have a tendency to burn poorly.

The lines of shell are set in trenches, much like spoon drains, 2 feet wide and 1 foot deep, so actually the bed is about 8 ft. 6 in. above the flame.

A temperature of about 150 degrees is maintained on the first day, and about 120 degrees on the second day and gradually reduced by cutting out lines of fires, until the last day.

The drying bed must be strong enough to hold up to 40,000 nuts, when fully charged.

On no account use damp shell, or smoked copra will result.

It is wise to leave all the shells, whether loose from the copra or not, until the fifth day, to ensure complete drying; an added advantage being that they retain a certain amount of heat, which provides air spaces for hot air to circulate amongst the drying copra.

I have had copra, in half shells, as high as 4 ft. in the 5th bed, and heat circulating slowly through from the single row of shells in the fire pit of No. 5 room.

BUILDING STRUCTURE.

The building over the bed is composed of native material. Bush timber and sago palm thatching are the only material used apart from kunda (Lawyer vine) lashings and five and six inch nails. There is a door at each end—one to allow green nuts to be loaded on No. 1 and 2 beds and the other door to allow cured copra to pass out for bagging.

The refuse shell from three coconuts will dry the copra contained in five nuts. Surplus is available for cook's lines and fires, domestic uses, etc.

FIELD WORK.

Basis of $7\frac{1}{2}$ tons of hot air copra per week, or 30 tons per month.

Collecting, husking, carrying to drier	23 boys
and splitting	1 "
Boys	1 "
Firing and bagging	6 "

Total 30 boys
Copra can be bagged whole and weighs 14.5 bags to the ton.

Sick or light duty lines can be utilised in sorting and examining the finished product and discharging copra not properly cooked, which is rare when the drier is working properly.

One boy can collect, husk, and split 320 nuts to the drier daily when working within one mile and not more than $1\frac{1}{4}$ miles radius from the drier, and 400 nuts when working close to the drier. It is not difficult for the average boy to husk 800 nuts per day if nuts are collected for him and he does not have to split or bag. Splitting, bagging and carrying represent 50 per cent. of the work.

W. M. FORD

Ship, Yacht & Boat Builder
Berry's Bay, North Sydney
(Established 1870.)

BUILDERS of all kinds of Island Craft from Dinghies to Auxiliary Schooners of any tonnage. New and Second-hand Island Craft of various types in stock. New and Second-hand Full Diesel, Crude Oil, Benzine and Kerosene Engines.

Please Send on Your Enquiries.

EXCEL BATTERIES

15 Months' Guarantee.
The Product With A Reputation.

Prices F.O.B. Sydney (Australian Currency). Packing and Cases No Charge

13 Plate. 100 amp.	30/-
15 Plate. 120 amp.	35/-
17 Plate. 140 amp.	45/-

SPECIAL CYCLE BATTERY
Six (6) Months' Guarantee
At 25/- EACH.

EXCEL BATTERY COY., 77-79 William St., SYDNEY

APPLICATIONS FOR AGENCY INVITED FROM ALL CENTRES

HOW TO STOP FEVER BEFORE IT GETS YOU DOWN

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.

'ASPRO'

NIPS FEVER IN THE BUD

October 17, 1934

THE PACIFIC ISLANDS MONTHLY

35

Fuel problems are unknown, as each boy brings the fuel to the drier in the shape of shell each day.

There is more labour required with this method compared with other known kinds of hot-air driers, but in comparison with other hot-air kilns I find the Ceylon method requires only five more boys to cure 30 tons of copra per month. This is negligible, when costs of installation and up-keep are compared.

This drier cost £40 and the greatest expense was labour. The upkeep and cost of construction of a hot-air drier is huge when compared with this method, and if copra was worth £12 on the beach I would not build an expensive drier to cure copra but rather build better types of Ceylon driers. The fire risk is nil and boys cannot overload the fires, as they can with a smoke or hot-air kiln.

A SMALLER DRIER.

I have another small drier which differs slightly from the description given by Mr. B. Bunting, but the principle remains the same.

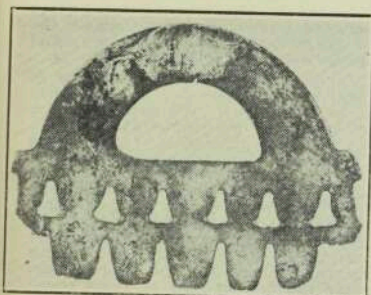
This drier has four beds 12ft. x 12ft.; each bed dries 3,000 nuts in four days. The bed is 10ft. from the firing pit and each end has a large door which is seldom shut. This drier makes perfect copra and is the best type of small drier on the Ceylon principle I have yet seen.

The main bed is 48ft. x 12ft., divided into four rooms, each 12ft. x 12ft., and 10ft. from the firing pit.

Both sides are completely enclosed with galvanised iron (old rusty, discarded sheets). At each end there is a door 10ft. x 3ft., with a bag curtain, let down at times to prevent draughts. Cold air enters each end through the doors and there is a 6-inch space all round, immediately under and at the edge of the drying bed.

The half nuts are placed shell down for the first day of drying and then haphazard. Two firemen by day, and two by night, do all the work on this drier. The shell consumption is greater than on the larger drier, but a slight surplus of shell results. It takes about five nuts to dry the copra contained in six nuts on this drier.

SOLOMON IS. KNUCKLE-DUSTER



Here is a photograph of an interesting object which was sent to us in the last mail by a planter in the Solomon Islands. He says:—

"One day recently, while inspecting the labour lines, I found a large knuckle-duster, which I am sending you under separate cover. This gives you some idea of the lengths to which these so-called primitive natives will go. What chance has a white man against weapons of this sort, when he has to go unarmed amongst them?"

The weapon is made, apparently, of soapstone, and the serrated teeth are ground down to a fine edge. The article is 4½ in. broad by 3½ in. deep and the idea, apparently, is that it is gripped in the palm of the hand in such a way that the sharp serrated edge can be brought down with a chopping motion. There are dark stains, apparently of blood, on the surface of the interesting object.

S.D.A. MISSION COUNCIL CONFERENCE

THE annual council session of the Australasian Union Conference of Seventh Day Adventists was held at Wahroonga, New South Wales, from August 28 to September 6. Many mission superintendents from Pacific Islands stations were present.

In opening the conference, Pastor W. G. Turner said that during the past year or so added facilities had been provided for their Islands missionaries. They were now better housed, their stations well-equipped and their fleet of boats was larger and of a better type.

During 1933, reported Pastor A. H. Piper (secretary of the conference), the Australian Sabbath schools contributed £17,141 for Islands' mission work. In the South Seas, he said, 3909 natives were being educated by S.D.A. teachers.

Various transfers and appointments in the Pacific Islands mission staff were made by the council. Missionaries transferred were: Pastor N. C. Burns (Fiji to Victoria), Mr. S. H. Gander (Mussau Is., N.G., to Mt. Hagen region, Central New Guinea), Pastor G. Branster (Natuva, Fiji, to New South Wales), Pastor L. A. Borgas (Batuna, B.S.I., to Monomona, Queensland), Pastor W. G. Smith (Pit-

cairn Is. to Lord Howe Is.), Pastor H. R. Steed (Fiji to Mussau Is., N.G.).

Appointments made were: Mr. F. Hollingsworth, New Hebrides; Mr. R. W. Lane, acting superintendent Fiji mission; Mr. R. R. D. Marks, Fiji; Mr. W. O. Broad, superintendent Solomon Is.; Mr. A. G. Jacobson, Vanua Levu; Mr. L. V. Wilkinson, Wainibuka (Fiji); Mr. A. P. Dyason, Catu Vonu (Fiji).

Pastor E. B. Rudge, of Fiji, has retired owing to ill-health and Mr. A. H. Ferris, who for many years has been on Lord Howe Island, has retired from mission work in the Islands, to live in New South Wales.

Records Posted Free

SEND FOR LISTS

Australia's finest Record Shop, specialising in Mail Orders. Any Records procured and sent same day. Dozens of clients in the Pacific Islands. We pay Freight.

THE TALKERIES

QUEEN VICTORIA BUILDINGS, SYDNEY, AUSTRALIA

Wilheim Breckwoldt & Co.

9 Lange Mühren

HAMBURG, GERMANY

(Exporters and Importers)

We export trade goods of any description—Cutlery, Hardware, Miners' Requisites, etc., etc.

We import any kind of Island Produce.

CORRESPONDENCE INVITED

Weak Men Made Strong!

MEN who have LOST YOUTHFUL POWERS; whose brains are dulled; whose energy and VITALITY is weakened; whose memory is bad

SEND FOR

Alfaline Vitality Pills Bottles 6/-

(Send for Circular on Pills and Lost Vitality Treatment)

BLOOD, SKIN, NERVE, BLADDER, KIDNEY, AND LIVER COMPLAINTS, RHEUMATISM, NEURITIS, ASTHMA, SUCCESSFULLY TREATED BY POST. (MEDICINES POSTED UNDER PLAIN COVER.)

ALL TOILET AND RUBBER GOODS STOCKED

(Send for Price List).

HERR RASMUSSEN (Danish Herbalist)

541 GEORGE ST., SYDNEY, N.S.W.

REPORT BY BULOLO GOLD DREDGING LTD.

The gross production from Bulolo (N.G.) Dredges Nos. 1, 2 and 3 in August amounted to 14,462 ounces of bullion, containing 10,001 ounces of fine gold, from 653,500 cubic yards. Estimated working profit, 7,506 ounces of fine gold. The above production is equivalent to £85,008/10/-, and working profit to £63,801 on the basis of £8/10/- (Aust.) per fine ounce of gold. Dredge No. 4 reached bedrock at the end of August.

W. D. BAILEY

Naval Architect

DESIGNER of SENSIBLE SEAWORTHY CRUISERS, MOTOR, SAILING, or AUXILIARY ISLAND TRADING VESSELS

Over Thirty Years' Experience—British, American and Australian.

Stock plans of all types and sizes at nominal prices. Building supervised—Surveys anywhere. Special Plans for Amateur Builders with Free Advice.

Address: Como, N.S.W.; or
7 Barrack Street, Sydney

INDIAN PROBLEM IN FIJI

Claim for "Freedom and Privileges Conferred by Union Jack"

Letter to the Editor.

I WAS interested in reading the article under the above heading in your June number. I encroach upon your kind indulgence for a space to express my views on the question.

Now-a-days much trash is passed off under the pretence of protecting native interests, so called. As there appears to be a lot of misunderstanding on this question, I take the liberty of quoting the Native Chief, Ratu J. L. V. Sukuna, Native Nominated Member of the Fiji Legislative Council. Speaking in the Council on the 27th October, 1933, he said, *inter alia*:—

"I should like to say publicly that, so far as Fijians are concerned, we think we are very well treated, and for the next two or three or four generations we look to Euro-

pean leadership and expect the Europeans to lead us, until such times as we are able to guide ourselves." This, coming from one of the High Chiefs, ought to serve as an eye-opener to those who say that the natives are not properly treated and that the Government has betrayed their interests.

The Fiji Government protects native rights in every way and does its utmost to improve their well-being in every manner possible. Yet some fanatical cranks continue to misrepresent matters.

You are evidently under a misapprehension when you say that "The crime was committed when permanent Indian settlement was permitted in Fiji." For the late Lord Salisbury, the then Secretary of State for India, in a despatch dated 24th March, 1875, made it quite clear that the object he contemplated was permanent colonisation, and added that "above all things the Colonial laws and their administration will be such that the Indian settlers will be, in all respects, free men with privileges no whit inferior to those of any other class of His Majesty's subjects resident in the Colonies."

Now, Mr. Editor, what more is required to prove that the Indians were brought out to this Colony with a view to permanently colonising Fiji and thus have their permanent place in the Colony.

It is no doubt now a crime to humiliate the Indians in Fiji, who (declared Ratu Sukuna in the Legislative Council the other day) "have shown us the way and are great assets to the Colony."

We Indians agree that the interests of the natives are paramount and that they must be maintained. We have no desire to push out the indigenous Fijians. We do not wish to deprive them of their rights and liberties, or any other race, but when such arguments to raise false alarm are advanced, we have to point out their absurdity. Where, in the history of any Colony, have the Indians pushed out either the indigenous population or the European immigrant? In West Indies and South American Colonies, Indians were taken over for the development of those countries long before they were brought out to Fiji. Have the Indians in any one of those colonies, being more in number than they are in Fiji, taken administrative possession or pushed out natives or Europeans?

As regards our demand for equality of political treatment with the Europeans, I may say that our demand is consistent with the declared policy of H.M. Government, as contained in the White Paper of June, 1930. Moreover, in 1920 a deputation representing the Fiji Government and the European planters went to India to beg more Indians to come to Fiji and that the Fiji Government, after full discussion with the European elected members of the Fiji Legislative Council and the Council of the European Planters, expressed their willingness to guarantee that the position of the Indians in Fiji would, in all respects, be equal to all other subjects of His Majesty resident in Fiji. Then, by virtue of our being British subjects, we are fully entitled to the freedom and privileges that the Union Jack confers.

DELICIOUS BISCUITS

in sealed moisture-proof wrappers
... ideal for afternoon tea, lunch,
or supper.

ARNOTT'S

famous

Shredded Wheatmeal Biscuits

a valuable appetising health food;

Popso Cracker Biscuits

the perfect base for savouries;

Spicy Fruit Roll Biscuits

put in the oven for one minute and
served with cream or milk make a
most delicious sweet.

October 17, 1934

THE PACIFIC ISLANDS MONTHLY

37

Let me quote here what I wrote in my letters that appeared in your May number. I wrote inter alia:—

"The European and Indian subjects of His Majesty King George in Fiji live in mutual concord and harmony, maintaining, not merely the material glory of an Empire more glorious than history has ever recorded, but sustaining its moral and spiritual basis in the interests of the great Britannic Commonwealth of Nations."

Believe me, Mr. Editor, when I say that there is no friction between the European

and Indian in Fiji. The majority of European men and women are nice liberty-loving people, full of the milk of human kindness for their fellow Indian subjects. But, alas! there are at the same time some fanatical cranks who write to the papers abroad to discredit us.

I am, etc.,

J. A. KIRPAL.

Suva, Fiji.

5/7/34.

Plea for European Settlement

Letter to the Editor

YOUR article entitled "Indian Problem in Fiji" is most interesting and will be endorsed by most European residents.

It is, as you say, useless and foolish of correspondents to indulge in vituperative and coarse language. All they may desire to say could be expressed in moderate terms, and would be more likely to attract consideration.

The majority of your readers will agree that unless some means are devised to arrest Indian invasion, the Colony will eventually be wholly "Indian." In this connection it may be pointed out that the British Government, at the time Fiji was conceded to them, gave a solemn pledge to protect the Fijians in every way, and it was this pledge that mostly influenced the Fijians to agree to the concession.

In view of this and present conditions, it is held by many that the present attitude of allowing the Indians not only to settle in the Colony, but to assist them in doing so, is in a great measure repudiating the pledge given and is also betraying the Fijians.

In the writer's opinion, although late in the day, it is not altogether too late to remedy matters to a considerable extent, and the quickest and most practicable way would be to amend drastically the existing land policy, making it attractive enough to induce an influx of European settlers.

In a recent address to the members of the Legislative Council, the Governor pointed out that at present all our eggs were in one basket—viz., sugar—and that it was most desirable and, in fact, necessary that something should be done to promote other industries. This statement the Europeans will readily endorse. However, like abusive language, words will get us nowhere. It should be pointed out that no steps are being taken by the authorities in this direction.

The present land policy could be amended in more than one way to bring about the desired result, and at the same time preserve the rights of the Fijians. In fact, it is thought they would be in a much better position than at present, both financially and otherwise.

Some 12 or more years since, the late Mr. P. W. Faddy, when a member of the Legislative Council, brought this matter prominently to the notice of the Government in a very able speech, but he was treated in a most cavalier fashion by the nominated section of the Council and, of course, no heed was given to his proposition. It is a common complaint that our Government is autocratic and intolerant and turns down any suggestion made by an outsider, no matter how commonsense and practical it may be. But, should it emanate from within the charmed circle of public officials, it is welcomed. The writer could quote more than one instance in which suggestions were made through the columns of the local press. At the

time, no notice whatsoever was taken of them by the authorities. Years later these very suggestions were acted upon and credit given to some public official and he usually was commended for his perspicacity.

The road at present being constructed around the Island of Viti Levu is an instance of this. The road was first suggested many years ago, and consistently and persistently advocated through the columns of the local newspaper. Now, at long last, it is being built; but instead of following the route suggested the authorities, in their wisdom, started the other way round and have only just discovered their error. Now the route originally recommended is to be followed. Had this action been taken in the first instance a large amount of money would have been saved, as the distance is much shorter, with very much less engineering difficulties, besides which it would have served exactly the same purpose.

Several other instances could be quoted. We are in hopes that our gold mining industry may prove sufficiently attractive to induce a good many Europeans to come here. But it is noticed that the Government already has put an obstacle in the way by making the export duty on any gold won 7/6 per oz. It would seem the policy is to keep Europeans from settling in the country.

It is generally conceded Fiji will have to rely mainly on primary industries for any future progress. We certainly have a Department and Director of Agriculture; but, so far as one can see, outside of sugar (with which the Department has nothing whatsoever to do, nor would its intervention be tolerated) there is not a vestige of any agriculture worthy of the name to be seen. It is these dud Departments which absorb so much of our revenue.

It is generally recognised that our Administrator has to follow instructions issued from Downing Street. Neverthe-

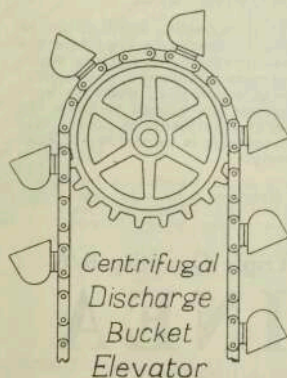
THE WHISKY THEY
ASK FOR AGAIN



KING GEORGE IV
SUPERFINE SCOTCH
WHISKY

LINK-BELT CO. LTD.

17 GOULBURN STREET, SYDNEY



Centrifugal
Discharge
Bucket
Elevator

Modern Machinery Equipment for
Elevating, Conveying and Mechanical
Handling of Material.

Sole Agents in Australia for Ewart Chain
Belting in Malleable or Steel.

Specialists in Power Transmission
Machinery.

Large Stocks always kept of Steel Shaft-
ing, Cast Iron, Steel, or Wood Split
Pulleys.

Plummer Blocks, Collars, Couplings,
Leather Belting, Hangar Bearings.

Lubricators, Engineers' Wrenches.

MANUFACTURING ENGINEERS

less, it surely is open to him to represent vigorously the condition of the Colony and to call attention to the danger of Indian domination. Should this not prove effective, then it would be well for the European residents to send a deputation to headquarters to discuss the matter openly.

I am, etc.,

RICHARD B. HOWARD.

Navua, Fiji.
12/7/34.

SAMUEL RUSSELL
ESTATE AND GENERAL AGENT.
P.O. Box 64, Papeete, Tahiti
Real Estate, Investments, Estate Management and Administration, Valuations and Reports, Houses and Lands for Lease or Sale.
Sole Proprietor: TAHITI PERFUMES
Cables: Russell, Tahiti (Bentley's Code)

ALBERT GREGORY
107 York Street, Sydney.
Saddlery,
Saddler's Ironmongery
Leather and Paint Merchant.
LEATHERS—Art Work, Sole, Harness, Roans, Suedes, Bag, Kangaroo, Bridles, Belts, Spurs, Stirrups, Breastplates. **SADDLES**—Race, Exercising, Park and Stock.
Leather Belting and Pump Cups.
Paint Merchant.
For House and Roofs,
ready mixed 13/6 gallon
Special Value House
Paint 10/6 gallon
Brushes, Kalsomine, White Lead and Oil.
Samples of Leathers on Application.

NATIVE AGRICULTURE IN PAPUA

Remarkable Results of Administration's Policy of Encouragement

From Our Own Correspondent.

PT. MORESBY, Aug. 9.

TO raise the standard of native agriculture and to promote enterprise and industry among the more settled districts of the Territory, the Administration of Papua awards each year a prize of £5 for the best garden, the best plantation and the best village in a district. These prizes are paid out of the Native Taxation Fund.

On the whole, the results of this scheme have been extremely satisfactory. The gardens have increased in size and number, as have also the variety of crops. One hears of rich harvests of the Motuan people on the Laloki River and of the coastal tribes to the east and west of Port Moresby, where formerly there was a shortage of food during the south-east seasons.

These crops are said to contain yams, bananas, sweet potatoes, peanuts and melons, besides taro, sugar cane and paw paws, and often oranges, tomatoes, French beans, eschalots, and corn. This shows that the introduction of new foodstuffs to the Territory has prospered and is striking evidence of the beneficial effect on the natives of the pacification and settlement of the country in increasing their food supply.

There is keen competition over the prizes and the fertile valleys behind the hills of the coast lands are dotted with gardens vying with each other in variety and splendour for the Government's judgment. The most valued prize of all is for the best village. On the day of the prize-giving there is much ceremony and jubilation; leading men make speeches and there is dancing and feasting.

Some time back, it was the intention of the Government to establish agricultural schools, and educate natives in the more

intensive cultivation of the soil and its requirements. But the depression came and the scheme had to be abandoned, so in the meantime the competition for the prizes is the best incentive the Government can give.

On Wednesday, August 1, in the presence of His Excellency the Lieutenant-Governor and the Hons. H. W. Champion, C.B.E. and Leonard Murray, the Resident Magistrate of the Central Division (Mr. C. T. Wurth), presented the prize of £5 to the village of Tanobada for the best kept village in the district this year. The village was gaily decorated from end to end and was spotlessly clean. There was a large gathering of village people with their councillors.

In making the presentation, the Resident Magistrate said that Tanobada had well earned the prize. From the point of view of cleanliness, good repair of houses, care of platforms, and planting of ornamental palms, they had good grounds for being proud of their village. His Excellency supported his remarks, and said that he and the officers present had been so long in Papua that they looked on it as their own country, and were proud to see a village kept so well as Tanobada.

Councillors Lohia-Kamea, Ahuia-Ova, Rakatani-Keke spoke in reply, the first two expressing their pleasure and pride in winning the prize and their gratification at the attendance of the Governor and other officers.

Rakatani-Keke's speech was surprising, and particularly gratifying to the Governor and officers present. It was delivered in English with ease and fluency. He stated that he spoke for the village people. When native taxation was introduced, he said, they had many misgivings about it. It was something new to them. They had never been taxed before. Why should each man now have to pay £1 a year? They feared that they would get nothing out of it. But these misgivings had completely gone. They all understood now that their taxation money was kept in a special fund which was spent for the benefit of the natives. They understood well the difference between the General Revenue and the Taxation Fund. The Revenue they knew came from customs duties, rents, licence fees, and so on, and was used generally for the good of the country. The Taxation Fund came only from the natives' taxes, and was used only for the natives' benefit.

As far as Tanobada itself was concerned, he continued, they had received a water supply in the village which saved their women carrying water long distances from springs; they had schools for their children; a hospital and medicines; their women shared in the baby bonus; and they now had this prize of £5. All these things came to them from the Native Taxation money. They knew that they were getting many good things from the taxation money, and they were well content to pay their tax.

It was a remarkable speech. It must be remembered that it was made by a Papuan native, in a foreign tongue, on a complicated subject of which he showed good understanding.

The Most Effective Treatment for Dhobie Itch "Toe Rot" Inflamed Nails Ringworm, etc.

Tropic Skin Complaints are not amenable to treatment with so-called "simple" remedies. Scientific treatment is always necessary to eradicate the trouble completely. The positive remedy for these infections is Antinea Antiseptic Lotion. Antinea is a combination of extremely powerful germicidal oils, many times stronger than carbolic. The first application destroys surface germs; subsequent applications swiftly destroy the germs beneath the skin which are the root of the trouble. Duration of treatment, of course, depends on the severity of the infection, and in all cases it is important to continue using Antinea until the skin heals completely.



Antinea Lotion is obtainable at all branches of Burns, Philp & Co., Ltd., Morris, Hedstrom & Co., Ltd. (Suva), A. J. Swann and Co., Ltd. (Suva), Brown and Joske (Suva), Michelmores and Co. (Suva), W. R. Carpenter and Co., Ltd.

Small Size 2/6, Triple Quantity 5/6

ANTINEA

COMMONWEALTH AND DOMINION AGENCIES LTD.,
168 Day Street, Sydney, N.S.W.

G.74

October 17, 1934

THE PACIFIC ISLANDS MONTHLY

39

The proceedings closed with cheers by the village people for His Excellency and the officials present.

On August 3 the prize for the best garden was awarded to Hari-Garia, of Korebada, a Koltapuan village (two miles outside Port Moresby), which lies on the main road to Rona.

Many natives were present, decorated with bird of paradise plumes and ornaments. Mr. C. T. Wurth (Resident Magistrate) presented the prize to Hari-Garia, in the presence of His Excellency the Lieut.-Governor. In doing so he remarked on the size of Hari's garden and the variety of foodstuffs grown in it, and the keen competition shown by other villagers for the coveted prize. Hari-Garia and the leading men of Korebada spoke in reply, stating how, through the help of the Government, they had left their war-like ways long ago and settled peacefully in their villages, making gardens and increasing their food supplies and thus becoming more efficient.

It was astonishing to listen to these men—really bush men from the hills—putting forth arguments clearly in favour of a disciplined life in contrast to an existence in which security was unknown and food supplies scarce and limited in variety.

His Excellency spoke in reply, and said he hoped they would continue to keep up the high standard of their gardens, which justified the giving of the prize to Hari-Garia of their village.

PAPUAN ALBINOS



Every now and again an albino appears among the native population of Papua. Their skin is white, and their eyes slightly pink—they cannot bear the strong sunlight. When Mr. A. E. Cridland was A.R.M. at Rigo, Papua, Mrs. Cridland obtained this unique photograph—namely, two albino girls (sisters) standing beside another native girl of ordinary complexion. The contrast is very noticeable. The parents of the two girls were Papuan natives of the usual colour.

He ran a car and a house, and lived in the lap of luxury all on the misery of his fellow-men. He sold wedding rings.

TAHITI LAND LAWS MODIFIED

From Our Own Correspondent.

PAPEETE, September 6.

THE decree of July 4, 1932, which regulates all transfers of land in the Colony of French Oceania, has recently been modified in one or two important particulars. These alterations were contained in a decree dated June 25, 1934, published in the September "Journal Officiel."

The provisions essential for the protection of native interests are retained in this new legislation, but the Governor may now deliver his consent to a land sale 15 days after his receipt of the application (instead of one month after its appearance in the "Journal Officiel" as before), and it is now no longer necessary to publish details. Apparently the object of the modifications is to avoid an unreasonable amount of delay and at the same time bring the provisions of the decree more in accord with the general laws of France.

"P.I.M." EDITOR AT RABAU

From Our Own Correspondent.

RABAU, Sept. 3.

Mr. R. W. Robson, editor of the "Pacific Islands Monthly," arrived in Rabaul by the K.P.M. liner s.s. "Van Rees" on August 29.

He was entertained at luncheon by the Executive Committee of the Planters' Association at the Rabaul Hotel, and afterwards attended an informal meeting of planters, when various phases of the copra situation were discussed, and suggestions, made by Mr. Robson, carefully considered.

FOR YOUR
FLY SPRAY IODINE
PEROXIDE OF HYDROGEN
and
LA FLEUR TOILET PRODUCTS
Leston Manufacturing Co.
SYDNEY
Samples and Price Lists on application

L.M.S. AND MISSION TRADING

THE criticism of the L.M.S. and the Kwato Mission, Eastern Papua, in connection with trading (published in the May P.I.M.) is referred to by Mr. George Moir Smith, of Uruka, Papua, in a letter to the editor. Mr. Smith points out (as was explained in the July issue) that the mission at Kwato is not a part of the London Missionary Society, nor has it been for 15 years. "The mission at Kwato is known as the Kwato Extension Association, and is supported largely by American subscribers. As a missionary of the London Missionary Society in Papua," says Mr. Smith, "I do not know of any station where trading is done in opposition to traders on the spot, and unless Mr. Harrison has reliable knowledge to the contrary, I think that he owes our Society an apology."

W. REILINGH

ZUIDLAREN (HOLLAND)

Former Consul of the Netherlands

SALES-MANAGER TO
MESSRS. BOTJE ENSING & CO.
SHIPBUILDERS, ENGINEERS
BOILERMAKERS

LIGHTCRAFT



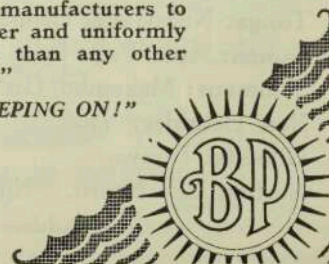
Before deciding on any Motor or Steam-launch, Lighter, Barge, Sailing or Tankship, request us to submit plans and prices. No Costs—No obligations

"B.P." Berger's Paint [PREPARED]

Guaranteed by the manufacturers to go further, last longer and uniformly give better results than any other paint made—"B.P."

"KEEP ON KEEPING ON!"

Agents throughout the Islands.



NEW FRENCH JUDGE IN NEW HEBRIDES

From Our Own Correspondent.

VILA, September 15.

Another change in the Joint Court is announced.

Monsieur G. Sachon, who has been French Judge of the Joint Court for the past 11 years, and who more recently has acted as President of the Tribunal Français, has retired, and will leave on his return to France in October.

Judge Sammascelli, who was a passenger on the liner Ville de Verdun from France to Noumea—where he was to take up an appointment in New Caledonia—left the steamer at Vila this week and will remain here for the present in order to take over the duties of Monsieur Sachon. It is understood that this is only a temporary arrangement.

SPENCER NOLAN DENTIST

28 OXFORD STREET

(Over Winns' Ltd.)

SYDNEY

'Phone F3215

Cable Address: Fastplate, Sydney

SPENCER NOLAN DENTIST

139 ELIZABETH STREET

(2 doors from Market St.)

SYDNEY

'Phone F3215

Handy Book for Medical Assistants

AN exceedingly handy little book, "Emergency Notes for Medical Assistants," has been compiled by Dr. W. M. Strong, Chief Medical Officer in Papua. The system of sending selected Papuan natives to the School of Public Health and Tropical Medicine at Sydney University, for special training, is part of Dr. Strong's plan for providing the native population of the Territory, eventually, with a simple, efficient service of sanitation and public health. This booklet is part of the scheme. Clearly printed, in simple, easy English, it will provide a valuable reference for the native medical assistant, working by himself out in the bush. It deals with fractures, dislocations, haemorrhages, and common injuries, and shows how to treat the bodily ailments most frequently met with among natives. The book, which was printed in Port Moresby, will be useful to a great many people other than native medical assistants.

HIGH STANDARD FOR BANANAS

Because they "did pack one case of bananas, same found to contain immature fruit concealed in the centre of case," four natives of Rarotonga were haled before the High Court and fined sums ranging from £2/10/- to £1.

The Cook Islands Government evidently is determined to maintain a high grade for the bananas which it exports to New Zealand. There were so many complaints from New Zealand concerning damaged bananas and slack packs that the authorities have introduced a much more severe inspection.

This is a little rough on the native growers, because a very large proportion of the Rarotongan bananas are grown in almost inaccessible places far up in the interior valleys, and the transport of the fruit from the mountains to the port is a heavy and arduous task.

MORE FARCE!

French and British Copra in New Hebrides

THE existing copra position, in its different application to British and French production, has provided the already farcical Condominium with the final reduction ad absurdum.

In the September issue, we gave some instances of the extraordinary manner in which the Condominium operates. The following is worth an article to itself. As is well known, French-produced copra enters France duty-free. Copra that is not French in origin pays an import duty; and, from the funds thus provided, a bonus is paid to French copra-producers to compensate them for the existing low prices.

The following is taken from a letter to the Editor, written by a planter in the New Hebrides.

"WE get no help from the British section of the Condominium Government—the British officials seem to be quite helpless. It has now come to the stage that it is almost a crime to be under the British flag in this group, and the British planters and traders are a laughing stock for the majority of the French residents, in that they have to try to compete for a meagre living under very unfair conditions.

"The following is a case in point, and happened quite recently. B.P.'s steamer came in, offering £2/10/- per ton for copra, which one planter refused. The following day an employee of his French neighbour (a new 'mushroom' buyer) came, and offered him £5/15/- per ton, stating that that was the price he was paying to natives for their copra. The British planter accepted that price for three tons! Later the Frenchman came along to take delivery, but said the employee had made a mistake, and that the best price he could pay was considerably under £5/15/-. When the British planter demurred, and pointed out that natives could sell inferior copra at £5/15/-, it was pointed out to him that his copra, being of British origin and grown, was only worth £2/10/- locally, and it was only by 'special favour' that he could sell it at all!

"Of course, the Britisher had to shut up quickly and accept the inevitable and try to look pleased about it and conditions in general.

"The French steamers have a printed list of prices to be paid in the group, viz.—Copra (French), £5/3/-; Copra (English), £2/11/-. In my opinion, this is a direct reflection on the British portion of the Condominium and a good hint that we should either get out, or at least do something more than sit on our tail-bones in Vila, trying to look official, and important links of the Empire! Great Britain's record in this group as colonizers has been lamentable, helpless and tragic, and we poor beggars of planters, who are in and can't get out, have to bear the brunt of the tragic administration!

"The funniest part of the whole thing is that if a Frenchman buys copra from a native, it is classed as French copra and sold as such at about £5 per ton. But if an Englishman buys that same copra, it immediately becomes English, and that means that the price is half of £5.

"Trade is trade, the world over, so it is not necessary for me to tell you what is going on. 'Dummying' is rampant. Who can blame the unfortunate planters!"

BURNS PHILP

(South Sea) Co. Ltd.

Island Traders & Shipowners

Registered Office: Suva, Fiji.

Also Branches at

Fiji: Levuka, Lautoka, Labasa, Ba, Sigatoka, Rotuma.

Tonga: Nukualofa, Haapai, Vavau.

Samoa: Apia, Pago Pago (American Samoa).

Solomons: Makambo, Gizo, Faisi.

New Hebrides: Vila.

Gilberts: Tarawa.

Norfolk Is. Nauru. Niue. Wallis Is. Futuna Is.

Code Address: "Burnsouth."

October 17, 1934

THE PACIFIC ISLANDS MONTHLY

41

POLITICAL CONDITIONS IN SAMOA

From Two Points of View

Letter to the Editor

THE Annual Report of the Mandatory Power, New Zealand, to the League of Nations, dealing with the Western Samoa affairs, for the year ended March 31, 1934, was presented to the New Zealand Parliament in September. It has been sent to Geneva for discussion by the Permanent Mandates Commission in October-November.

The political situation in Samoa is referred to in the report, as follows:

"The political situation at the commencement of the period under review was perfectly quiet. Since May, 1932, there had not been any Court proceedings or convictions for offences arising out of the political agitation. Mr. O. F. Nelson, who, pursuant to an Order made in December, 1927, was deported for a term of five years, returned in May, 1933; immediately thereafter political agitation revived. It grew in strength until early November, when two parties of Samoans undertook a tour of the Territory to appoint Mau officials, collect Mau taxes, and, in fact, to set up a new form of Government.

"Acting under a warrant issued by the Court, a search was carried out at the residence of O. F. Nelson. A large quantity of incriminating documents were found there, including a "Budget" for the Mau and a document styled "The First Proclamation of the Mau," the latter providing for a constitution, the appointment of officials and their duties, also instructions for the two parties then setting out to put these plans into operation. Fourteen members of the two parties were arrested, tried, found guilty, and sentenced to terms of imprisonment, varying from three weeks to one year. O. F. Nelson was also arrested, and, after a trial lasting thirty-two days, was found guilty and sentenced to eight months' imprisonment and ten years' exile. On the 8th day of March, he was sent to New Zealand to serve his sentence, and there was no further trouble.

"Throughout the year the Administration functioned normally and smoothly, though this would not have continued if action against Mr. Nelson had not been taken.

(The sentence of eight months' imprisonment subsequently was quashed, on appeal.)

At Mr. Nelson's trial referred to, he conducted his own case, and of the 32 days of the trial, 21 were taken up in the defendant's cross-examining of Inspector A. L. Braisby, Chief Police Officer of the Mandated Territory, who was the Informant, and principal witness for the prosecution. Among other things, Inspector Braisby, in his answers to the questions put to him by the defendant, in effect, stated:

1. That the Defendant (Mr. Nelson) was a man of great business ability, with the highest commercial reputation in Samoa and abroad, and of excellent private character, who has always taken an active part in promoting the social and political interests of the people of Samoa, and since 1922, after a trip to Europe, has made that his life's work.

2. That the Defendant's policy has always been peaceful, and that the leaders of the Mau strictly followed that policy throughout, by his influence; that the Defendant was the senior elected member of the Legislative Council for the second term, at the time of his first deportation.

3. That though the Mau seemed quiescent after the tragedy of December, 1927, and the promulgation of the "Samoa Seditious Organisations Regulations, 1930," and though convictions for political offences and the non-payment of the old poll-tax were reduced from some 1800 in 1928 to nil in 1932, the Mau held big fonos (meetings) for Mau purposes during the whole of the period the defendant was in exile, and in one of the said fonos in August, 1932, the Mau collected £90 for Mau purposes.

4. That with the exception of the malaga party from Savaii to hold fono with the representatives of Upolu as to whether the Mau should

meet the Administrator, for which a police permit was issued, the whole of those Mau fonos were breaches of the "Samoa Seditious Organisations Regulations, 1930," and the Police could easily have kept the convictions for Mau offences at 1800 per annum and higher, if the Police had taken action.

5. That the strength of the white police was increased to 52 in April, 1930, and thereafter gradually reduced to 20 in January, 1933, and to 17 in April, 1933, the month before the defendant's return to Samoa, and to 12 during Defendant's stay in Samoa, till the day he was sent away to serve his term of imprisonment and exile in New Zealand in March, 1934.

The recent announcement that Chief Judge Luxford, who is returning to New Zealand, is not to be replaced by a resident Judge, but by an itinerant Judge, to visit Samoa two or three times a year, concludes with the suggestion that this "is also evidence of the quieter conditions prevailing there." There are, of course, a few Commissioners of the High Court resident in Samoa with judicial powers about equal to those of a magistrate in New Zealand, so the High Court will not necessarily close down.

Authoritative reports disclose that the Mau continued to remain strongly in evidence in their headquarters in Vaimoso, holding fonos, as usual, after Mr. Nelson was sent away, and at a special fono towards the end of August, 1934, the Mau delegates were commissioned to return to their homes; to inspect the agencies and committees of the Mau in the villages and

districts; to convey to them, personally, and to the people as a whole, the latest resolutions of the Mau Executive; to collect Mau funds; and to report again at Vaimoso before the end of September, 1934, where they shall remain, to await the pleasure of the Administrator for a fono, and to hold fonos for the maintenance of the organic system of the Samoans, so that the proud position admitted in the annual report that "poverty cannot exist" shall continue.

It is further reported that one of the principal items of the commission to the Mau delegates, while in their homes, is to consolidate that very work for which the malaga parties were arrested in November, 1933.

It is also stated that the Mau are ever ready to discuss with the Administrator their enumerated complaints, and to continue the fono held before the Administrator left for New Zealand in April, 1934; that the Mau will continue their work for

OLD ISLANDS

PHOTOGRAPHS

We have a unique collection of several thousands of original photographs of Natives and Scenes in New Guinea, Solomons, Tonga, Fiji, Samoa, New Hebrides, etc., taken during the years 1875 to 1895. These supply invaluable records of fast-disappearing races.

Full-plate prints, 1/- each, or 12 for 10/-.

Details on application

TYRRELL'S MUSEUM,
281 GEORGE ST., SYDNEY

TO ISLANDERS VISITING SYDNEY—HIRE A CAR AND DRIVE YOURSELF

25 High-grade Models to choose from, including 1934 V8 Sedans

Rates from 3/4d per mile; minimum from 12/6 per day.

KENNEDYS DRIVE YOURSELF SERVICE

Free Service throughout New South Wales. Write or cable when leaving and a car will be waiting on arrival.

Head Office: Oxford and Victoria Sts., Darlinghurst. 'Phone F 2424; after hours, Drummoyne 379

THE NEW WINCHESTER "SPEED KING"

.22 CAL. AUTOMATIC RIFLE MODEL 63

10 SHOTS



Price, £9/5/-

FREIGHT EXTRA

This NEW WINCHESTER AUTOMATIC RIFLE is the improved successor of the famous Model 63, chambered for the NEW .22 LONG RIFLE SUPER SPEED RIM FIRE CARTRIDGE DEVELOPING 35% HIGHER SPEED, 58% GREATER POWER, LONGER RANGE AND GREATER ACCURACY at Less Cost for Ammunition.

THE NEW WINCHESTER SUPER SPEED RIM FIRE CARTRIDGES

MORE SPEED

GREATER POWER

LONGER RANGE



Short	2/5	100
Long	3/5	"
Long Rifle	3/10	"

Freight extra.

COWLES & DUNN

Gunsmiths and Fishing Tackle Specialists 71 KING STREET SYDNEY
Cable Address: CODUN, SYDNEY. Write for Fishing Tackle Catalogue, Post Free.

the Samoans until an amicable settlement with the Government is arrived at, and will unresistingly submit to police action, and avoid a clash at any price; and that the Samoans deplore the fact that the Police prefer to wait for Mr. Nelson's return to Samoa to make arrests, so as to lay on him the blame for the continued unrest, but that "this method only tends to increase the respect and regard of the Samoans for their most revered High Chief Taisi, Mr. O. F. Nelson, who is again paying the penalty for the persistence of the Samoans for a proper hearing and redress of their grievances."

P. B. FITZHERBERT,
(Barrister and Solicitor of the Supreme
Court of New Zealand).
Wellington, N.Z.,
September 20, 1934.

BLUE PANIC GRASS

Widespread interest in this grass is manifested by dairymen, who are inspecting this and the Green Panic Grass, and noting its growth at a time of the year when most grasses are dormant. A party of leading dairymen inspected that on the holding of Mr. A. A. Petrie, Madoora, Gayndah, Queensland, in mid-August. Surprise was expressed at the already forward state of the grasses, on which a mob of bullocks were fattening. The relish with which they were munching the Blue Panic, and their sleek and healthy condition, impressed the visitors. Their seemingly indiscriminate feeding off old stools, that had not been fed off or cut for over 12 months (as the old stems throw off numerous new shoots) was commented upon. The Panic's hardiness in drought and extreme heat should make it of interest to Pacific Islands planters. An advertisement in this issue gives particulars.

AUSTRALIAN TRADE WITH FRENCH ISLANDS

A SIDELIGHT on some of the difficulties which are encountered by exporters of Australian products is provided by an incident which has occurred in connection with the sale of Australian canned fruit, jams, etc., in Tahiti.

The French authorities in Tahiti passed a law requiring the country of origin to be embossed on all tins containing preserved fruits. This shut out Australian products from a market that, while not very large, is regarded as valuable. It appeared that the cost of embossing the tins in the manner demanded was larger than was justified by the volume of trade.

A merchant interested made a protest to the Trade Commissioner for France (M. Georges Bader, of Sydney), and asked if it would be possible to vary the regulation in favour of Australian goods.

M. Bader replied that the moment was not at all opportune for making the application. "The actual policy of the French Government is to buy from countries which in turn buy from France," said M. Bader in a letter dated August 9, "and this is not the case with Australia. Therefore, until the Government of Australia is ready to grant to France, who has been one of her best clients for many years past, concessions which will enable her to sell her manufactured goods on the Australian market, France and her colonies have no desire to buy from Australia."

The matter, subsequently, was brought formally under the notice of the Islands Trade section of the Sydney Chamber of Commerce, by Mr. R. W. Robson.

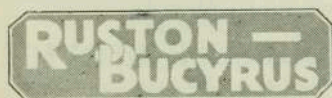
MATSON SUBSIDY

Australasian Governments to Discuss Problem

IT is understood that the question of imposing some restriction on the Matson liners, which now run between North American ports via Suva and Auckland to Sydney, will be discussed between New Zealand and Australian ministers at a conference which will take place shortly at Canberra. The matter has been the subject of communications for some time, but the Lyons Government postponed the discussion until after the general elections.

It is some years now since the agitation was started in favour of giving the British-owned shipping companies some protection against the heavily subsidised American line; but the thing involves very delicate international considerations, and the three Governments most concerned—Australia, New Zealand, and Fiji—have shown much reluctance in handling it. Public opinion, however, has forced action upon the Governments; but there is some indication that developments in America will determine the embarrassing situation.

It is said that U.S.A. public finances are in that condition now that it is not possible to continue the huge subsidies to shipping companies, and that the Matson line in future may have to depend upon its own resources. In that event it is possible that the action to be taken by the three British Governments against the Matson line will be less drastic than might otherwise have been the case.



Excavating & Dredging Machinery

The Range includes: Alluvial Mining Dredges; Suction, Dipper and Placer Dredges; Gravel Pumps; Tower Excavators; Draglines; Shovels; Drag-shovels; Skimmers; Cranes; Grabs; Oil Locomotives, &c., &c.

"AN EXCAVATOR FOR EVERY EXCAVATING JOB"

Sole Distributors for Australia and the Islands:

RUSTON & HORNSBY
(AUSTRALIA) PTY. LTD.

Registered Office: 174-180 KING ST., MELBOURNE

Cables: "HORNSBYS," MELBOURNE

Branches at SYDNEY 642 Jones St. (off Broadway) and BRISBANE (Barry Parade)

Cables: "RUSTHORN," SYDNEY

Cables: "RUSTON HORNSBY," BRISBANE

October 17, 1934

THE PACIFIC ISLANDS MONTHLY

43

MACARTHUR ONSLOW AGAIN

Section of Norfolk Islanders Defend the Deportee

THE Norfolk Island Association has sent us a lengthy statement of its attitude towards the Macarthur Onslow affair. The Association claims to represent "the large majority of the residents there, Norfolk Island born and settlers, and including on its committee all the elected members of the Island's Executive Council."

Captain Macarthur Onslow was a temporary resident of the island. It was alleged (according to a Parliamentary report) that he was instrumental in causing disaffection on the island, and made a nuisance of himself in various ways, and finally the Administrator (Captain Pinney) exercised certain powers that he has, and deported the gentleman. Captain Onslow thereupon visited sundry newspaper offices in Sydney and succeeded in stirring up a great amount of feeling against Captain Pinney.

Finally, when the agitation became too outrageous, the Prime Minister made in Parliament the statement concerning Captain Macarthur Onslow which we published in August. There has been nothing more about N.I. in the Australian newspapers; but the people of N.I. apparently are determined that the agitation shall not die. The following is a summary of the claims made by the N.I. Association:—

There is not, and has not been, any disaffection on the island. On the other hand, there is most serious discontent with the present system of Administration. In this connection, a petition signed by half the residents of the island and fully representative of all interests, has been submitted to the Governor-General, praying for an inquiry into the present state of Norfolk Island affairs.

The activities of the Returned Soldiers on the island have been completely misrepresented.

The statement that Captain Macarthur Onslow arrived here a recognised dipsomaniac, that he was under medical and police surveillance constantly, and that he was encouraging disaffection here, is strangely at variance with what is locally known of Captain Macarthur Onslow and his activities during his residence here. As far as is known to residents of the island, he may have suffered from an intemperance in the use of liquor. He was certainly not a dipsomaniac.

It has been emphasised in Parliament that he brewed "moonshine" (that is, hop beer). The Association feels that this point is pressed inadvisedly by the Administration. In a full public meeting here it has been stated on completely competent authority that brewing "moonshine" was a habit of a gentleman who was recently a prominent official.

All visitors to the island deposit the return half of their ticket with the shipping company, in accordance with regulations for their entry here.

There is no evidence that Captain Macarthur Onslow ever committed a disturbance in the Church of England. On Christmas night, 1933, with the full consent of the vicar, he sang a carol in church, and took advantage of the oppor-

tunity to express his thanks to the congregation for the hospitality accorded him. This may have been unconventional, but the statement that it constitutes a "disturbance" has surprised nobody more than this congregation. Captain Macarthur Onslow took communion at the church as quietly and reverently as anyone else there.

The "assault case" referred to by Mr. Scullin was a trifling breach of the peace, the verdict on which was received by this community with mixed feelings.

That he "was a nuisance everywhere he went" is quite at variance with facts. He and his family were on close social terms with many of the most highly respected residents here, and the Association wishes to emphasise that of the 404 residents who voiced a most energetic protest to the Government against the treatment meted out to him, many had until that occasion neither seen him nor known him, and certainly were not likely to be influenced by his social position or his family connections. The statement made on that occasion by him has since been shown to be a restrained and fully accurate statement of true facts, and statements since made by him, in the Australian press and elsewhere, have the cordial approval of the large majority of residents here.

Nothing that has transpired in Parliamentary discussion alters the opinion of residents here that Captain Macarthur Onslow has been made the victim of a gross miscarriage of justice.

The present situation is not an isolated instance of discontent. It is the outcome of a long period of increasing dissatisfaction with the present system of Administration, during which numerous complaints have gone forward to Canberra, and are apparently still under investigation there.

PLANTATION FOR SALE

We are informed by a planter in one of the nearer Pacific groups that, for family reasons, he is prepared to sell his plantation:

340 acres, coconuts, in full bearing.
60 " coconuts and cotton, 3 years.
10 " coconuts, 1 year old.
7½ " coconuts, corn, native foods, etc.
50 head of cattle; but would carry 300. Numerous pigs, fowls, etc. Four good young horses, carts, etc. Generous facilities allowed for inspection.

This is an exceptional property, on a good island, with a splendid anchorage. There are 574 acres, with good native land available on three sides. Price, about £4,000.

Address from Pacific Publications, Ltd., 247 George-street, Sydney.

**Expert Engineers, Designers
and Builders of All Classes
Islands Boats and Pleasure
Craft**

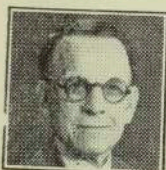
Good Fleet of Boats on Hand.

Estimates Given Freely.

Buyers/Sellers write:

Jack Capell,
Elite Boat Shed
RUSHCUTTER BAY,
SYDNEY

When in Sydney call in and consult



TAYLOR and ROBERTS and H. G. PARR
concerning your eyes. Glasses prescribed only when necessary.

L. A. ROBINSON, M.I.O.
Optometrist and Optician

Note new address: SYDNEY MORNING HERALD BUILDING,
'Phone: B4673 66 PITT STREET, SYDNEY

TO ISLAND SHIPPERS AND MERCHANTS

Send Your Shipments, Both Inward and Outward, Through

DAWSON & ROW

CUSTOMS BROKERS, SHIPPING AND TRANSPORT, AND INSURANCE AGENTS

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.

NON-SPENDING TOURISTS

"Business people generally were disappointed in the Oronsay's visit to Tulagi," writes a correspondent. "Very little money was spent by the visitors, and I am afraid that the two caterers we have here have lost heavily. They made ample preparations for anyone wanting to eat ashore; and all those who did brought their lunch in a paper bag."

AT BLUE MOUNTAINS
SPRINGWOOD, N.S.W.
Springwood Ladies' College
Est. 1897. Kindergarten to Leaving Certificate. Tennis, Riding, Swimming, Team Games. Unequalled climate. Pure Jersey Milk. Senior and Junior Houses. Open-air sleeping. Inclusive fees. Special vacation arrangements for Island pupils.
M. E. DURAND, Principal.

Sutton's Canned Vegetables

GREEN PEAS
in $\frac{1}{2}$ lb., 1 lb. and 2 lb. tins.

FRENCH BEANS
(sliced),
in $\frac{1}{2}$ lb. and 1 lb. tins.

**Delicia Food Products
Co.**
DANK STREET, WATERLOO,
N.S.W.

MISSIONS AND TRADERS

THIS is taken from a personal letter from a man who has made—and is still making—a success of trading with the natives on one of the larger islands of Melanesia:—

"The secret of success—if there is any secret—is to gain the confidence of the native. By this, I don't mean to make a brother of him. Far from that—no native is allowed to hang about my verandah after his business is done.

"But help them in every way that you can. If a mother dies, see that the baby is supplied with a bottle and milk, and see that the bottle is clean—the beggars will let a bottle go sour. Help half-castes in making their returns; bank tax-money in your safe for them—and so on. Soon, if they are in any trouble they will say: 'Let us go and see the father.'

"I have never bothered about mission trading. The missionaries' methods are such that any storekeeper who knows his business need not worry about the very small difference the missionary makes to his turnover.

"Yet the whole matter of mission trading is infernally difficult. The head of the big mission station near here is one of the best chaps in the world; yet the fact remains that he takes work out of the hands of local traders, boatbuilders, at this most difficult time. The head of this mission is a man who does a good turn for every soul needing a helping hand, whatever the colour of the skin; and I would do nothing to hurt him."

ANZAC FELLOWSHIP OF WOMEN

In the August issue the day of the Territories Group's monthly meeting was given as the third Thursday. This should read the third Monday. The club rooms at Scot Chambers, Hosking Place (off 86 Pitt Street), Sydney, are open every morning and members are always pleased to welcome visitors from the Islands or the Northern Territory. On Monday, September 17, the Group entertained Mrs. McNicoll at afternoon tea prior to her departure for Rabaul, where her husband is now Administrator.

New N.G. Administrator Farewelled

THERE was a very friendly little gathering present at the Federal Members' Rooms, Commonwealth Bank, Sydney, on August 28, to bid farewell to Brigadier-General McNicoll, prior to his sailing for New Guinea to assume the Administration-ship of the Territory.

The party had been convoked by Major C. W. C. Marr to enable the General to meet various men with business interests in the Pacific Islands—particularly New Guinea. Among those present were Major Marr, Mr. W. R. Carpenter, Mr. J. A. Carpenter, Mr. C. C. Bown (representing Mr. Frank Hambridge, New Guinea Goldfields, Ltd.), Mr. James Burns, Mr. J. Debert (representing Mr. R. W. Robson "Pacific Islands Monthly"), and Mr. E. G. Murray.

A POLICY OF SILENCE

WRITING from Rotuma, Fiji, Mr. W. J. Hawthorne expresses gratification that Pacific Islands residents, through the "Pacific Islands Monthly," have a medium for discussing their affairs. But he offers an urgent warning against irresponsible and purely destructive criticism. "Let them not seek the tearing down of any institution or constitution, unless they have something of greater value to put in its place."

Freedom of speech and criticism, he argues, are essential to any real progress; but there is an unwritten law in the Pacific which prevents members of the staffs of the Administrations, or of the staffs of big firms (Burns, Philip & Co., Ltd., W. R. Carpenter & Co., Morris Hedstrom Ltd., are particularly mentioned) from publicly expressing any opinions.

"Many of these men have acquired a fund of varied experience and knowledge in all corners and out-of-the-way places in the Pacific—men who could write volumes of interesting books, good and bad, and quite a lot of which would appear incredible to the average man—yet we do not hear any suggestions, comments or criticisms from them. Why? The majority are afraid of losing their positions through this short-sighted policy of officialdom."

FINED HALF A HORSE!

SOME years ago a missionary living in the Torres Strait owned a pony which, when he had no further use for the animal, he gave away to two natives—each to have a half-share. One of the natives was an Island Councillor, and he be-thought himself of a cute plan to possess the whole of the pony. When his brother was brought before the Native Court for some infraction of the regulations, the Councillor, acting as judge, pronounced the following judgment with solemn dignity: "The prisoner will be fined *half a horse*." The wise cadi then became the happy owner of the whole of the animal and peace reigned supreme over the island.

The same Councillor was a bit too clever on another occasion. He was about to fine his own wife the sum of five pounds, but suddenly remembering from whose pocket the fine would be paid, promptly revised the amount to a mere half-a-crown.

The Genuine KEMP

Improved Design

Safer for Horse and Rider



This super quality masterpiece contains all that is wise and new in modern craftsmanship. The KEMP is specially designed for Island use, being built on a rustless, heavily bar-plated tree, oiled kip leather throughout, and hand-sewn. Extra long flaps. Pads 3" or 4" high, $\frac{1}{4}$ " dip in seat.

Fitted with
Bevelled Leathers,
Folded Girth,
4-bar Stirrups & Surcingle

£7/7/-

FREIGHT FREE

Not until you ride in the Kemp can you appreciate its superb riding comfort.

Write for new Catalogue P., 1934.
Sydney's High-class Saddler

NEWMARKET SADDLERY

W. H. Williams for "Safer" Saddles.

Registered Office
and Factory:

18-20 WILSON STREET, NEWTOWN, N.S.W.

October 17, 1934

THE PACIFIC ISLANDS MONTHLY

45

The Port o' Missing Men

Adapted from an article by LEWIS R. FREEMAN.

LIMA tempted; but the call of Callao, an earlier love, was the more insistent and would not be denied. This morning should be for the world's first and most famous "Port o' Missing Men."

"Plaza-Puerto," these were the only words necessary for the driver of the new Yankee taxi. Twenty minutes through the light early morning traffic on the paved eight-cars-wide *Avenida Progreso* turned the trick. I was back where I had landed twenty-seven years before from a German coaster.

At first it was the changes that impressed me—new docks, modern banks and office buildings, asphalt in place of cobbles. Then a grinning *limpiabotas* slid up his box and, murmuring "*Lustre, Señor?*" began to caress my toes; a mule trotted by with a load of cackling chickens; an impish-eye *muchacha* pushed a tray of orange-colored sweets toward me and lisped "*Dulce?*" A Cockney tar called a leering street-tout a "bloody, bloomin' blighter!" shoved him into the fountain and ducked for the docks as the hue and cry concentrated.

It was this final homely touch that dropped the curtain of the years and landed me back in a Callao that had really only changed its clothes but not its spirit—adopted a new cut of coat, so to speak, while retaining the old baggy pants. It had always been more of a pants town than a coat town, anyhow.

In the old days Callao was famous for men who were "wanted" elsewhere, and there were times in the 'eighties when the accumulated rewards for the British fugitives alone within its sacred precincts would have footed up into the hundreds of thousands of pounds. One of the most lucrative side-lines of the speedy old clippers of these times was the smuggling of ex-bank cashiers, get-rich-quicksters and others of their ilk away from New York and London and the transporting of them and their loot to the snug Peruvian refuge "below the line." This traffic was carried on so extensively and, moreover, so openly, that the portions of the cargo not appearing upon the bills of lading, and the passengers whose names were not on the purser's list, came to be looked upon quite as a matter of course.

Evidence of this is to be found in some of the old chanteys, some of which were sung in the wind-jammers still making the West Coast ports at the time of my first visit.

I recall especially an old Welsh tar ("First shipped out o' Cardiff, matey") who used to doze through the *siesta* hour in this same sun-soaked plaza. For a swig from a *cana* bottle he would knock the ashes out of his stubby pipe and tell in mingled song and recitative how the sailors used to walk around the capstan and bring up the anchor out of the Thames mud to

"Extradishun does not go
To the port of Cal-ya-o;"

or whiled away dog-watches in the windless Sargasso with

"Oh, he won't come back any more,
He's salted down shekels galore
And he's off for his ease
For the tropical seas,
Where the breakers of Cal-ya-o roar."

In no other neck of the Seven Seas did I ever come upon anything comparable to the West Coast for sailors' songs that were exclusively, uniquely its own. And because Callao was frequently a port of call for outward-bound nitrate ships when there was cargo instead of ballast, and because its rippling syllables

dropped more readily into both rhyme and rhythm than did those of Iquique, Pisagua and Antofagasta, the name of Pizarro's old haven of refuge appears in almost every one of them.

With the reek of Callao's water-front caressing my nostrils again, familiar chords of memory began to vibrate. There was that *multum in parvo* paean about Peruvian drinks, and their prolific fount:

"Aguar-denty, kanyya, pisco—
Cal-ya port's as hot as Frisco."

Anacraeon himself could not have com-

GLEBE
Engineering Works
Cook Street
GLEBE, SYDNEY
Telephone: MW1903

General and structural engineers, blacksmiths, boilermakers, oxy and electric welders.

Specializing in mining machinery, trucks, kipples, conveyors and elevators, water pipes.

Estimates Free of Charge

Construction and machines made to any design.

FOR

**Pedigreed Terriers, Kelpies, Spaniels,
Greyhounds, Bull Terriers, etc.**

Write

GEO. F. SMITH

(Judge for Many N.S.W. Dog Societies)

Dealer in All Kinds of Live Animals. Zoos Supplied.

777 GEORGE STREET, SYDNEY.



Musical Instruments and Accessories

Accordeons, Concertinas, Mouth Organs, Guitars, Ukuleles, Banjos, Mandolines, Violins, Bows, Cases and all Accessories. Black Diamond and Bell Steel Strings for all instruments.

Latest Types Portable Phonographs, also Phonograph Springs.

Wholesale Distributors, also Radio and Electrical Accessories

COOKE BROS. LTD.

477-483 KENT STREET, SYDNEY

CABLES: "OCTAGO," SYDNEY.

pressed more into two lines than that, though a purist might point out that a proper pronunciation of that delectable brandy yclept *pisco* would demand that our California Barbary Coast suburb should be called "Freesco." But of course purism would have meant no more than futurism to the hatchet-faced Australian (called by his mates "The Tasmanian Devil") whom I first heard roaring out that inspiring couplet in "*El Jesus del Gran Poder*" *posada*.

And then there was that one in somewhat qualified commendation of the *muchachos del puerto*:

"Cal-yo gals are dark an' vishus,
But their lovin' is delishus."

A. W. DYE and Company

ASSAYERS, ANALYSTS,
METALLURGISTS

Buyers of
Gold, Silver, Platinum, etc.

T. & G. BUILDING,
ELIZABETH STREET,
SYDNEY, N.S.W.

Established 1914.

Bankers: Commercial Bank of
Australia, Ltd.

Or those lines of admonition in the event there was some doubt about the ardency of response to tar-pawed caresses:

"If you want 'em callienty,
Fill 'em up wi' aguar-denty."

The fiery *auguardiente* still enjoys no mean reputation as a stimulator of the languid pulse.

Other chaste classics come crowding, but Propriety frowns and lays a muting hand on throbbing memory-chords. I'm sorry, especially about not being able to include that limerick about—

"... the old Inca Cacique,
Who married a maid from Iquique,"

which fairly zizzed with verve and color.

In his incomparable poem to "The Broken Men" Kipling broadcast to the world the picture of early Callao very much as he had done that of its Brazilian *vis-a-vis* in "Roll Me Down to Rio." It is one of those picturesque *ambuscados* of pre-extradition days who declares:

"We took no tearful leaving,
We bade no long good-byes;
Men talked of crime and thieving,
Men wrote of fraud and lies.
To save our injured feelings
'Twas time and time to go—
Behind was dock and Dartmoor,
Ahead lay Callao."

With the march of time and progress, extradition came to Peru, and Callao ceased to sequester picturesque fugitives from justice and became just a rich and prosperous *puerto*. All of the "broken men" of the good old days have either gone up or down, and no fresh faces or fortunes have come to take their place. Those who failed in their new environment one rarely meets; those who have risen have become highly sensitive about their pasts and steer clear of any allusions to them.

But if Callao has ceased to be of importance as a haven for our most successful defaulters, it still has the distinction of presenting the most interesting phases of street life, and the most varied types of street characters, of any city of the Western Hemisphere. The way the clouds of the Pacific have of banking against the Peruvian Andes without precipitating any of their moisture gives a climate which, for coolness accompanied by dryness, is quite without parallel in similar latitudes on other coasts. The conditions for out-door life are as near the ideal as in any place in the world, and as a result of this probably nine-tenths of Callao's buying and selling is done on the streets. The city has few large shops, and even the arcades so common in most Latin-American cities are rare. On the other hand, itinerant street vendors and hucksters are legion, carrying on a large part of the retail trade of the town.

Few carts are used in trade; most of the vendors carrying their wares on their heads, or on horse or mule-back. Prominent among those using the latter system of distribution is the *panadero*, or baker. Quite frequently his bread is baked in a large outdoor oven during the early hours of the morning and delivered during the day. His outfit consists of two big skin-covered baskets thrown on either side of a horse, between which he perches himself—usually with both feet on one side as though mounted on a side-saddle—and hands out his bread to customers as they respond to his lusty hail at their doors. The bread loaves consist of long slender sticks of glazed gluten, with crusts so hard as almost to scratch glass when fresh, and which, stale, will resist a knife blade like a piece of hippo hide. Loaves of five or six feet in length are baked for certain feast days.

Delivery of goods from certain small shops is frequently made in two big bags of untanned cow hide, with the hair outside. The mount is usually a mule. When his bags are full on the out trip, the delivery boy rides on the neck of his mule. Returning empty, he either rides with one foot in each bag, or else climbs in one unit, invites a friend to clamber into the other to make a balanced load, and so has company for the home trip.

PRODUCING UNIFORM GOOD RESULTS SINCE 1868

Brunton's
FLOUR

ALWAYS ASK FOR IT

For Tents, Tarpaulins, Horse Rugs, Birkmyre
Coats, Sails & Rigging, Rope all sizes stocked
write

ALBERT JONES
MAKER.

173 CLARENCE STREET, SYDNEY
Pacific Island Business Catered for

One of the funniest things I ever saw in Peru was a stand-up give-and-take slugging match between two *muchachos*—one in either bag of a delivery outfit—who had evidently come to a serious disagreement over something and were having it out then and there, while the good old *mula*, unmoved by the diversion which was furnishing unlimited amusement for everyone along three or four blocks of one of Callao's principal streets, neither batted an eye nor ear nor deviated an iota from the sober measure of his even, plodding tread.

The *lechero*, or milkman, has a light frame of untanned cowhide fitted to his horse, and in this rests his cans. At the bottom of each can is a little faucet for drawing off the milk. As the cream and richer milk rises to the tops of the cans, it is a common trick of the *lecheros* to leave the last four or five inches in the bottom for their own use or that of some favorite customer. Of course food carried thus on horseback comes in for a good deal of jolting, and a canny housekeeper is able to tell how long her purchases have been on the way by the amount of chafing her loaf has received or the quantity of butter which floats on her milk.

Perhaps the strangest of all the mounted merchants of Callao is the *polero*, or poultryman. His stock is carried in two huge cages, one on either side of his horse, and in compartments of these one is fairly sure of finding doves, ducks and chickens, and sometimes even geese and turkeys. He buys fowls as well as sells them, and is always ready to enter into any kind of an exchange.

Callao Bay teems with fish, and, its waters being several degrees cooler than those of places of similar latitude in Africa, Asia, or Australia, the flesh of these is much firmer and more appetising than that of tropical fish caught elsewhere. Fishing is carried on at night—much of it with hook-and-line—and at dawn the boats come in and turn their catches over to the *pescaderos*, or fish-

mongers. The latter set out on their rounds carrying long bamboo poles, to one end of which the large fish are suspended by a thong of hide through their gills, while on the other is hung a wicker basket full of small fry.

The Peruvians of the coastal ports and Lima, largely because of the expensiveness of beef and mutton, are great fish eaters. A *pescadero* will often stagger up to the *malecon* from the beach or the dock with a load of close to a hundred and fifty pounds. The fish are all known

XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX

We receive many letters from readers in the Pacific Territories, expressing appreciation of the "Pacific Islands Monthly"; and we are grateful.

We would ask readers to remember that the publication of this journal is made possible mainly by the support of advertisers; and advertisers like to know that their announcements have been seen and noted.

Therefore, readers can help the "P.I.M." very much by writing to advertisers about the services they offer, and using goods advertised in this journal.

XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX

by names unfamiliar to foreigners, but the principal ones seen in the *mercado* bear close resemblance to the bonito, smelt, mackerel, mullet and barracuda of the Pacific waters of North America. One flashy specimen appears closely akin to the toothsome red snapper of the New Zealand bays and sounds.

B.S.I. COUNCIL TO MEET SHORTLY

From Our Own Correspondent.

TULAGI, Sept. 5.

A meeting of the Advisory Council will take place within a few weeks.

The members of the Council are doubtless struggling to get reforms into order for submission to an Administration that calls the Council to meeting, and then appears to ignore or to defy every helpful suggestion, and every pitiful plea made by the members. It must be very discouraging to these public-spirited and capable gentlemen to find that so much careful thought and preparation, so much spirited debate and considered oratory, so much strong opposition and valuable criticism, achieve so very little.

Surely, before long, their valuable help will result in more than the few scraps of helpful administration that have so far resulted from their efforts for the public weal.

W. M. REID

C/o Robert Reid & Co., Ltd.

32-34 YORK STREET, SYDNEY

Wholesale Exporter of Goods of all Classes from Australia

To Planters—I am a Buyer of CASTOR OIL SEED

IN ANY QUANTITY.

Send Sample for quote, stating quantity available.

Castor Seed Shellers, any capacity. Advice and Instructions Regarding Planting, Harvesting, and Packing of Castor Oil Seeds given freely. Selected Seed for Planting available.

C. GRAHAME

4 DALLEY STREET — SYDNEY.

A LASTING PROPOSITION

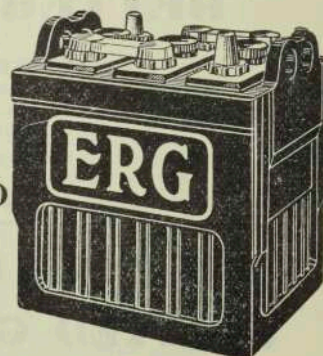
EFFICIENT

RELIABLE

GUARANTEED

Manufacturers of

Quality Batteries



ERG BATTERIES LTD.

156 GOULBURN ST., SYDNEY, N.S.W.

Battery Manufacturers and Auto Electrical Engineers

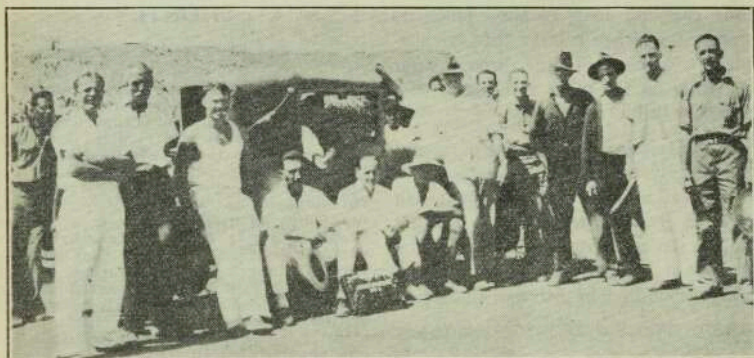
New Britain Express Delivery.

GENERAL OVERSEAS AGENTS.
GENERAL CARRIERS, BAGGAGE AGENTS,
and FORWARDING AGENTS.

Reliable Cars and Trucks.

We aim to give quick and reliable Service at reasonable costs. P.O. Box 116. Telephone 141.

W. WALKER-FLYNN, Proprietor,
Market Street, Rabaul. T.N.G.



The first car to reach the new Tavua goldfield, in Northern Fiji. A new road, connecting the goldfield with Suva and the southern districts, has just been completed.

WANTED

BOILER AND DRYER OF BECHE-DE-MER. Must be a thoroughly practical man of good experience, competent to prepare Beche-de-mer for the market. Write, giving particulars of experience, to Z. WRIGHT, Box 1435, G.P.O., Wellington, N.Z.

DRIVE YOURSELF during your stay in Sydney

in a 1934 Model Sedan at 6d per mile. Minimum from 15/- per day. Write or cable, and we will reserve a car for you. Free Service all over N.S.W., with advantages enjoyed by N.R.M.A. members.

Martin's Drive Yourself Service
191 WILLIAM ST., SYDNEY
F 1092.

SEEK MARKETS!

From a Special Correspondent

PLANTERS in the Islands should rid themselves of the idea that Australia is the only market for their produce and they should insist that the Administration in each case should, on their behalf, explore the possibility of markets in Asia, Europe, America and elsewhere.

This ever-present fear of over-production is not justified. If planters would only look into world wide trade they would see the great scope for future operations and, incidentally, they would find out the vast markets of which China, the Netherland Indies, and other countries avail themselves.

Take peanuts as one solitary example. This crop is easily grown in almost any of the Islands territories—and the world consumption of peanuts represents more than £1,000,000 per annum. It is not generally known that peanuts grown in Papua and New Guinea would have a preference in Britain of 2d. per lb. over the product of non-British countries.

BETTER BROOMS

FOR

"BETTER BROOMS"

Manufacturers

Regal Special — Vice-Regal — Windsor — Sovereign — National
and the No. 4 Special Millet Brooms.

Agents Wanted Throughout the Islands.

Price List on Application

BETTER BROOMS, 12 James Street, Redfern, Sydney

HUON PINE BOAT PLANKS AND SPOTTED GUM TIMBERS

The World's Best—and the Cobra Does Not Like Huon Pine.

**A. C. FRYER, 110 Miller Street,
Pyrmont, Sydney.**

Will Gladly Give Full Quotations for Any Sizes.

Pacific Mining Activity

NEW TERRITORY EXPEDITION

The representative of New Territory (New Guinea) N.L. at Wau, in a cablegram to the Sydney office of the company at the end of August, stated that one of the prospectors took ill and had to be carried nine days back to the base. They then went out prospecting again, but ran short of provisions, so returned. The prospectors report good indications, so left again for this area, which is one month's trip.

NEW GUINEA ALLUVIALS LTD.

New Guinea Alluvials, Ltd., was incorporated in New Guinea on March 7, 1933, and, under the direction of Alluvial Gold (Oceania) Ltd., proceeded immediately with a comprehensive campaign. The directors, in their report on the first year's operations, express disappointment that the work carried out in the Mandated Territory had not yielded better financial results, but find satisfaction in the promise shown by the work in Papua. The latter resulted in the formation of Gold Mines of Papua, Ltd., representing an amalgamation of the mining tenements and right acquired on Woodlark Island, together with the properties of Mt. Sisa Goldfields (Papua), N.L., and Misima Options Ltd., on Misima Island. From this the company obtained a consideration in cash and shares of £11,000, enabling a profit of £971 to be shown for the period from March 7, 1933, to March 31, 1934. Cash balances at March 31 were £828. Paid-up capital is £10,000.

SUNSHINE GOLD DEVELOPMENT

Reviewing the progress of operations in a circular to shareholders, Sunshine Gold Development Ltd., a Sydney concern, with interests in New Guinea, advises that the drilling of the Gorge and Gorge Extended claims is expected to be completed as early as practicable. The plant will then be transferred to the Sunshine claims, and testing proceeded with. Labor on the Undaunted claim has been loaned for the Gorge and Gorge Extended claims, pending the construction of the proposed Government road, but will return to complete the water race and installation of the sluicing plant at an early date.

Regarding the Ono River dredging claims, Mr. J. M. Spence, a mining engineer, reports the property, as a dredging proposition, is well worthy of being tested by boring. In respect to the Sunset dredging claims (Papua) the management states approximately 1530 acres are held under option and 600 acres owned by the company. An engineer has arrived in the territory to carry out the preliminary testing and drilling.

BRITISH N.G. GOLD

British New Guinea Gold N.L. has received a message from its representative in New Guinea stating that he has arranged for the pegging of four blocks of 300 acres each of flats for dredging at the Lakekamu goldfield, Papua. The blocks carry alluvial gold and good values are expected. Mr. C. Lilley, the company's boring and alluvial engineer, is proceeding to the areas with equipment to bore and test the ground. On completion of boring the expedition will go on to the Karmannurina River (New Guinea), to bore and test the dredging areas surface prospected by the late Captain B. McGrath.

PROGRESS AT EMPEROR MINE (FIJI)

Having carried out twelve months' development work on its leases at Tavua, on the northern side of Viti Levu (Fiji), Kororo Gold Mines Ltd. has placed orders for a modern cyanide plant. The property is 140 miles from Suva. The syndicate has carried out work on four lode formations in andesite situated within two prospecting areas, each of 300 acres, and has spent £20,000. Most of the exploratory work to date has been done on the Emperor mine. The lode there has been proved for over a length of 800 feet, and to the 100 feet level. Two ore shoots have been disclosed, each about 200 feet long. The lode channel, as proved by crosscuts on the 50 feet and 100 feet levels, varies from 20 feet in width, and carries payable ore. In general, the ore on the footwall section of the ore body is much richer than elsewhere. Mr. E. G. Theodore, formerly Commonwealth Treasurer, who is a prominent member of the syndicate, arranged for the purchase of modern milling equipment during a recent visit to Melbourne.

October 17, 1934

THE PACIFIC ISLANDS MONTHLY

49

COPRA OUTLOOK

Low Grades Practically Unsaleable

THE prospects of the coconut industry were discussed at the 35th annual meeting of the Straits Plantations Ltd., held in London in July. The following extracts are from the "Times" report:—

"There has been an uninterrupted fall in our costs; they are now lower than they ever have been, and, I think we may find, have about touched bottom. For some time the coolies' cost of living has been very low, and until only the other day the demand for labour was slack. Rates of pay, in consequence, had declined to the level of a quarter of a century ago. . . . The progressive reduction of costs has reached a level which seemed quite out of the range of possibilities a few years ago, but this does not mean that the condition of the estates has been allowed to deteriorate. On the contrary, we are assured that our managers have succeeded in keeping them in first-class order, including all immature areas."

This reference to costs is interesting. In the South Seas, in contrast with Malaya, native wages have not altered.

"The immediate outlook for copra can only be described as obscure," says the report. "The disorganization characteristic of so many markets to-day exists in an extreme degree in ours. Wide movements in exchange, currency vagaries, tariffs, quotas, excise duties, and 'processing' levies have contributed at times almost to paralyse trading in vegetable oils and their products. The figures for the United Kingdom show imports of oilseeds and kernels at only 1,288,000 tons in 1933, against no less than 1,785,000 so far back as 1924. Linseed imports dropped in a single year from 362,000 tons (1932) to 246,000 tons (1933). Crude cotton-seed oil fell in value over the same two years from £23 10s per ton to £13 10s.; and ground-nut oil from £28 10s. to £19 10s. Whale oil, owing to mass destruction methods, has of late years been accountable for widely fluctuating additions to the oil market—the output exceeding 3,500,000 barrels in the heaviest year—and, owing to modern processes of industrial chemistry, whale oil competes directly in certain uses with vegetable oils."

"These typical figures illustrate the chaos of markets in a period when political influences and the budgetary needs of producing and consuming countries complicate the pull of purely economic forces. Meanwhile we are engaged in producing the best of all vegetable oil products, and when one looks beyond the immediate future we have good grounds for confidence."

BETTER GRADE OF COPRA DEMANDED.

The following significant paragraph was contained in a report from Messrs. Burns, Philp & Co., Ltd., London, dated 10th August last:

"All this week we have been working to sell parcels of Plantation Sundried copra in bags, F.M.S. Samoan copra in bags, South Sea sundried copra in bags. While Messrs. Unilever Ltd. would have purchased the Sundried Plantation copra in bags, they refused to have anything to do with the F.M.S. Samoan and the South Sea sun-dried copra in bags. We therefore did not sell the Plantation grade without the others, and there the matter rests for the time being. It is just as well to let you know the dead set Messrs. Unilever Ltd. are making against the quality of the Native Sundried South Sea copra in bags."

"The quality of native-made sundried copra will have to be improved, otherwise,

like smokedried copra, it will be saleable only at a substantial discount in the market price, and the sales will become more difficult as the proportion of good copra produced at other centres increases. The

A Rabaul Bride



Miss Phyllis Verity, of Neutral Bay, Sydney, was married recently to Mr. S. T. Makings, and sailed with her husband by the Nellore, for Rabaul, T.N.G., where they will reside.

greater proportion of native sun-dried is shipped mainly from Fiji, Tonga, Samoa and Gilbert Islands."

WHALE OIL PRODUCTION.

According to a report issued by the Committee for Whaling Statistics, appointed by the Norwegian Government, the maximum of oil output was reached in

1931 (season 1930-31) with 3,686,976 barrels. In 1932 it was 915,842 barrels, and in 1933 2,596,778 barrels, which was only 200,000 barrels less than in 1930. A calculation of the oil output for the Antarctic in the season 1933-34 shows a figure which is about 100,000 barrels less than in 1932-33. The output of oil in the last two years is then, compared with the production of former years in the Antarctic, very large, only the two years 1930 and 1931 showing a greater output. The output of oil in 1933 was 29.6 per cent. lower than in 1931, while the number of whales caught in 1933 was 33.1 per cent. lower than in 1931. The oil output has thus decreased less than the number of whales caught.

for all the needs of Industry

Kookaburra Products

are outstandingly superior for Welder, Engineer, Garageman and Householder. Welding Accessories, Rods, Fluxes, etc. Antifriction White Metals, Surface Hardening, Pipe Joint and Valve Grinding Compounds, Iron Cements, Belt Drivings, etc. etc.

Applications invited for Agencies.

Descriptive Price List on request from
Head Office:
61-65 LANDER ST., REDFERN

For Well Bred
FOXIES, CATTLE KELPIES,
POMERANIANS or Any Other
(Both Sexes)

Write to
THE FOX TERRIER KENNELS
(F. Buxton, Proprietor)

57 Goulburn St., Sydney

(A Feeding Chart with Every Animal.) Satisfaction Guaranteed

ISLAND PATRONS RECEIVE SPECIAL ATTENTION.

TWO IN ONE

Coleman Duo-Lite Lamp Lantern

It is a BEAUTIFUL LAMP when set up on a Fluted or Ornamental Stand, and fitted with a Parchment Shade. With this Shade off, and lifted out of stand, the COLEMAN NO. 242 LANTERN is a splendid all-purpose unit.

GALE AND INSECT PROOF

INSTANT LIGHTING—Built-in Pump, and Long-life Generator.

Sold by All Branches of

W. R. CARPENTER & CO., LTD.

Or, Write for Coloured Catalogue to Coleman Quick-Lite Co.,
300 Kent Street, Sydney.

"VILLE DE PAPEETE" WRECK

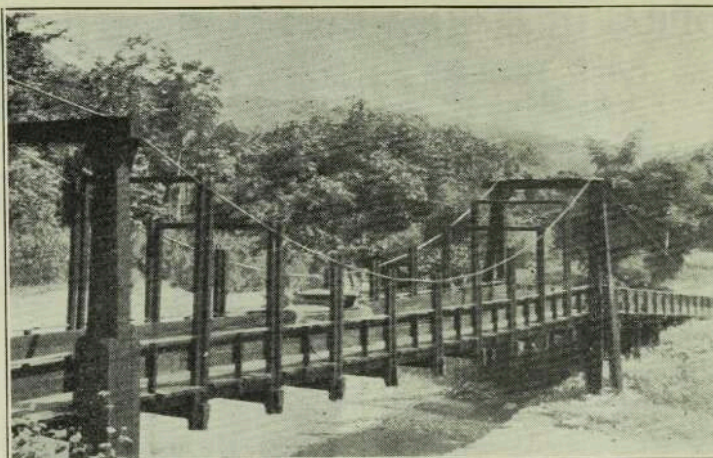
From Our Own Correspondent.

PAPEETE, Sept. 6.
A LOCAL survey party recently returned from Haraki Island, where the "Ville de Papeete," which was wrecked in July, now lies on the reef, and it is understood that all hope of salvaging the hull has been abandoned.

It is officially stated that definite arrangements have now been made to carry on this important inter-island service by another vessel, the name of which will be announced shortly.

MARRIAGE

GRUBE-WHITFORD.—At Ambrym, New Hebrides, by Rev. W. F. Paton, B.A., B.D., Chrissie (Grace Whitford, third daughter of the late Captain Frank Whitford, to Willy H. Grube, planter, Ambrym.



This is believed to be the only all-cedar bridge in the world. It was built across the Watut River, just below its junction with the Bulolo, by Bulolo Gold Dredging Co. Ltd., a few months ago. There is a great deal of valuable cedar in this region, but its transport to the coast would be too costly to make its export a commercial proposition; so it is used, as shown in this handsome structure, for building purposes in connection with the rapidly expanding gold industry.

Inquiries invited by
McCarthy & Herring
for
MINING MACHINERY
BOILERS ENGINES PUMPS
TANKS WINCHES CRANES
BELTING

McCarthy & Herring
Machinery Merchants
46A BRIDGE ROAD, PYRMONT,
SYDNEY
Special Attention to Island Trade

**WHERE RICH GOLD
MAY BE FOUND****Unnamed River In Unexplored
Western Papua**

FROM a friend in Papua:
"Gold is still booming in Eastern Papua. Five companies on Misima

alone are preparing to operate on a business-like scale.

"But I am firmly convinced that Papua's great possibility of a big gold-field lies in that unexplored country drained by either the Strickland or Purari watershed. If you care to look up the Territory's Annual Report for 1910-11, you will find where Massey-Baker discovered the mouth of an unknown river, coming into the Strickland (the great tributary of the Fly) just above Lake Murray. Baker, who explored this river only for a few miles, reported it to be a sandstone area and with wide gravel flats, about ten miles from the mouth, carrying gold.

"This river has never been visited since Massey-Baker's time; and that unexplored region has still to be explored. The unknown stream, which is reported to be seventy to eighty yards in width, and navigable by a small launch at the point where Baker turned back, comes into the Strickland from the N.E. and N.E. Of course, in those days aeroplane transport was unthinkable, and dredging possibilities were also not thought of.

"It is my firm opinion that this unknown river drains all, or nearly all, of that unexplored country S. and S.W. of Mt. Hagen (New Guinea). District Officer Taylor and Leahy Bros. report gold in the vicinity of Mt. Hagen (not in paying quantities, of course), and I gather that the existence of gold further to the south is undoubted.

"But to return to Massey-Baker's river. This former officer reported this stream, a large one, as carrying gold on large gravel flats, on both banks, and not more than ten miles from the mouth; I am certain that this river drains all that country S. and S.W. of Mt. Hagen; so what are the dredging possibilities on the watershed of this river? If it carries gold all the way up its course, and the flats do not entirely fade out among the mountains, it is quite logical to say that one could throw about ten Bulolos into it."

CHRISTIES'

FOR ALL KINDS OF

AND
**UMBRELLA
REPAIRS**

UMBRELLAS
CHRISTIES, LTD., 568 George St., Sydney

"HIS MASTER'S VOICE"

The World's Greatest Entertainer Gives You the Music You Want
—When You Want It.

We Stock and Sell all Numbers. Send Your Orders to us.
Prompt Service is our motto, and a satisfied customer our best advertisement.

"THE VAMP"

(Miss Crawford)

Victoria Arcade Music Parlour

(Opp. Hotel Australia), SYDNEY

"His Master's Voice" Portables—Records—Needles. We will gladly post you
Catalogues on request.



October 17, 1934

THE PACIFIC ISLANDS MONTHLY

51

N. GUINEA GOLD

Warden's Monthly Report

THE goldfield's warden at Wau, T.N.G., submitted to Rabaul, the following report covering July operations:

Gold and silver bullion exported during the month amounted to approximately 24,569oz. valued at £A141,808/15/10.

GOLD STEALING

During the month three European employees of Bulolo Gold Dredging Ltd., were convicted of gold stealing and sentenced to imprisonment with hard labor at the Wau Gaol. Several other Europeans, some of them also employees of Bulolo Gold Dredging Ltd., have been committed for trial on charges of gold stealing and illicit gold buying, and will appear before the Supreme Court, on Circuit, at Salamaua early next month.

GOLD IN TABAR ISLANDS

Mr. H. F. Pearson, Assistant Warden of the Morobe Goldfields, inspected and reported upon the recent gold discoveries in Tabar Islands, situated to the north of New Ireland. Gold was found to occur on both Tatau and Simberi Islands. A goldfield has been proclaimed on the former, and over eighty claims pegged. Mr. Pearson reports that the geological conditions on both islands are similar, the bedrock consisting of jointed volcanic tuff containing a high percentage of felspar. The tuffs have been intruded by a series of sills and dykes of a very dark fine-grained siliceous rock carrying small crystals of horn blende and by a felspar porphyry. In places in the tuffs may be seen bands, up to one foot in width, of a bluish kaolin containing abundant iron pyrites.

The gold found to date is in a very fine state of division, and there is nothing in the areas examined to justify the opinion that alluvial gold will be found in other than small quantities.

The potential value of the Tatau field, and the occurrence on Simberi Island, lies in the discovery of gold in situ in sufficient quantities to be payable. With well-directed prospecting, there are distinct possibilities of payable ore deposits being found.

It is thought that the gold will be found to be a zonal accessory in the volcanic tuff rather than as defined veins. Whether the zonal distribution will be governed by some variation in mineral composition was favorable to deposition in the volcanic tuff or in a zone of fracturing due to igneous intrusions, can, at present, only be surmised. It is also likely that the boundary between the auriferous and non-auriferous rocks will not be sharply defined.

It will thus be seen that the area will not be an easy one to prospect, more so as all those on the field are amateur prospectors with very little or no experience. This statement is made without being derogatory to those on the field whose energy and keenness is to be admired. There is then the danger that a promising field may be marred through inexperience. This danger would be removed with the advent of a couple of experienced prospectors.

BULOLO GOLD DREDGING LIMITED

A total of 260 tons of freight was delivered at the Bulolo and Bulwa Aerodrome during the month, also 59 white and 29 native passengers were carried.

Nos. 1, 2 and 3 dredges were operated continuously throughout the month and recovered a total of 15,653 ounces of gold from 634,900 cubic yards dredged.

No. 4 dredge was brought practically to completion during the month.

The Baine Power Station's race canal and settling basin are now estimated to be about 50 per cent. completed. Preparations were made to start laying the pipe line to the powerhouse. Nine whites and 23 natives are engaged on this work. At the powerhouse, the foundations for three units were poured and the discharge tunnels inside the buildings were finished. The switch-house building is erected and the machinery is being assembled ready for installation. It is expected that the plant will be finished ready to operate about the middle of October.

Elevating work on Placer-Arnold's Property commenced on July 10 and continued for 14 days. The plant is operating satisfactorily and the pit is being opened up to bedrock. About 600 cubic yards were handled during the month and 57 ounces of bullion recovered. Work continued on the Stork & Parker tribute on the upper portion of this property.

The Company had 250 Europeans and 888 natives in its employ as at the end of July.

NEW GUINEA GOLDFIELDS LTD.

Eddie Lode No. 1: No. 3 Level, West Drive from North Crosscut at 790 feet, advanced 71 feet to 74 feet. North and South Cuddies at 25 feet (from above Drive) commenced and advanced 9 feet. No. 3 Lever, South Crosscut at 709 feet (from West Drive) advanced 53 feet to 113 feet. No. 3 Level, West Drive, South Crosscut at 603 feet, commenced and advanced 10 feet.

Eddie Lode No. 2: No. 4 Shaft sunk a further 27 feet to 445 feet. Raising a further 246 feet. Footages—Driving, 71 feet; crosscutting 72; shaft sinking 27; rising 246; total 416.

BULOLO GOLD DEPOSITS LTD.

Sluicing was confined to the Flat Creek area, on what is known as Graham's and Smeaton's Lease. Clearing of timber was also carried out. Five Europeans and 77 natives were engaged on the Company's leases.

SUNSHINE GOLD DEVELOPMENT LTD.

Goldfield Leases: The survey of the Baine Water Race was under way; also preliminary surveys of a water race from Reidy Creek to provide power for driving a sawmill. A workshop and store were constructed. Road construction to connect the Goldfield Lease with the Bulolo Gold Dredging road at the Baine was also carried out. Three Europeans and 38 natives were engaged during the period.

Undeveloped Lease: Race construction under way.

Ono Leases: The drilling outfit for testing the alluvial areas has arrived at Lae and will be transported to the leases in the near future.

DAY DAWN (NEW GUINEA) LIMITED

B Level—140ft. Level: No. 8a Rise has been put up 24ft. Total 58ft.

No. 1 Level—210ft. Level: Rise at 60ft. from portal has been put up 27ft. through to the surface. Total 27ft. Stope No. 2a Rise North has been carried along in ore for a length of 30ft. at an average width of 5ft. to a height of 68ft. above the floor of the level, through to the surface. Stope No. 2a Rise South has been commenced and carried along in ore for a length of 16ft. at an average width of 5ft. 6in. to a height of 27ft. above the floor of the level.

Intermediate Level—270ft. Level: Stope No. 9—No. 8a Rise has been carried along in ore for a length of 30ft. at an average width of 5ft. to a height of 56ft. through to the No. 1 Level. Stope No. 8—No. 8a Rise has been carried along in ore for a length of 35ft. at an average width of 4ft. 6in. to a height of 56ft. above the floor of the level through to the No. 1 Level. Stope No. 1—No. 5a Rise has been carried along in ore for a length of 27ft. at a width of 8ft. to an average height of 32ft. above the floor of the level. Stope

No. 9—No. 9a Rise is being commenced. No. 2 Level—310ft. Level Winze in North Manganese Drive has been put down 26ft. in ore. Total 35ft. No. 6 Rise has been commenced and put up 21ft. At this point connection was made with No. 6 winze from the Intermediate Level. Main South Drive has been advanced 5ft. Total 230ft.

Milling: In July No. 1 Mill ran 403 hours and crushed 697.5 tons of ore. No. 2 mill ran 387 hours and crushed 678.5 tons. Total, 790 hours and 1,376 tons.

DAY DAWN SOUTH (NEW GUINEA) N.L.

No. 1 Vein—130 foot Level—North Drive has been advanced 9 feet in ore. Total 250 feet. 200 foot Level—North Drive has been advanced 29 feet in ore. Total 245 feet. No. 1 Winze has been sunk 20 feet in ore. Total 50 feet.—No. 1 Vein—330 foot Level.—At about 300 feet along the strike of lode from Adit at 200 foot level, No. 1 Vein has been cut and the hillside battered down and driving on the vein has been commenced.

BLUE PANIC GRASS

The New King of Fodders—Better than a silo—As rich in protein as Lucerne; greater bulk producer and a real drought-resister. Flourishes coastal and inland. Tropical and sub-tropical. Nothing better for sheep and cattle, milk and butter production. For cultivated land, 1lb. of seed to acre.

I will post 8oz Seed, valuable information and prices for 5/6. THOS. GAWN, Nerang, Queensland

TIE ON GAS MANTLES

Something better for Your Lamp

FLEXIBO LIGHTING CO.,

9-15 KIPPAX STREET :: SYDNEY

Manufacturers of the famous Flexibo Gas Mantle, suitable for all petrol storm-proof lamps, table lamps, tili lamps, and all hollow wire systems. Flying insects will not break this mantle. Agents wanted—samples to all prospective reputable agents.

Cable Address: Flexibo, Sydney

AUNT MARY'S

“Defiance”
Brand
Canned
Goods

PURE FOOD PRODUCTS

—are prepared and packed by the proprietors of Aunt Mary's Pure Food Products.

The finest quality goods are hermetically sealed to withstand tropical heat and give to consumers a maximum satisfaction.

Supreme in quality and flavor, these pure food products have been supplied to the people of the Islands for more than thirty years. Specially manufactured and packed to meet Island conditions, they give complete satisfaction to both retailer and consumer.

Prepared and Packed only by—

TILLOCK & CO. LTD.

PURE FOOD MANUFACTURERS
KENT AND LIVERPOOL STREETS,
SYDNEY, N.S.W.

**MOUNT LAWSON PROSPECTING AND
OPTIONS SYNDICATE N.L.**

Staff—Europeans 2, Natives 54.
General.—Testing was carried out during the month and 20 pits were put down comprising 328 feet, and 719,280 cubic yards were tested and proved. Options were secured of Dredging Claims

Nos. 122, 123, and 124 on Lower Watut, and exemptions secured until 31/10/34 for the purpose of preliminary survey. A further option was taken on Dredging Claim No. 69, Middle Watut, for a period of three months for purposes of preliminary testing survey.

KORANGA GOLD SLUICING

Both nozzles operated on day shift, one on wash and one on overburden. Progress on tail race from Bulolo is proceeding satisfactorily. Forty-five recruits were engaged.

EDIE CREEK GOLDMINING COMPANY N.L.

Main Lode No. 1 Drive.—Winze off No. 3 Crosscut at 180 feet from adit portal has been started, and sinking on the lode, advanced to 7 feet. Work was stopped in the sink and Winze collar and level near same was securely timbered.

No. 2 Lode.—These workings are approximately 250 feet higher up the mountain than the main Lode. The crosscut has been opened up and timbered where necessary to 100 feet from portal. At 94 feet No. 2 lode was cut, giving a width on bottom of crosscut, of 5 feet.

Plant.—Owing to heavy rains during the past month, surface work has been slowed up. No. 1 Leaching tank has been completed, also Sump and Headwater tanks. Ore Bin is in course of construction.

MINING APPLICATIONS IN JULY

For Water Rights on Upper Edie, Lower Watut, Upper Watut, Lower Edie, Bulolo River—1 each.
For Dredging Claims on Sunshine and Upper Watut—1 each.

For Alluvial Claim on Edie Creek—2.
For River or Creek Claim on Lyall's Creek—1.
For Hydraulic Claims on Bololo River, Lower Watut and Upper Watut—3.

For Miner's Homestead Lease on Binatang Creek—1.

For Business Area, Garaina—1.

For Machine Area, Baiune—1.

**GOSHEN PRIVATE
HOSPITAL**

(Sister E. W. YEAMAN),

37 Gloucester Road,
Hurstville, Sydney

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

For All You Require In

Dependable Groceries

You CANNOT Do Better Than At

Moran & Cato's

Australia's Largest Grocery Organisation

The fact that Moran & Cato Ltd. has 180 branches throughout the Commonwealth of Australia is sufficient indication of their vast buying power, and is the reason why—when quality is taken into consideration—their PRICES ARE UNBEATABLE.

SPECIAL OFFERS TO OVERSEAS RESIDENTS ARE:—

Trefavenne Sardines, $\frac{1}{2}$ lb. tins	8d, 7/9 doz.
Norwegian Sild, $\frac{1}{2}$ lb. tins	7 $\frac{1}{2}$ d, 7/3 doz.
Morton's Herrings in Sauce, 14oz. tins	9d, 8/9 doz.
"Congress" Chum Salmon, 1lb. tins	8 $\frac{1}{2}$ d, 8/3 doz.
"Parachute" Fancy Pink Salmon, 1lb. tins	9 $\frac{1}{2}$ d, 9/3 doz.
"Eveready" Red Salmon, 1lb. tins	1/3, 14/6 doz.
Fruit Salad, "Summerland," 1lb. tins	7 $\frac{1}{2}$ d, 7/3 doz.
Strawberry Conserve, Q.P., 1lb. tins	9 $\frac{1}{2}$ d, 9/3 doz.
Sweet Corn, Gartside's, 10oz. tins	6 $\frac{1}{2}$ d, 6/3 doz.
Prunes in Syrup, "Summagold," 1lb. tins	6d, 5/9 doz.
Dessert Prunes, 7lb. tins	3/6 per tin
Eta Peanut Butter, 12oz. tins	1/4 $\frac{1}{2}$, 16/- doz.
Dripping, 1lb. pats	6d, 5/6 doz.
"Riverstone" Sheep Tongues, 12oz. tins	10 $\frac{1}{2}$ d, 10/3 doz.
Asparagus Soup Cuts (and for sandwiches)	30oz. tins 1/- ea.
Essences, Full Strength, "Summagold"	2oz. bots, 1/- ea.
Morton's Assorted Fish Pastes, 6 kinds, 1 $\frac{1}{2}$ oz. tins	2/3 per doz.

"Rosella" Products, Arnott's Biscuits, Holbrook's Goods, and all other Australian and Imported Products at Lowest Possible Prices.

We Pack and Deliver Free to Boat Sydney, Cash against Documents.

WRITE FOR OUR COMPLETE GROCERY CATALOGUE.

Moran & Cato Ltd.

122-128 Cleveland Street Chippendale, Sydney, Australia.

**Bond-selling Companies' Coffee
Plantations in New Guinea**

PLANTING work is proceeding steadily in the Keravat district, near the Experimental Station, New Britain, T.N.G., by Amalgamated Coffee Plantations Ltd.—which is a bond-selling concern established some five or six years ago. The company have 190 native labourers at work, and about 600 acres have been planted. Some coffee already is being produced—although the coffee plants do not come into bearing until they have been planted for two or three years. This company is still selling bonds in Australia and elsewhere. Each bond represents one acre of coffee.

Another large plantation, which is being conducted on similar lines, is established at Rugen Harbour, on the south coast of New Britain; and here, also, the planting work appears to have been carried out satisfactorily and successfully, and the coffee looks well.

We should be glad to receive opinions concerning the economic value of these plantations from any competent, independent planter in New Guinea. Everyone with the interests of New Guinea at heart hopes to see the coffee industry successfully established there, and it would be interesting to know whether that is likely to be achieved by these bond-selling companies—which, owing to the character of their organization, are frequently subjected to criticism.

SEPTEMBER B.P. MAGAZINE

"One good picture is worth a mile of type," once remarked an ancient sage well-versed in the art of newspapers and presswork. To-day, he would have an unenviable task calculating how many square miles of cold type would be equal to the numerous beautiful photographs in the September number of the B.P. Magazine.

A feature of this issue is a series of exquisite art studies of Melbourne. The photographers, apparently, set out to capture the quiet beauty of Melbourne in all its light and shade, and the results are photographic gems.

A reproduction from a watercolour drawing by Walter Jardine titled "Sing Sing Dancer in New Guinea" makes a colourful and striking front cover.

Travel articles, short stories, news and notes on music, the drama, and the fine arts, together with a selection of poetry by well-known Australian writers complete the September issue of this splendidly printed quarterly.

WHERE TO STAY IN PORT MORESBY



THE
PAPUA HOTEL

Catering specially for
Tourists & Travellers
Sited on high ground
overlooking both coasts,
its Spacious Lounges are
always Cool & Comfortable
Tariff: Per day 16/-; per
week £5/5/-; per month
£14/-; bed and breakfast
10/-; bedroom only 7/6.
Cars meet all steamers.

FIRST-CLASS ACCOMMODATION. SPECIAL DINNER
PARTIES ARRANGED.

Licensee: Papua Hotel, Ltd.

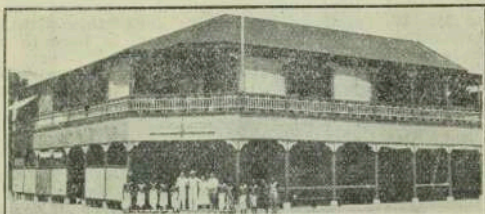
HOTEL MORESBY

NEAR THE
WHARF

COMFORTABLE
ACCOMMODATION

ONLY THE BEST
BRANDS OF
WINES, SPIRITS
AND BEERS
IN STOCK

LICENSEE:
Hotel Moresby
Ltd.



COSMOPOLITAN
HOTEL
Samarai

First-class
Accommodation
for

Tourists and Travellers
Ball-room; Electric Light;
Billiards; Freezing-works;
Cold Store. Best brands of
Wines, Spirits, Ales.

MODERATE TARIFF
Fishing Trips and Launch
Excursions arranged
Licensee: R. LEWIS.

HOTEL BULOLO

WAU, T.N.G.

Picturesquely situated, overlooking
the Wau Aerodrome, at the Busi-
ness centre of the Morobe Goldfields.

FIRST-CLASS CUISINE—30 com-
fortable Bed-rooms—Hot and Cold
Showers—Fresh Fruit, Vegetables,
and Dairy Produce from the Hotel
Gardens.

The Hotel Bulolo is famous for its
wide, cool verandah-lounge.

Only the Best Brands of Wines,
Spirits, and Beers in stock.

NEW STORE FOR
RAROTONGA

From Our Own Correspondent.

RAROTONGA, Sept. 7.
About two years ago the firm of W. H.
Grove and Sons Ltd. whose headquarters
are at Auckland, had its store premises
at Rarotonga gutted by fire. The firm
has since conducted its business in a
small building fitted up as a store until
plans were decided upon to rebuild.

The company has acquired a new site
adjoining the old one and it is under-
stood its new store is shortly to be erec-
ted. Messrs. Grove and Sons is one of
the oldest established businesses at Raro-
tonga, with a wide connection in the
Pacific.

Planter (addressing one of two idle
boys): You no got work?

Boy: Yes, me no got work Master.

Planter (addressing the other): What
about you?

Other Boy: Oh, me helpim 'im!

AT THE GATEWAY
of the
N.G. GOLDFIELDS

HOTEL SALAMAUA

Within seven years, Salamaua has become
the Busiest Port in New Guinea. In the
same period, the Hotel Salamaua has be-
come one of the best-known hotels in the
South Seas. Its kitchens are famous—
Large, Cold Stores and Extensive Gardens
Provide Abundance of Fresh Food for
Residents and Travellers.

The Hotel has been enlarged from
time to time, and now has accom-
modation for 80 guests.

Proprietress and Licensee:
MRS. ALAN INNES.



SAMARAI HOTEL

The Rendezvous of the Miners of Eastern
Papua.

Comfortable Accommodation for Tourists,
Travellers and Residents. Best Brands of
Spirits and Wines—Victorian Lager Beers.

FISHING EXCURSIONS ARRANGED
Licensee: Mrs. L. M. SKELLY.

HOTEL RABAU A Bungalow Type of Hotel, Delightfully
situated amid Palms and Gardens.

Cool and Spacious Lounges—Comfortable Rooms
Dinner Parties Specially Arranged.

AN Ideal and Picturesque Centre for Tourists, whose needs are
specially catered for. Easily accessible are Pretty Native Vil-
lages, Coconut Plantations, Hot Springs, Chinatown, the Extinct
Volcano, the famous Botanic Gardens, Surfing Beaches, Swimming
Pools, Tennis Courts, Golf Course, etc., etc. Motor Excursions
arranged.

Under the Personal Management of Mrs. H. Luxmoor



Mr. Frank Pryke, well-known in the Mandated Territory, left Sydney for Rabaul, New Guinea, by the Montoro on October 17.

SKIN DISEASES

By the application of his Secret Formula in the treatment of all Skin Diseases, Mr. John J. McHugh, Consulting Chemist, 124 Liverpool St., Sydney, is able to assure sufferers of a complete and speedy recovery. Letters of gratitude from all parts of the world may be inspected at his rooms. Skin complaints successfully treated include: Tinea, Eczema, Psoriasis, Acne, Germ Under the Nail, Varicose Veins and Ulcers, Ringworm, Pruritis, Dandruff, Rosacea, Infantile Eczema, etc.

Readers are invited to call or write to Mr. McHugh, and he will advise them without obligation.

Consulting Hours: Monday, Wednesday, Thursday, 10 a.m. to 5 p.m.; Tuesday and Friday, 10 a.m. to 9 p.m.; Saturday, 9 a.m. to 12 noon.

JOHN J. McHUGH, Ph.C.

(Member of the Pharmaceutical Society, N.S.W.)

Consulting & Pharmaceutical Chemist

1st FLOOR, 124 LIVERPOOL ST.
(opp. Snow's), SYDNEY

'Phone MA 5028

KURUKURU GRASS FOR PAPER PULP

Three Large Areas Reserved in Papua

From Our Own Correspondent.

PT. MORESBY, Sept. 27.

AN amendment to the Sago Ordinances was passed in July this year in the Legislative Council, providing that various plants other than sago, including kurukuru grass, be brought under the enactment. On September 18, proclamations in the Government Gazette granted exclusive rights to apply for licenses to cut kurukuru over three large areas in the Territory.

The first applicant was the Commonwealth Hemp Corporation, to whom an area of approximately 1710 square miles on the coast of the Western Division, west of Daru, was granted. The second and third grants were made to Mr. W. D. Mason—one of 1,380 square miles, situated in the Central Division, between Port Moresby and Cape Possession, and the other of 950 square miles in the Northern Division, in the vicinity of Oro Bay.

Regulations made under the Sago Ordinance in regard to these licenses provide for an annual rental of £1 per square mile, and for the erection within two years, in respect of each license, of a factory or factories capable of producing at the rate of at least 100 tons of manufactured pulp per week.

This last condition may be waived by the Lieutenant-Governor should the licensee export the whole of the grass in its natural state.

TAVUA GOLDFIELD

New Road Connection with Suva

SUVA, August 14.

THE new road from Tavua to the goldfields, a distance of 5½ miles, is now practically ready for use.

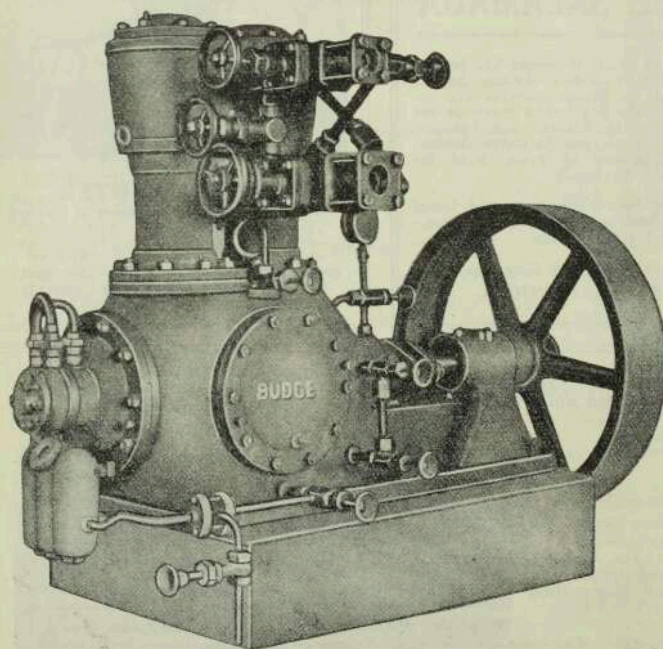
From September onwards it will be possible to arrive by steamer in Suva at 8 a.m., and be on the field for afternoon tea.

Recent visitors to the goldfield included His Excellency Sir Murchison Fletcher, Sir Maynard and Lady Hedstrom, His Lordship Bishop Nicolas, Mr. C. Smith (a well-known member of the Sydney Stock Exchange), and Mr. L. Hinks (also of Sydney).

A pilot plant is expected here early in September, and Mr. C. Jorgensen, who is well known for his connection with the Golden Plateau Cracow, is here to supervise the work of erection.

The indications at Tavua are extremely promising. Fiji will yet be a large exporter of gold.

Colonel J. G. Koopman, one of the advisers of the Royal Dutch Airways, who has been visiting the Mandated Territory of New Guinea, arrived in Sydney by the Mataram early in October. It is understood that Colonel Koopman has been considering plans for a complete aerial survey of Dutch New Guinea, in which the economic possibilities of this great, rich and comparatively unknown country will be very carefully studied.



BUDGE REFRIGERATION and ICE-MAKING PLANTS in all sizes —from small S02 Domestic Units up to large Ammonia Installations for Ice Works and Cold Stores.

Ammonia coils, valves and fittings,
ice moulds, corkboard insulation.

Budge ammonia purgers remove all
air and non-condensable gases while
the plant is in operation.

Supplied to Commonwealth, State
and Island Governments, C.S.R.
Company and numerous Island
clients.

General Engineering of all Kinds.

James Budge Limited REFRIGERATION ENGINEERS

McEvoy and Harley Streets
Alexandria, Sydney
Established 1890.



HILLS?

says Major PLUME

“Why, you’ll take ‘em
‘at the double’
with your tank full of
PLUME”

Unsurpassed anti-knock quality, giving steady, knock-proof, power-full combustion . . . that’s the open secret of Plume’s hill-climbing power. If it be mere habit that keeps you to that fuel you use to-day—try ONE tankfull of Plume. You’ll sense the increased power at the first steep hill—and the full driving satisfaction that only PLUME can give.

PLUME

The Islands’ Highest Quality Motor Spirit

P46

ALLURING CLOTHES OF TO-DAY

Fashion Hints for Islands Women

By THERESE.

SUPERB in their simplicity, clothes were never more alluring than they are to-day. The new evening silhouette, with its reed-like slinness, has art in every lissom line.

This new slinness is at times achieved by straight knee length tunics, with skirts swirling out from down under in gay abandon. Again, it may reach slimly to the toes, flaring widely at the back. Since width and freedom must be achieved somehow, we slit and slash our skirts as in days of yore, and here and there a glimpse of nether limb, silken clad, reveals itself demurely. The exception to the slim line is the bell effect in tunic or coat, standing out over the almost tubular skirt in startling contrast.

Trains have faded into the blue, except for the more formal occasions, and talking of blue, an exquisite rhapsody in such, is the golden-haired lass who clothes her slim beauty in gentian blue—blue as her eyes—and weaves it about with silver thread.

Bare shoulders are the vogue. So as a means to that end whalebone, as in Grandma's days, is brought into commission; but with what a different purpose! With its use, shoulder straps are no longer a necessity. It is sewn cunningly into the bodice, and on it depends the safety of your gown, and your reputation.

Taffeta evening frocks and coats, charming as ever, still hold their own, and there is the breath of romance in their softly whispering folds. Taffeta accessories, too, are well to the fore, and bows, scarves, collars and hand-made flowers ingeniously contrived, shriek chic.

The quest for perfection in informal tropical evening wear, has its beginning and ending in the gay little inbetweens of cotton. Fresh, cool and crisp, they are delightful in their simplicity. In check linen, voiles sprigged and patterned, they come to cheer our hearts, while the frock of white pique with stiffened epaulettes is as cool as a summer breeze. For those of you who like mo-

tion in your clothes, there are the rippling cascade draperies, softly feminine. They are completely charming and have tremendous appeal.

Can you wear difficult colours? Then joy is yours, for the new verdigris shade is really lovely and was created just for you. Choose it for your newest evening gown. Yellow is receiving considerable notice in the scheme of things. It is used with grey with undoubted and unexpected success. Black and yellow claims our attention also, though not for tropical climes. A dull crepe dress topped by a chapeau of clear yellow, its matching gloves of the washing variety, is sure of immediate success.

"Wear white and plenty of it, with touches of red or blue," say the designers, thereby bringing untold joy to the dweller in the sun to whom white is so necessary. Bag and scarf will match in some gay colour, but shoes, will be white, as will the hat and gloves. White allied to parchment is a distinctly new and attractive note.

Have innumerable scarves and lots of extra collars in your wardrobe, and you will rise up and call them blessed, for it is thus and thus your dullest clothes will be lifted from mediocrity.

Bibs are! Flared, pleated or, finely tucked, you will button them to your new square neck line with three large buttons and be charmed with the result. Let your cuffs match, and chic to the nth degree is yours.

Coarse spotted silk linen makes an ideal scarf for a linen suit. It washes, too, so what more could one desire? Necklines and sleeves are youthful and fascinating. Bows are slipped through and are infinitely becoming, as are the very feminine fichu collars. Sleeve fullness now begins at the elbow, and this line and the new basque effect is particularly kind to the woman of generous hips.

"A smart little blouse, a chic suit," is the direct and delightful answer to the query, "What will serve me faithfully and well for almost every occasion?" We



**HAND
PLAITED
KANGAROO
SKIN BELT**

With new
ring fastener

PRICE—14/6

PIKE BROTHERS LTD
in Queen St. Brisbane

Lloyd's Teas



Tea drinkers expect more than a mere drink.

That easy, relaxed feeling, that sense of contentment and glow of real satisfaction must be there... not once in a while, but with every cup.



Try Lloyds 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.

Just
a few drops
inhaled from the
handkerchief will
alleviate headache and
banish fatigue. Fra-
grant and refreshing
in bath and hand-
basin too.



4711

Genuine
Eau de
Cologne

Blue & Gold Label



825

FACTORY REPRESENTATIVE FOR AU STRALIA,
NEW ZEALAND AND PACIFIC ISLANDS:

JULIUS BLAU

AUSTRALIA HOUSE,
CARRINGTON STREET, SYDNEY

October 17, 1934

PACIFIC ISLANDS MONTHLY

57

pin our faith to them and are happy.

Buttons play a leading role, and as they provide a trimming of note, are seen on everything, including our evening gowns. They are made in all sorts of intriguing designs and are sewn here, there and everywhere, sometimes from neck to hem.

Clever little gadgets clip or slip on to our frocks and belts—initials, animals, birds, the lovely seashell—they have a very definite appeal.

Lacquered string in the gayest colours makes most charming belts, bags and whatnots; and very wide belts, please, if to be in the forefront of fashion is your aim. In leather or what you will, they must be four or more inches in width.

Flowers are ever with us. Gay flowers and green leaves or a spray of half-blown roses at the neck of an afternoon or evening gown are lovely. They trim our hats, too, in many and varied ways and angles and are always delightful. Flower bracelets add an attractive note to one's evening toilette, while gay little bands of rubber seaweed are a charming adjunct to our beach wear.

A cream bathing suit, wickedly brief, your initials embroidered in black, plus a coolie coat and hat of black linen, is utterly devastating in its simplicity. A sight for jaded eyes, it makes the beach a thousand times more alluring.

Lingerie is still of much importance. Net adds novelty to undies, and allied to voile is both useful and charming. The virtue of voile for undies should never be overlooked by the tropic dweller, for it is light, airy and cool, and launders to perfection. A spotted swiss muslin negligee in pastel shade will at once make you the admiration and envy of your friends.

Trinkets are ever dear to the feminine heart, and with the advent of the new square neck line, necklets of all shapes and sizes have come into their own once again. Cockle shells garnered by the sea, lacquered silken strands in gold or silver, necklets of plaited cord wicker, gaily lacquered, with bangles and earrings to match, are hailed with delight.

American Accent and Fiji Film Audiences

RETURNING recently by the Hobson's Bay from a holiday in India, Mr. C. S. Thayagalaen, manager of the only picture show in Fiji, said he hired films in Sydney, and they had to pass before the Fiji Collector of Customs and two approved persons (says "Sydney Sun" of October 8). "Very few are rejected," he said, "but occasionally there are films that it is not advisable to show to native races."

The chief difficulty with which he had to cope was the American accent, he said, and when some film hero drawls: "Give him the works, baby," the translation was flashed on a side screen. The natives understood the English dude better.

Although the main language is Hindustani, most of the audience experience little difficulty with well-spoken English.

PERMANENTLY WAVE YOUR OWN HAIR

with a "RAYWAVE" Curling Set. (Prov. Pat. 16608/34). Waves last 6 to 9 months. Anyone can use. NO ELECTRICITY. Simple instructions. Failure impossible. 15/- per set. Postage 3/- extra. Spar Trading Co., 10 Rawson Place, Sydney

Mr. William Blakelock, who was one of the earliest Fiji-born colonists, died after a long illness at Beqa Island on August 25. The son of Mr. and Mrs. T. T. Blakelock, who arrived in Fiji in 1860, Mr. William Blakelock was born on Lakeba about 1864. For many years he was on Lakeba and later lived in various other parts of the Group as shipwright, storekeeper and mariner. One of his sons is in the service of the Gilbert and Ellice Islands Colony Administration.

Mr. G. A. V. Stanley and Mr. H. D. Eve, mining geologists, arrived from New Guinea in Sydney on September 16. For the past three years they have been making geological surveys for oil in the Aitape district, North West New Guinea.

Mr. W. M. Reid, well-known Islands merchant of Sydney, left on October 13 by the m.v. Salamaua on a business trip to New Guinea.

New Cotton Frocks

32/6

19/11

19/11

Dainty Check HAILSPOT VOILE FROCK, trimmed contrasting pleated organdi. In Cherry-Blue-White, Brown-Orange-Beige, Navy-Saxe-Beige. S.S.W., and S.W. Price **19/11**

One of several styles in SHEER LINEN FROCKS in Reds, Saxe, Pinks, Primrose, Beige, and Green tonings, in S.S.W., S.W., and W., ranging in price from 32/6 to 37/6. Illustration is in Shell **32/6** Pink and Green. Price

TAILORED LINEN SPORTS FROCK, in String, Saxe, and White. S.S.W., S.W., and W. **19/11** Price

HORDERN BROTHERS

PITT & GEORGE STS., SYDNEY. WE PAY CARRIAGE

NOTES FROM SAMOA

From Our Own Correspondent.

APIA, Sept. 27.

THE influenza epidemic, which spread through Apia and outside districts during recent weeks, is now practically over—its end probably hastened when the long spell of dry weather was broken

by torrential showers during the last week.

The plantations needed rain badly. The exceptionally dry weather had caused several fires on private and Government plantations, which luckily were detected in time and confined to small areas.

The well known Casino Hotel will be under new management as from October 1. Miss Ross is leaving, after the expiration of her lease, and Mrs. Glover, senr., with her son, Mr. Glover, are taking over.

Judge J. H. Luxford, and Mrs. Luxford, who left by the last "Maui Pomare" for

New Zealand, were the guests of honour at numerous farewell parties—evidence of their well-deserved popularity. A large crowd assembled at Apia wharf on steamer day to wish them God-speed and good luck. Among those assembled were almost the whole of the Administration staff, many prominent residents, and high Samoan chiefs. Judge Luxford proceeds to Hamilton, N.Z., to take up his new appointment as S.M. there.

According to an announcement of the Prime Minister of New Zealand, the position of Chief Judge of the High Court of Samoa is not to be filled in future. A magistrate from New Zealand will visit Apia on circuit two or three times a year.

Mr. and Mrs. S. Coster returned from holiday by the "Hauraki." Mr. Coster has been transferred to the Tahiti office of the Union S.S. Co., and Mr. Butler has replaced Mr. Coster at Apia.

Lately, some large parcels of Samoan cocoa beans have been disposed of on the London market, and, though the price is not high, the fact that sales have been effected at a fair price, shows that the demand is increasing again, and, with Christmas trade buying near, the stocks should soon be cleared and prices improving.

The banana export industry is handicapped by the limited New Zealand market and the paucity of shipping space available in the Government banana steamer "Maui Pomare." The ban on banana shipments ordered by the leaders of the native Samoan Mau movement continues in force and has been considerably extended, so that now none of the Mau adherents are allowed to deliver bananas to the Administration under threat of severe punishment. This, of course, mainly benefits European shippers and loyal Samoans, whilst a full

363A

Heavy Long High Hard Loads Range Velocity Hitting

Use "Duxbac" & "Icil Special"

Loaded With "NEOFLAK" The New and Better Powder

1 1/4 Ozs. of Shot in a 2 1/2" Cartridge

There are no "lost" birds when "Duxbac" or "Icil Special" are used and no water-spoiled cartridges, for both these brands are effectively waterproofed, making them impervious to moisture or even immersion in water itself.

Obtainable Everywhere—At Popular Prices

Wet Makes No Difference!

BIG PRICE REDUCTIONS for "BUZACOTT" FARM GATES

and

"RINGKNOT" FIELD FENCES

Following an increased demand and improving times, production costs for these well-known lines have been considerably reduced.

Whilst the whole of these lowered costs is passed on in the form of reduced prices, the high standard of quality and workmanship are in no way affected. Buzacott quality is constant.

Write for particulars.

Buzacott's
Buzacott & Co Limited

7-11
Market St.
SYDNEY
Australia

ALL PRICES QUOTED F.O.R. SYDNEY

Also Agents for
PETTER
ATOMIC DIESEL
ENGINES.
Cold-starting, heavy oil.
Stationary and Marine.

FIG. 1601. 9ft. 33/-

FIG. 1602. 10ft. 35/6

FIG. 70. 12ft. 59/6 Per Pair

RINGKNOT FIELD FENCES FROM £17-5-0 Per Mile

FIG. 526

FIG. 636

FIG. 830

October 17, 1934

THE PACIFIC ISLANDS MONTHLY

59

shipment is procured anyhow by the Administration.

Politically, things are quiet. The Mau is still in existence and is busy collecting money amongst its members. Contributions are levied in the shape of dry copra, to be supplied by all households and sold co-operatively to the three "big" firms in Samoa.

A large number of officials are due for a vacation during the next few months. Not less than eight Administration officials are leaving Samoa, bound for New Zealand, during the month, amongst them being four European constables, Dr. Home, who temporarily replaced Dr. Mitford on the hospital staff, is leaving by the "Maui Pomare." Dr. Mitford is expected back in Samoa by next week's Matson liner.

The three well-known American mail boats of the Matson line, the Sierra, Sonoma and Ventura, which for long years were on the San Francisco-Sydney run, calling at Pago Pago, American Samoa, have recently been sold to Japanese interests, and are being taken to Japan by Japanese crews, there to be scrapped.

The Maui is taking away her usual full cargo of first-class quality bananas, in spite of Mau expectations that the refusal of the Mau to deliver bananas would seriously handicap shipments. European shippers have substantially benefited by the action of the natives, and are secretly wishing a continuance of the foolish attitude of the Mau.

Wife of Papuan Pioneer Dead

From Our Own Correspondent.

PORT MORESBY, August 9.

NEWS has been received from Samarai of the death of Mrs. Emma Inman, a very old and respected pioneer of the Territory, at the age of 72. She had resided in Samarai for 27 years and through her kindly nature and personality had endeared herself to all the residents of the town.

The deceased lady was a widow of the late Captain W. A. Inman, one of the early skippers in the Territory, who was well-known in the early days of shipping between North Queensland and New Guinea.

Four daughters and one son—all residents of Papua—survive Mrs. Inman. Mr. James Inman is the master of the coastal steamer "Nusa."

BIRKMYRE'S

WATERPROOF CANVAS

The Original and Best for all purposes where a thoroughly waterproof covering is required.

SAIL CLOTHS, DUCKS, &c.
of FLAX, HEMP and COTTON.

FISHING NETS,
LINES & TWINES.

Extensive Stocks carried,
THE Ensuring prompt despatch.

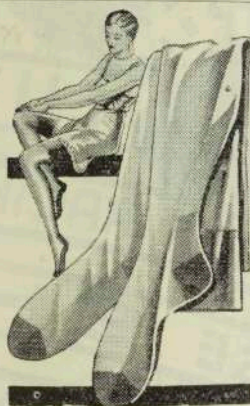
ROPE-
WORK
Gourock EXPORT Co. Ltd.
397 KENT ST., SYDNEY, N.S.W.

"The Senior Store"

"Truth in Advertising"—the Salt of Business.

ANTHONY HORDERNS'

PITT, GEORGE AND GOULBURN STREETS, SYDNEY.

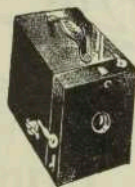


FOR THAT EXTRA WEAR

"LADY ELLA"

PURE SILK HOSIERY

"Lady Ella" Hosiery are the choice of discriminating women everywhere because they give longer wear. Made expressly for us... they are fully fashioned, have a lisle welt and are available in new season's tonings, also Gunmetal, Black or White. Serviceweight. Anthony Horderns' Price, pair 4/11.

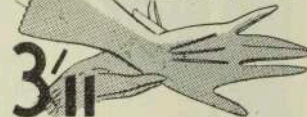


"Hawkeye"
Box Camera

10/-
6/11

Anthony Horderns' have purchased the remaining stock of Kodak Hawkeye Box Cameras and are offering them at a genuine reduction of 3/1 to clear. This Camera will take a $2\frac{1}{2} \times 3\frac{1}{4}$ inch snap. Price 10/-. Anthony Horderns' Special Price 6/11. 5 exposures 9d.

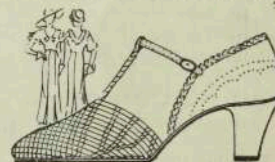
SUEDE FINISH FABRIC
GLOVES



Wear them and wash them as often as you like... they are made for service. Suede finish Fabric Gloves in a comfortable slip on style. Finished elastic at wrist and procurable in Grey, Fawn, as well as Black or White. Anthony Horderns' Price, pair 3/11.

SPECIAL VALUE FOR SUMMER PLATED BASKET SHOES

Just as popular as ever! Hand plaited Basket Shoes in soft, pliable leathers. Pump soles and medium heels. In all White, all Brown, Brown/Fawn, Black/White. Also in a neat Oxford design, same colorings. Anthony Horderns' Price, pair 15/9.



ANTHONY HORDERN & SONS LTD.,
SYDNEY

'Phone: M 2401
Day or Night.

Postal Address:
Box 2712C, G.P.O.



ACHILLE VARZI (Italy)

- 1st Italian 1000 Miles Race
- 1st Bordino Circuit
- 1st Tripoli Grand Prix
- 1st Targa Florio Race
- 1st Barcelona Grand Prix
- 1st Nice Grand Prix
- 1st Coppa Ciano

HANS VON STUCK
(Germany)

- 1st German Grand Prix
- 1st Swiss Grand Prix
- 1st Kesselberg Hill Climb
- 1st Mont Ventoux Hill Climb

GUY MOLL (France)

- 1st Monaco Grand Prix

TADINI (Italy)

- 1st Strevio Hill Climb

LOUIS CHIRON (France)

- 1st French Grand Prix
- 1st Grand Prix de la Marne
- 1st Casablanca Grand Prix

GIANFRANCO
COMOTTI (Italy)

- 1st Coppa Mille Miglia
- 1st Comminges Grand Prix

Hon. BRIAN LEWIS

- (England)
- 1st Mannin Moar Race
(Isle of Man)

SURELY, THEN,
IT MUST BE
GOOD ENOUGH
FOR YOU!

ALL OF THE ABOVE ARE 1934 SUCCESSES ONLY

- SINGLE SHELL (Light Body)
- DOUBLE SHELL (Medium Body)
- TRIPLE SHELL (Hvy. Medium Body)
- GOLDEN SHELL (Heavy Body)

CONSULT THE SHELL LUBRICATION CHART AT ANY GARAGE

October 17, 1934

THE PACIFIC ISLANDS MONTHLY

61

ANOTHER PRIMAGE ANOMALY

Papuan Gum, 10%; Egyptian
Pays 5%

ONE of the ridiculous anomalies under which the Islands trade suffers was thus described in the Sydney Morning Herald in September by Mr. P. F. Parkes, of Messrs. W. S. Tait and Co., Ltd.:

On July 25 reductions in primage were announced specifying alterations in rates from 10 per cent. to 5 per cent. when admissible under "British preferential tariff." Among items listed are:—

254A. Shellac, sandarac, and other dry gums, n.e.i.

254C. Gums such as copal, damar, gutta percha, etc.

None of these items are produced in the United Kingdom, but most of them are produced in British colonies. One gum in particular is produced in the Territory of Papua, but under Customs classification Papua is not considered as eligible for British preference, and the gum is charged primage at the higher rate of 10 per cent.

One asks why are these items included in the schedule if the goods cannot be allowed to enter when shipped direct from the country of production to Australia, especially in the case of Papua, which is practically Australian territory, but which for preference purpose is treated as a foreign country.

Mr. R. W. Robson referred to this matter at the meeting of the Islands Trade section of the Sydney Chamber of Commerce on September 28, and reminded the section that he had brought up this subject of primage on Papuan products a year ago, when a resultless appeal was made to the Federal Government to put Papua on the same basis at least as Norfolk Island.

Mr. Parkes said that gum shipped to Australia from Egypt was charged primage of 5 per cent.; but the same article, shipped to Australia from Papua, had to pay 10 per cent.

Other members were of opinion that to approach the Federal Government was only waste of time. Bureaucracy had complete charge of these things, and Ministers usually did what they were told.

It was decided to direct the attention of the authorities to the matter.

Pilot Blamed for Inverbank Mishap

From Our Own Correspondent.

SUVA, Sept. 12.

THE finding of the Marine Court of Investigation in connection with the

stranding of the M.V. Inverbank on Nasasi reef near the mouth of the Ba River on August 14, absolved the master, Captain W. Forsyth, and officer of the watch, Mr. E. Smith, but held the pilot, Captain Gosling, responsible for the mishap.

Fortunately no damage was done to the vessel, and after being refloated she was able to proceed on her voyage.



SCOTCH FINGERS

(In Special Tins)

SHORTBREAD

(In Round Tins)

VARIETY WAFERS

CANTERBURY CAKES

PLUM PUDDINGS

Made by

SWALLOW & ARIELL LIMITED

Port Melbourne, Australia

(Estd. 1854)

GLENIFFER DIESEL ENGINES

INSTALL THE DIESEL THAT HAS BEEN GOING STRONG SINCE 1929, AND HAS PROVED ITSELF IMMUNE FROM ALL DIESEL WEAKNESS. D.C. Series, 45 to 160 b.h.p., in 3, 4, 6, and 8 cylinder sizes at 700 to 900 r.p.m. D.B. Series, 24 to 96 b.h.p., in 2, 3, 4, 6, and 8 cylinder sizes, at 1000 r.p.m.

Australian Agents:

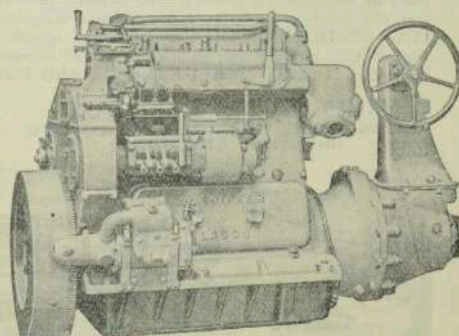
H. G. THORNTHWAITE & CO.

KEMBLA BUILDING.

MARGARET STREET, SYDNEY, N.S.W.

TELEGRAMS: "ORTHORN," SYDNEY.

TELEPHONE: B 5240



New Wealth in Dutch N.G.

The great peninsula at the north-west end of Dutch New Guinea, Vogelkop Scheiroleland, has just been leased by the Netherlands Indies Government, for 75 years, to the Standard Oil Company of New York, the Shell Company, and the New Jersey Company. The three companies, who hold respectively 40 per cent., 40 per cent., and 20 per cent. interest in the enterprise, will commence an intensive scientific oil search immediately. The Government will receive substantial benefits from any oil developments.

Promise of similar concessions has been given to the Billiton Tin Company and Erdman S. Snelken (whose engineer is Mr. Jansen) if they can find gold in the large area of Western Dutch New Guinea they are now exploring. This area lies just across the border between Dutch New Guinea and the Mandated Territory of New Guinea. It is proposed to use aeroplanes freely in the exploratory work connected with both enterprises.

A FEW MORE WORDS FROM N.I.

Letter to the Editor.

YOUR article on Pacific Islands Administrators in the P.I. Monthly of August is so amazing that 'twould be an act of lethargic cowardice were we to refrain from replying.

On what grounds was Capt. Pinney chosen for us? Presumably, on relationship by marriage to Sir Hubert Murray, of Papua; and, belonging to this school, possibly trained in the government of Stone Age men.

Your judgment of our Administrator and your reference to the obligation of silence in referring to Administrators appears to us to be other than angelic inspiration.

If Norfolk Island has been well-governed, let those who think so permit us access to a properly constituted court, which at present we are denied.

Small wonder it is that Norfolk Island leads in the category of malignant administratorship, when one considers the misgovernment displayed by Australia's mediocre office-seekers.

Who is responsible for the co-ordinated plan from which they must not be deflected? We are conversant with Privy Council directions and correspondence of 1856 and 1857, supplied to us in faith and honour, and we would like to know "who's was the hidden hand?"

Is this the little difference Mr. Lyons referred to? Mr. Lyons spoke with his tongue in his cheek, for he was aware of grave dissatisfaction. Mr. Scullin was also aware of administrative malevolence, yet he talks of "duty"!

Could you define an officer in a democratic system who accepts a statement of accounts showing revenue of £10,000 annually on the people's behalf, without audit?

We are not blacks, neither are we sorcerers, headhunters, or cannibals.

I am, etc., E. L. M. EDWARDS.

Secretary, Norfolk Island League.

October 3, 1934.

EDITORIAL NOTE: Our correspondent seems to be irritated about something; but we do not quite understand the source of his annoyance. Presumably, his letter is sent to show that there actually is some discontent on N.I. The splenetic references to Captain Pinney and Sir Hubert Murray—if they really do convey the sentiments of the N.I. League—suggest that Mr. Macarthur Onslow had some excellent material to work upon, once he had decided to challenge the authority of the Administrator.

NO PUBLICITY!

Marshall Flies to Wau via Cape York

PILOTING his Westland Widgeon monoplane, Mr. Sydney Marshall, ground engineer of Guinea Airways Ltd., left Mascot aerodrome, Sydney, for New Guinea on October 1.

Before making the flight from the mainland he landed at Cape York, where a special landing ground had been prepared. Later, he hopped across the strip of sea between Australia and Papua, landing safely at Port Moresby. From Moresby aerodrome he flew on to Wau and thence to Lae, arriving after an uneventful and unadvertised, but very successful, flight.

Incidentally, it might be advantageous to New Guinea airmen to contribute something towards the cost of maintaining the new landing ground at Cape York, as it saves 100 miles in the across-the-ocean flight between Australia and the Mandated Territory. The preparation of this Cape York landing ground was due wholly to Mr. Marshall, who had the ground cleared at his own expense—at a cost of about £70.

KYLE PARTS COMPANY

Specialists in Motor Replacement Parts and Accessories

Brake Lining.	ft.	Each	Cork, 1/16 x 12, 9d sh.	Valve Insides . 1/- tin
1/4 x 5/32 . . .	1/3	Battery Fillers . 1/-	Cotter Pins (as-	Piston Rings, com. 1/-
1/2 x 5/32 . . .	1/6	Battery Terminals . 6d	sorted) . . . 1/- tin	Piston Rings, Oil, 2/-
1/2 x 3/16 . . .	1/8	Taillight Bulbs . 6d	Gasket Cement	Windscreen Wiper
1/4 x 5/32 . . .	1/10	Headlight Bulbs . 10d	(bottled) . . . 1/ ea.	Blades . . . 1/- ea.
1/4 x 3/16 . . .	2/-	Double Fil. Bulbs 1/-	Hand Pumps . 4/- ea.	5 Min. Vul. Patches,
2 x 5/32 . . .	2/2	Fuses . . . 9d tin	Magneto Files . 9d ea.	2/- doz.
2 x 3/16 . . .	2/4	Friction Tape . 6d ea.	Spark Plugs . 4/- ea.	

Prices F.O.B., Sydney, Australian Currency.

SERVICE and QUALITY GUARANTEED.

Spare Parts For All Popular Cars

ACCURATE, DEPENDABLE PARTS ALWAYS
WRITE FOR QUOTATIONS. OUR PRICES ARE RIGHT.

11 REGENT STREET, SYDNEY

BUILD WITH Fibrolite ASBESTOS CEMENT SHEETS

By using this Economical, Fire Retardant and White Ant Proof building material for External and Internal Walls and Ceilings, you can build a comfortable and durable Bungalow Home—AT LOW COST! "FIBROLITE" is easily and quickly erected. No waste. Less labour. No painting. For full information, write for illustrated "Fibrolite" Booklet F.6—FREE AND POST FREE!

JAMES HARDIE & COY. LTD.
ASBESTOS HOUSE, YORK STREET, SYDNEY, N.S.W.
(Box 3935 V., G.P.O., Sydney)



Rothsay Educational Home for Children

66 WARREN RD., MARRICKVILLE

Children given a refined home, and sent (the little ones under escort) to a good State School. Homework supervised. Tennis, Physical Culture. Excellent food. Rothsay is situated in a refined high, healthy district. Special holiday arrangements for children from a long distance. References exchanged.

Fees: £1/1/- per week, plus entrance fee of £3/3/-.

MRS. J. ASHTON
Teachers' Training College
Tel.: Pet. 2694

October 17, 1934

THE PACIFIC ISLANDS MONTHLY

63

PAPUAN ARCHITECT RETIRES

Mr. G. M. Turnbull's 20 Years of Service

From Our Own Correspondent.

PT. MORESBY, Sept. 27.
MR. GILBERT MUNRO TURNBULL, architect to the Papuan Government, retired from the Public Service this month after 20 years of service.

Mr. Turnbull first arrived in Papua in 1913, and for a time was engaged in planting, trading, and recruiting in the Eastern Division. He joined the Public Service in July, 1914, and for a short period was attached to the Lands Department, under the late Mr. Gustave Sabine. Later he was appointed as architect to the Public Works Department.

When Mr. Benstead (the Director of Public Works) retired a short time ago, Mr. Turnbull was appointed Acting Director for a term.

Many prominent buildings in the Territory, both in Port Moresby and Samarai, owe their origin to Mr. Turnbull, the most outstanding being those of the Treasury, the Roman Catholic Presbytery, the European Hospital in Port Moresby, and the War Memorial Hall in Samarai. In Port Moresby, the European Hospital is a beautiful reinforced concrete building with wide spacious rooms and balconies.

Mr. Turnbull is a well-known author of Islands fiction; his recent books, "Disenchantment," and "Paradise Plumes," published in England and Australia, have had good sales.

SAMOAN SENTENCED TO DEATH

From Our Own Correspondent.

APIA, Sep. 27.
AFTER a short trial before Chief Judge Luxford and three European and one Samoan assessors, the Samoan native Siaosi, of Tuana'i, on the West Coast of Upolu, was found guilty of the murder of a neighbour, Sifaga, of the same village, on July 13, and sentenced to death.

Trouble between accused and the murdered man originated in a dispute over a

very small plot of land on the boundary of both men's taro patches. Without serious provocation, Siaosi, after a previous exchange of words, approached the deceased, who was working on his land, and struck him several times over the head with a crowbar. Sifaga died in Apia Hospital two days later.

The defence was that the accused had been provoked by Sifaga and his family laughing and making fun of him.

The sentence has to be confirmed by the Governor-General of New Zealand.

Crimes of violence are on the increase in Samoa.

Skandia FULL DIESEL Engines

MARINE and STATIONARY

*Instantaneous starting from cold—no hot bulb—low fuel
and oil consumption.*

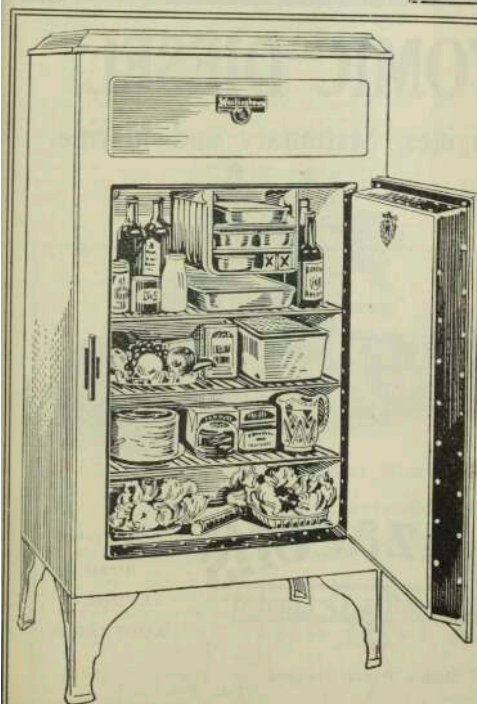
MANUFACTURED IN SLOW AND HIGH SPEED TYPES

Full Particulars from the Sole Agents:

NELSON & ROBERTSON

12 Spring Street, Sydney.

Cables: Ivan, Sydney.



AVAILABLE AT LAST!

... THE ... MASTER SERIES

WESTINGHOUSE

Dual Automatic Refrigerator



will give trouble free refrigeration wherever
alternating current supply is procurable!

Hermetically sealed mechanism! All steel cabinet! Just plug in!

Let us tell you all about this latest triumph of the world-famous
Westinghouse Engineers! — Send for particulars.

Rosebery Engine Works, Ltd.,
13 Market St., Sydney

ONLY THE WESTINGHOUSE IS DUAL AUTOMATIC

(Continued from page 19)

The gold companies solved the problem by using aeroplanes—they carried in everything required by these new, bustling, growing Morobe towns, from 5000-tons dredges to needles; from motor-lorries to medicines. This phase of aviation is a romantic story in itself. It is an extraordinarily efficient and quick form of transport. The engine and dynamo that are discharged from the ship at Salamaua or Lae to-day are running at Wau or Bulwa, 100 miles away, to-morrow.

But it is expensive transport—or it has been; and only a very rich goldfield could have stood the strain of it. The powerful interests which are now plumping for pastoral and agricultural development demand cheaper freight and are clamouring for a road, from the goldfield—which is the beginning of the fertile plateaux—out to the coast. But a trafficable road out to the coast cannot be built cheaply—there is much argument about it, but I do not believe the cost could be less than £250,000, with heavy annual maintenance.

It is calculated that the Administration, to build the road, would have to put another 2½ per cent. onto the existing gold royalty of 5 per cent., and that, when everything is balanced one against the other, the freight cost from the coast to the goldfield, under a road system, would not be less than 2d per pound. I am of opinion that, before long, the average freight charged by the well-established aviation companies will not be much more than that.

It is a thorny problem, and it is impossible to deal with it adequately in this short review. Anyone who wants to see these rich uplands developed pastorally and agriculturally will sympathise with the demand for roads.

Have I made it clear that there is no roading problem on the Morobe tableland itself? There are excellent and increasing roads there now, regularly traversed by a growing number of cars, trucks and carts of all descriptions. The problem is the connection between the great interior tableland and the coast.

After a brief glance at the country, and

considering all the circumstances, I am inclined to think that the real solution lies in the construction of a road from the coast along the southern bank of the Markham, leading directly over to the magnificent Ramu and Purari tablelands; and a branch road might be brought up the Wampit or Watut valleys to connect at Bulwa with the well-graded, excellent highways which are now being built to connect Bulwa with Wau, and Wau with Edie Creek. This would give facilities for the movement of slow, heavy cheap freight, both in and out; while quick freight, mails and passengers could be taken care of by the aeroplanes, which have demonstrated to the world the efficiency, dependableness and convenience of this new form of transport.

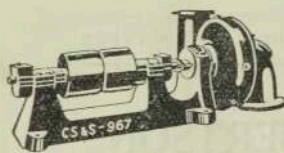
The Wau people do not like this idea—they want a direct road straight over the hopeless, useless ranges to Salamaua; but if a road to the coast is to be built, it can be justified only as a means of developing the country's agricultural and pastoral possibilities, and that should be done via the Markham and Ramu. The agricultural possibilities of the Wau district are not of themselves sufficient to justify the road—this Bulolo Valley is only the beginning of the rich uplands, and it extends away to the north-west, to join with the Markham, Ramu and Purari districts.

N.G. GOLDFIELDS' LEASES

A subject which agitates Wau much more than the road, at present, is that of the alluvial lands held by "the Company" (New Guinea Goldfields Ltd.).

Practically the whole of the worth-while gold-bearing leases, for miles around Wau, are held by the Co. Very many of those leases would richly repay working. If every lease capable of returning a profit were being worked, there would be em-

EVERYTHING FOR THE GOLD-MINER AND ENGINEER



The Largest Distributors of
Centrifugal Pumps
in Australia

A. B. Smith & Gluyas

61-65 MACARTHUR STREET, ULTIMO, SYDNEY.

BIG PRICE REDUCTIONS

for the well-known

'Buzacott'
FARM GATES

and

"RINGKNOT"
Field Fences

Following an increased demand, the entire benefit of the lowered production costs is passed on to you in the form of substantially reduced prices. The high standards of quality and workmanship which have always characterised these products are in no way affected and their value is now greater than ever.

Write for the Illustrated Catalogue.

PETTER ATOMIC DIESEL

Cold-Starting Heavy-Oil Engines, Stationary and Marine.
Marine Auxiliaries.
Electric Lighting Sets.

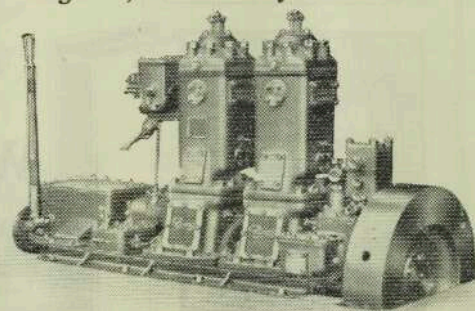
BUILT IN SIZES
UP TO 540 B.H.P.

The illustration shows the 42
B.H.P. Atomic Diesel Marine
Oil Engine.

Atomic Diesel Engines, due to their absence of vibration and silent operation, combined with absolute reliability and low operating costs, are ideal for all power purposes. Their simple design, strong construction, and moderate speeds ensure maintained efficiency over long life. Of enclosed design, compact yet accessible, they are built for hard grueling work.

The marked ascendancy of the two-stroke-cycle is demonstrated in the increasing demand for Atomic Diesel Engines.

Built by
PETTERS LTD., ENGLAND



Buzacott's
Buzacott & Co Limited

Agents.

Spare Parts Stocked

7-11 Market
Street
SYDNEY
AUSTRALIA

ployment in and about the Upper Bulolo Valley for thousands of men, the gold production would increase for the general betterment of the Territory, and Wau would prosper exceedingly. But the Co. has held those leases for years—since about 1928—and, except for the reluctant admission to them of a few tributaries, it has done nothing with them. I met a score of men in Wau and Edle Creek, hungry for gold-bearing land, who always "spit blood" at the name of the Co. They do not question the Co.'s right to own leases; but they do increasingly question the Company's right to indefinitely do nothing with the land that it holds.

The Co. now has a highly profitable crushing mill and cyaniding plant in operation at Golden Ridges, three miles from Wau, and it has several alluvial "shows" at work, and a great deal of deep-level tunnelling going on in the Edle Creek dis-

trict; but one is bound to admit that the extent and profit of its activities justify neither the amount of its extraordinary issued capital (over £5,000,000) nor the extent and value of its holdings. There seems to have been a lamentable lack of vision in its early planning, and some very expensive muddling in its early management, which have crippled and retarded its later operations.

The present management has straightened things up in a remarkable manner; and there are grounds now for a report that the Co.'s operations in the immediate future will be in accordance with a new policy and plan which will vastly increase production.

It is to be hoped so. If there is not an improvement soon, the Co. may have to employ special police to keep the land-hungry miners off the rich leases it is squatting on.

Baffling Problem of New Guinea Goldfields Ltd.

THE most serious public problem in New Guinea, as a matter of fact, is not the road, nor the future of copra, nor the German steamers—but the problem of what should be done with New Guinea Goldfields Ltd., so as to compel that bloated concern either to make use of its leases, or get out of the way, so that the development of this rich new country may proceed.

The history of N.G.G. is well known. A powerful London group entered the field in the early stages and induced scores of the original leaseholders to come into one big company, receiving—for the most part—the Co.'s shares in return for their titles. The process continued over years; and the Co. naturally became, on paper, a gigantic concern, with an issued capital of over £5,000,000.

The general plan had merits, and the individual leaseholders were justified in subscribing to it. Much more could be done, from their point of view, by co-operative effort, in securing large-scale operations and production. If the original plan had been carried out N.G.G. to-day would be producing huge quantities of gold, and would be enjoying the present gold boom and paying worth-while dividends. In-

stead, to-day's production and prospects are on so miserable a scale that the current market quotation for N.G.G. £1 shares is around 7/-.

But there came a period of appalling muddle—so characteristic of London control—bad planning, footling, uncertain

GLOBEX
(GLOBE BEEF EXTRACT)

GLOBEX
FOR GOOD BEEF TEA

GLOBEX
FOR SOUPS & GRAVIES

GLOBEX

DELICIOUS SPREAD THINLY ON BREAD

Obtainable in 2 OZ. JARS and
in 4 and 8 OZ. CONTAINERS

Obtainable from

All Island Traders

W. HOLMES

YACHT AND BOATBUILDER

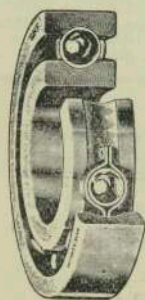
All Classes of Islands Vessels a Speciality.

Sole Agent "R.N." DIESEL MARINE ENGINES.

SEND FOR PARTICULARS.

McMAHON'S POINT - - - SYDNEY

Cable Address: "HOLMAC," Sydney.



SKF

**BALL AND
ROLLER
BEARINGS**

for all Industrial purposes.

Plummer Blocks Couplings Hangers Pulleys

Replacement Bearings for all Cars, Trucks and Tractors

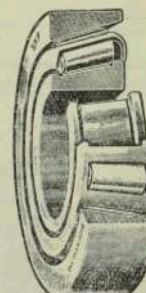
SKF Engineering Service available free of charge

Write for Catalogue and Price List

THE SKF BALL BEARING CO. LTD.

352 Kent Street :: Sydney

Telegrams: "Bearings"



operations by stiff-necked unteachable men. Things have changed now; but hard-bitten engineers there still entertain each other with stories of the fat-headed things the Co. did in the beginning.

A volume could be written about Golden Ridges, for instance. The plant was designed and constructed in England; on tests made in England and America; and the whole job had to be rearranged, at enormous cost. If Australian mining practice had been followed, a pilot plant would have been operated at Golden Ridges, under competent metallurgists, and on the data thus gained the correct outfit would have

been installed. As it is there is a mass of costly machinery at Golden Ridges that is practically useless, except on two or three days a month. At Golden Ridges they use vats of iron or mild steel plates, brought in by air at frightful cost, for the storage of ore: practical men declare that exactly the same thing could have been achieved with corrugated iron.

An outstanding example of fatuousness is the steam plant which was installed at Golden Ridges for the generation of electricity. This is a wood-burning concern, and it consumes 20 cords of wood per week, at a cost of 35/- per cord. Month by month the wood supply has been receding and the

cost of transporting the fuel becoming higher. Yet in that region every valley carries a permanent stream of rushing water—it is the very home of hydro-electric possibilities. To-day a transmission line is being built to Golden Ridges, bringing power from the Bulolo hydro-electric station, and the steam power-plant is about to be abandoned.

The other centre of N.G.G. activity is at Edie Creek, where 30 Europeans and an army of native labourers are engaged in deep tunnelling, exploring the vein system. There is no doubt about the richness of these lodes. The Co. has an electricity supply from the steam-mill for the winches and pumps; and, over a period of about four years, it has dug out huge quantities of gold-bearing ore. This has been simply dumped—when I saw it, in August, no one had the least idea of what was to be done with it. I hate to think of how many dividends are locked up there.

Mining men were savagely critical of N.G.G. shaft-sinking operations at Edie. A three-compartment shaft, 350 feet deep, timbered from the surface down, known as Edie Creek No. 3, caved in, and had to be abandoned; and a new shaft was started nearby. The sinking of No. 1 shaft was delayed repeatedly by flooding—inefficient, yet very expensive pumps were used, with a miserable little power-plant, unworthy of a concern like N.G.G.

"There was fumbling and footling on a horrible scale," said one engineer, to the writer. "Mining companies at Broken Hill, or Mt. Lyell, or in W.A., would not have tolerated such conditions for five minutes. The development of the vein system has proceeded in a slow and primitive fashion, quite unworthy of a big company like this. However, they have got sufficient ground opened up along the lodes now to justify metallurgical treatment; but there is no sign of anything of the kind."

This Company holds very large areas of proved valuable alluvial country along the Bulolo Valley, northwards of Wau—country rich enough, according to one competent observer, "to keep hundreds of miners busy, three shifts a day." Wau should be the centre of a large, busy, and expanding alluvial industry. Instead, except for a few men on tribute, nothing is being done with those leases.

The Company seems to have attacked everything from the wrong end. It should have installed a hydro-electric power station somewhere near Wau, at the very beginning, and gone after the rich, accessible alluvial gold on the Bulolo Valley and slopes; then the Golden Ridges enterprise might have followed—though on a less wasteful basis; and, finally, with solid

MUNGO SCOTT Ltd.

EXPORTERS OF
SUPERB FLOUR
FOR
38 YEARS



RELIABILITY
AND PROMPT
SHIPMENT

SUMMER HILL

SYDNEY

AUSTRALIA



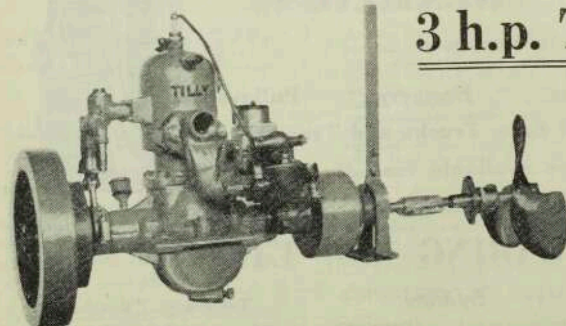
8/6

GALL.
Plus postage.

PAINT NOW—!

"I have used your paint and found it equal to the best." (Signed, L. J. (Bankstown.) Here is an opportunity to buy first-grade Paint at half the usual price. We have purchased the entire output of this paint, which usually sells for 17/- per gallon, and will sell it at 8/6 per gallon. Obtainable in Browns, Stones, Greens, Blues, Greys, Cream, White, Reds, etc. Packed Free.

Obtainable only at
THE SALVAGE STORES (Reg.)
36 York Street, Sydney



3 h.p. TILLY Marine Engine

2½ bore, 2¾ stroke. Balanced crankshaft, 1½ dia., float, feed carburettor, Robert Bosch magneto. Equipment: Silencer, Propeller, Shaft, Stuffing Box, and Free Clutch.

PRICE £31/-/- F.O.B.

J. E. TILLY

25 RENWICK STREET, REDFERN
'Phone: MA 3430.

October 17, 1934

THE PACIFIC ISLANDS MONTHLY

67

revenues and sound organisation in support, the development of the Bonanza at Edie Creek might have been undertaken. We find, instead, that the Co. has wasted its energy and its capital on large-scale, non-revenue-producing operations at Edie Creek, at the end of one of the most expensive transport lines in the world. Everything needed there has had to be brought in by aeroplane to Wau, and thence carried in by natives or mules, or on a special lorry, over 14 miles of incredible track. A new road is now being built, which should greatly reduce those costs; but, meanwhile, the Co. has frittered away huge sums and untold energy, which might have been far more profitably employed elsewhere.

It is to be conceded that the Co., in the beginning, was confronted by a stupendous pioneering job, in an absolutely raw country. But an Edie Creek old-timer put the answer in a nutshell: "What about Kalgoolie? There they had a similar transport problem; but they had no wood, no water, no local labour—nothing but desert. And they brought Kalgoolie into profit without one quarter of this mucking about. Here they have water, timber, cheap labour, a fairly good climate—everything except transport—and Bulolo solved the transport problem for them."

From one end of Morobe to the other, I did not find one man with a good word to say for the early history and present policy of the Co. Some of them concede that the management now is efficient and vigorous; but they argue that the whole concern is still running around in a circle, chasing its apparently hopeless tail.

In the beginning, much of this probably was the result of muddling and incompetence. But, as the years have passed, and the Co. has continued to show so pitifully little return to shareholders, and has squatted so stubbornly and uselessly on good alluvial country, there has been speculation concerning the policy of the Co. Whether rightly or wrongly, very many people now believe that it is the deliberate plan of the Co. to refrain from large-scale developmental activity until such time as financial reconstruction becomes possible, and the capital of the Co. can be written down to something approaching the public valuation of its shares.

"The big fellows are trying to squeeze out the little fellows!" say the quidnuncs. And, the more often that it is said, the

more determined are the little fellows that they will not be squeezed out.

The N.G.G. may quite fairly reply to all this by requesting us to mind our own business, and reminding us that directors are competent to make their own policy

and are responsible only to shareholders.

In ordinary circumstances, that is true. But, in this special case, national considerations far outweigh the interests of any private financial group. The Co. was permitted to take over a property of stupen-

Use— Modern Direct Wireless Services

for Your Communications

With Australia and Overseas.

DIRECT WIRELESS SERVICES are available for inter-communication between the Islands of the Pacific and for traffic between the Islands and Australia and overseas countries.

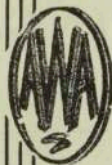
Services are now in operation between Papua and Sydney, New Guinea and Sydney, New Caledonia and Sydney, and Fiji and Sydney. Speedy, economical and efficient service to Australia and overseas. Route your traffic "Via the Wireless Service."

For overseas traffic to Great Britain, North and South America, and all European countries, route your message via the Direct Australian

BEAM WIRELESS SERVICE

LODGE YOUR MESSAGES AT ANY
WIRELESS STATION OR ISLAND POST
OFFICE ROUTED "VIA WIRELESS."

AMALGAMATED WIRELESS (A'SIA) LIMITED



KELVIN DIESEL ENGINES ∴ KELVIN RICARDO ENGINES

Your business calls for more economical working. What are you doing regarding your power units? Every Island Planter, Trader, or person whose business requires mechanical power should enquire into and procure particulars of the latest list of Kelvin Diesel Engines. These are some of the points that will interest you. Regarding horse power, quality, robust construction you have no need to worry regarding Kelvin Diesel Engines. Every engine is tested and certificate is supplied with every engine. What concerns you is capital cost, fuel consumption, simplicity, compactness, and freedom from unnecessary auxiliary gear. Kelvin Diesel Engines have always been regarded as the Rolls Royce of the Marine world of engines. Their price with equal equipment cannot be approached by any other make of equal quality. The following are facts backed by the maker's guarantee. Fuel consumption for every 22-horse power Kelvin Diesel Engine consumes 1.08 Gallons of Crude oil per hour, equal to .41 pints per brake horse power per hour. The consumption of lubricating oil is one gallon every 80 hours running. Put into simple language, a 22-Horse Power Kelvin Diesel Engine would consume 108 gallons of fuel oil and 1¼ gallons of lubricating every 100 hours running at full speed. The present price of fuel oil is less than 6d. per gallon, lubricating oil 6/- per gallon, therefore 108 gallons of fuel oil at 6d per gallon, £2/14/-; 1¼ gallons lubricating oil 6/-, 7/6. Total cost, £3/1/6 per 100 hours running. In the average boat this engine would be used in a speed of about seven miles an hour should be attained. This works out at a total running cost of 1d. per mile, half the cost of a ride, one section on the tram in Sydney.

KELVIN DIESELS are compact, therefore you have the advantage of a very much greater carrying capacity from your craft. You have the maker's guarantee and the certificate of Lloyds that your actual engine was tested and complies with these details.

When you buy a Kelvin you buy a complete equipment. You know you have everything for a complete installation. No compressed air to worry about and no vigorous cranking; just a simple arrangement for starting.

These engines can also be produced fitted with electric generator, bilge pump and search light.

Sizes.	1 Cylinder, 22 Horse Power.	2 Cylinders, 22 Horse Power
2	" 44 "	3 " 33 " "
3	" 66 "	4 " 44 " "
4	" 88 "	
6	" 132 "	1000 Revolutions per Minute.

750 Revolutions per Minute.

PRICES: £350 to £1450. FREE ON BOARD SYDNEY. IN BOND.

I have a first-class workshop and can undertake all kinds of engine repairs or the supply of all kinds of machinery. Send along your enquiries giving full particulars of your requirements, and you will receive full details by return post. Estimates given for all kinds of craft.

Sole Australian and South Sea Island Representative.

GEORGE RUTHERFORD, Endeavour House, 46 Pitt Street, Sydney.

dous value, the development of which would have enriched the whole Territory, and encouraged the establishment and growth of other industries of greater national importance.

The Co. has not taken advantage of its opportunities, and now is regarded as an insuperable barrier to the progress of the Morobe goldfield. It is believed that if there had been no New Guinea Goldfields

Ltd. there would to-day have been scores of busy mining concerns between Edie Creek and Wau, and between Wau and Bulolo, giving employment to large numbers of Europeans, and producing gold for the benefit of all concerned.

The writing is very clearly on the wall. Public opinion in New Guinea is seething; and the Administration is restless. The full development of the Morobe field is the necessary first step in the establishment of a new Anglo-Australian Colony in the rich new tablelands of Central New Guinea. The Administration, with good reason, envisages here a field for European tropical enterprise, fully comparable with what has been achieved on the uplands of Java and Ceylon. New Guinea Goldfields Ltd. will not be allowed to stand in the way. It must get busy or get out.

Really, it is a matter for the Administration, and the latter can adjust matters very simply. If it is not satisfied that the Co. is doing the best thing for the Territory, it can withdraw the Ordinance it passed some 2½ years ago, whereby the Co. was permitted to lump together all its annual expenditure as a set-off against that important mining law which says that the holder of a lease may not hold same indefinitely unless he spends at least 17 per hectare per annum on its development.

That special Ordinance is held in much public distaste in Wau. They say there that the Co. charges against lease development under this law even such things as the directors' travelling expenses between London and New Guinea.

"London," as a matter of fact, is the keyword of the N.G.G. puzzle. "The disability of remote control"—complacent guinea-pigs in a London board-room trying to manage, from that distance a concern with technical and local difficulties of a very peculiar kind.

FOR SALE—AT ATTRACTIVE PRICES New and High Grade Used Machinery for Mining and Other Purposes



150 tons Assorted Steel Rails, from 14lb. to 40lb. per yard. 27,000 ft. Galvanised and Black Water Pipes, from the smallest diameter to 4in. Two and Three Head Prospector's Batteries, Rockcrushers, and Crushing Rolls, Portable and Stationary Air Compressors and Receivers, Jack-hammers. One Hudson Steam Loco. for 2ft. rail gauge. Trucks, Wheels, and Axles. 6000 ft. x 6in. Piping, Pulleys, Belting, Pumps for every proposal, Oil and Water Storage Tanks, Petrol and Crude Oil Engines, Winches, Wire Ropes, Ore Buckets, Lifting Blocks, Boilers, and Compact High Speed Steam Engines, Screening, Ball Mills, Blowers, and Fans. Inquiries Invited. Cable address: "Easincog," Sydney.

E. A. SLOMAN

Machinery Merchant, 12 Rothschild Ave., Rosebery, Sydney

CHAPMAN ENGINEERING CO.

General Engineers and Iron Founders

Manufacturers of

Cast Iron Pulleys, Saw Spindles, Special and General Machinery; also Repairs
ADOLPHUS ST., BALMAIN, SYDNEY. Any quotation on request

BITUMENOID ROOFING

MADE IN AUSTRALIA

Bitumenoid Roofings, Dampcourses and Insulating Felts are made from the world's best raw materials. Warranted to stand the most rigid tests.

BITUMENOID THE BEST

Roofing, 1, 2, 3-ply; Flooring, Waterproof Materials; Saturated Felt; Resilient Road Jointing; Natural Asphalt Dampcourse; 2 and 3-ply Dampcourse; 1-2lb. Lead-core Dampcourse; Roofing Cement; Asphalt Paints; Roofing Compound.

SAMPLES AND PRICE LISTS ON APPLICATION.

MAXWELL PORTER & SON LTD.

ESTABLISHED 1888.

BUILDERS' SUPPLIES

107 REDFERN ST., REDFERN, SYDNEY, N.S.W.

'Phone M 3157

Cables: Bitumenoid

B.A.P. — Super Heavy Duty — BATTERIES

Are Guaranteed for 18 Months

Built by experts by the latest known scientific methods from the highest grade materials.

Port. Oxford Cedar Separators, Dunlop Hard Rubber Cases.

The B.A.P. Battery is manufactured for long life and dependability by the

**British Australasian Petroleum
Company, Limited**

169 LIVERPOOL STREET, SYDNEY.

BULOLO DREDGE PRODUCTION

Production of the four dredges of the Bulolo Gold Dredging, Ltd., for September, compares with that of the previous periods as follows:—

Nos. 1, 2, 3 and 4 dredges—	July.	Aug.	Sept.
Cubic yards	634,900	653,500	930,100
Bullion, oz.	15,363	14,462	15,787
Gold, fine oz.	10,691	10,091	10,983
VALUE			
Aust. currency* ..	£90,873	£85,008	£93,355
Per cubic yard	/34.36	/31.21	/24.08
Working profit	£69,368	£63,801	£66,079

* At £A8/10/- per fine ounce.

N.G. GOLD SHARES

The following table shows the weekly price fluctuations of shares of the three major gold producing companies operating on the New Guinea goldfields:

	Bulolo G.D.	N.G.G. Ltd.	Placer D't.
July 7	b.£7/18/9	b7/4	b.£23/10/-
July 14	b.£7/16/6	b7/1	b.£24/10/-
July 21	b.£8/8/6	b7/-	b.£25/14/-
July 28	b.£8/-/-	b6/11	b.£25/-/-
August 4	b.£8/2/-	b7/4	b.£25/13/-
August 11	b.£8/11/-	b7/2	b.£26/11/-
August 18	b.£8/19/6	b7/-	b.£29/8/-
August 25	b.£9/-/-	b7/-	b.£28/5/-
September 1	b.£8/18/-	b7/2	b.£26/10/-
September 8	b.£8/15/-	b7/2	b.£26/3/-
September 15	b.£8/19/-	b7/3	b.£26/18/-
September 22	b.£9/2/-	b7/3	b.£26/11/-
September 29	b.£9/3/6	b7/-	b.£26/2/-
October 6	b.£9/4/6	b7/2	b.£26/3/-
October 13	b.£9/4/-	b7/1	b.£25/16/-

About 1,200 Seventh Day Adventists attended the annual camp convention held at Parramatta, New South Wales, early in October. Delegates from Fiji, Tahiti, Solomon Islands, New Hebrides and Papua were present.

October 17, 1934

THE PACIFIC ISLANDS MONTHLY

69

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.

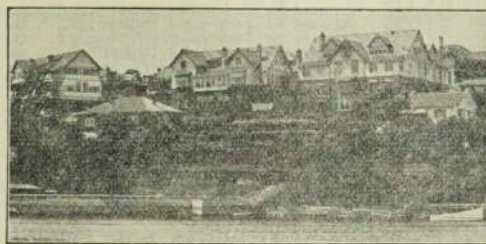
Copa

London.	South Sea.	Plantation.
Price on—	Sun-Dried.	Rabaul.
Per ton c.i.f.	Per ton c.i.f.	Per ton c.i.f.
January 16, 1931 ..	£14 7 6	£14 12 6
February 27 ..	£14 12 6	£14 17 6
March 27 ..	£14 10 0	£14 12 6
April 24 ..	£13 15 0	£13 17 6
May 29 ..	£10 17 6	£11 0 0
June 26 ..	£11 15 0	£11 17 6
July 31 ..	£11 5 0	£11 7 6
August 28 ..	£11 2 6	£11 5 0
September 25 ..	£12 15 0	£12 15 0
October 30 ..	£13 10 0	£13 15 0
November 27 ..	£13 10 0	£13 15 0
December 18 ..	£14 5 0	£14 10 0
January 1, 1932 ..	£14 10 0	£14 15 0
February 12 ..	£14 17 6	£15 0 0
March 25 ..	£14 10 0	£14 15 0
April 1 ..	£14 15 0	£14 17 6
May 20 ..	£13 17 6	£14 0 0
June 3 ..	£12 17 6	£13 0 0
June 17 ..	£13 2 6	£13 5 0
July 1 ..	£13 5 0	£13 7 6
August 12 ..	£13 17 6	£14 0 0
August 26 ..	£13 12 6	£13 15 0
September 2 ..	£13 17 6	£14 0 0
October 7 ..	£14 5 0	£14 7 6
November 11 ..	£14 7 6	£14 10 0
November 18 ..	£14 5 0	£14 7 6
December 16 ..	£14 2 6	£14 5 0
January 6, 1933 ..	£13 10 0	£13 12 6
January 20 ..	£12 5 0	£12 7 6
February 3 ..	£11 15 0	£11 17 6
February 24 ..	£11 7 6	£11 10 0
March 3 ..	£11 7 6	£11 10 0
March 24 ..	£11 7 6	£11 10 0
April 7 ..	£10 0 0	£10 2 6
April 28 ..	£10 10 0	£10 12 6
May 12 ..	£10 5 0	£10 7 6
May 26 ..	£11 2 6	£11 5 0
June 16 ..	£10 12 6	£10 15 0
June 30 ..	£10 17 6	£11 0 0
July 7 ..	£10 15 0	£10 17 6
July 21 ..	£11 2 6	£11 5 0
August 4 ..	£10 10 0	£10 12 6
August 18 ..	£10 5 0	£10 7 6
September 1 ..	£10 0 0	£10 2 6
September 29 ..	£9 7 6	£9 10 0
October 20 ..	£8 15 0	£9 0 0
October 27 ..	£9 2 6	£9 5 0
November 3 ..	£9 10 0	£9 15 0
November 17 ..	£9 2 6	£9 7 6
December 1 ..	£8 12 6	£9 0 0
December 29 ..	£8 2 6	£8 10 0
January 5, 1934 ..	£8 0 0	£8 7 6
January 19 ..	£7 15 0	£8 2 6
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 23 ..	£7 12 6	£8 10 0
March 30 ..	£7 7 6	£8 0 0
April 6 ..	£7 5 0	£7 15 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
August 24 ..	£7 17 6	£8 17 6
August 31 ..	£7 12 6	£8 15 0
September 7 ..	£7 12 6	£8 15 0
September 14 ..	£7 15 0	£8 17 6
September 21 ..	£8 0 0	£9 0 0
September 28 ..	£8 5 0	£9 5 0
October 5 ..	£8 0 0	£9 0 0
October 12 ..	£8 5 0	£9 5 0

Rubber

London.	Para.	Plantation.	London.	Para.	Plantation.
Price on—	per lb.	per lb.	Price on—	per lb.	per lb.
January 1, 1932 ..	4½d.	3 5/16d.	January 19 ..	4½d.	4.5½d.
February 5 ..	3½d.	2½d.	January 26 ..	4½d.	4.8d.
March 4 ..	3½d.	2 5/16d.	February 2 ..	4½d.	4.84d.
April 1 ..	3½d.	1½d.	February 9 ..	4½d.	5d.
May 13 ..	3½d.	1 13/16d.	February 23 ..	4½d.	5.03d.
June 10 ..	3½d.	1 11/16d.	March 2 ..	4½d.	4.93d.
July 22 ..	3½d.	1 15/16d.	March 16 ..	5d.	5.15d.
August 5 ..	4d.	2½d.	March 23 ..	5d.	5.09d.
September 2 ..	5½d.	2½d.	April 6 ..	5d.	5.43d.
October 14 ..	5d.	2.40½d.	April 20 ..	5d.	5.81d.
November 11 ..	5d.	2.65½d.	April 27 ..	5½d.	6.06d.
December 2 ..	5d.	2.39d.	May 4 ..	5½d.	7d.
January 6, 1933 ..	4½d.	2.43d.	May 11 ..	6d.	6.56d.
February 10 ..	4½d.	2½d.	May 18 ..	6d.	6.18d.
March 10 ..	4½d.	2½d.	May 25 ..	5½d.	5.93d.
March 24 ..	4½d.	2½d.	June 1 ..	5½d.	6½d.
April 14 ..	4½d.	2.34d.	June 8 ..	5½d.	6.56d.
April 28 ..	4½d.	2½d.	June 15 ..	5½d.	6½d.
May 5 ..	4½d.	2.81d.	June 22 ..	5½d.	6½d.
May 26 ..	5½d.	3.09d.	June 29 ..	5½d.	6½d.
June 2 ..	5½d.	3.56d.	July 6 ..	5½d.	7.06d.
June 23 ..	5½d.	3.34d.	July 13 ..	5½d.	7.06d.
July 7 ..	5½d.	3.71d.	July 20 ..	5½d.	6.88d.
July 28 ..	5½d.	3.84d.	July 27 ..	5½d.	7d.
August 4 ..	5½d.	4d.	August 3 ..	5½d.	7.18d.
August 25 ..	5½d.	3.71d.	August 10 ..	5½d.	7½d.
September 1 ..	5d.	3.78d.	August 17 ..	5½d.	7½d.
September 29 ..	4½d.	4d.	August 24 ..	5½d.	7½d.
October 13 ..	4½d.	4d.	August 31 ..	5½d.	7½d.
October 27 ..	4½d.	3.90d.	September 7 ..	5½d.	7½d.
November 10 ..	4½d.	4.09d.	September 14 ..	5½d.	7½d.
November 24 ..	4½d.	4.28d.	September 21 ..	5½d.	7.31d.
December 8 ..	4½d.	4.05½d.	September 28 ..	5½d.	7.31d.
December 22 ..	4½d.	4½d.	October 5 ..	5½d.	6½d.
January 5, 1934 ..	4½d.	4.28d.	October 12 ..	5½d.	7d.

WALLARINGA MANSIONS, SYDNEY



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

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

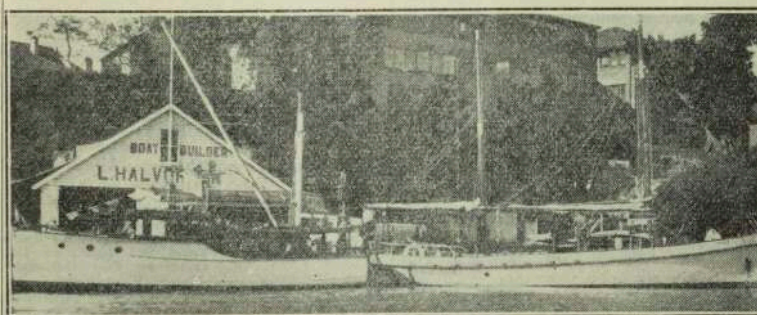
For all information apply to— THE MANAGER, "Wollaringa Mansions," Neutral Bay, SYDNEY, N.S.W. — Phone: X 2267, X 2139.

LARS HALVORSEN

HAYES ST., NEUTRAL BAY, SYDNEY, N.S.W.

Designer and Builder of Schooners, Ketches, Yachts, Launches, etc.

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.

Introduced in the Pacific Islands only a few months ago, the reports already received on the new Hormone Preparation TITON show quite conclusively its great efficacy in tropical countries. Following a few extracts from reports:

... feeling better in every way.

... not nearly so irritable as I used to be.

... noticed a remarkable difference in myself generally.

... seems much easier now to pick up after fever attacks.

... no one living in the tropics should be without it.

... and what's more it gives new brain activity.

... tried one bottle so far and found it very good in my case.

... wonder what I will feel like after the "full" treatment.

... feel lots clearer in the head as regards mental ability.

... ordering two more treatments for "run down" friends of mine.

... am so grateful that I am telling everybody about it.

... tried lots of things but nothing equal in efficacy.

When living under awkward climatic conditions and desirous of maintaining health and to keep fit, mentally and physically, it is advisable to build up your system and body by means of this new and remarkable tonic and restorative that provides the proper nourishment in the form of hormones, the latest scientific discovery. Absolutely harmless to take, yet wonderfully effective and will make a remarkable difference to your future health and comfort.

Titon Hormone Preparation No. 24 for men and No. 20 for women at 30/- per full treatment of three bottles. Send cheque or postal notes direct to Titon Laboratories, Box 1304J, G.P.O., Sydney, or to the Island agent, Alfred Stoffer, 16-20 Bridge Street, Sydney, N.S.W., and a treatment will be forwarded by return mail, post free and under plain wrapper, together with interesting literature on this latest scientific discovery.

Exchange Rates

The following exchange quotations, gathered in Sydney, show the rates existing in Sydney on October 15:—

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 5 0
On demand £110 7 6 £112 2 6
30 days... .. £110 2 6 £112 0 0
60 days... .. £109 18 9 £111 17 6
90 days... .. £109 15 0 £111 15 0
120 days... .. £109 11 3

DIRECT TELEGRAPHIC TRANSFER.

SELLING RATES.

Quoted by
BANK OF NEW SOUTH WALES
in Australia.

Australia on Papeete.

Francs to £
Australian
Average for week ended 24/9/34 58.81
Average for week ended 1/10/34 58.65
Average for week ended 8/10/34 58.29
Average for week ended 15/10/34 58.19

Australia on Noumea.

Francs to £
Australian
Average for week ended 24/9/34 58.61
Average for week ended 1/10/34 58.45
Average for week ended 8/10/34 58.09
Average for week ended 15/10/34 57.99

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 October 15, when the Australian £ was nominally worth 57.95 francs, £100 Australian would purchase a credit in Noumea of 5,795 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, £1 per cent. premium each way, equivalent to commission of £1 per cent.;
Australia, on Rabaul, 10/- per cent. premium.
Papua and New Guinea, on London: Same as Australia on London, and vice versa.

ISLANDS PRODUCE

Coffee

The following quotations were obtained on October 15:—

Robusta, f.a.q., imported from Java on firm conversion of exchange, c.i.f., prompt shipment, Sydney, per cwt., 40/-; Robusta, as above, based on 9 gulden to Australian £, fluctuations at date of shipment on buyers' account; shipment Oct./Dec., 1934, 32/-.

Arabian (Aden), Hodeidah No. 1 (pure), c.i.f. Sydney, Oct./Dec., shipment, per cwt., 68/-.

Longberry Harrar, October shipment, No. 1, 59/-.

Kapok

Based on an exchange conversion of 9 gulden to the Australian £, the Australian c.i.f. prices current during October were: Prime Samarang, 43d. per lb.; prime Japara, 45d. per lb.

Cocoa

Quote No. 1: Cocoa beans, £26-£32 per ton.

Quote No. 2: Accra, good fermented, 24/- per cwt., c.i.f., Sydney.

Ivory Nuts

No. 1 Quotation: £11/- per ton, f.o.b., Sydney.

No. 2 Quotation: £10/10/- 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 £86
Trocas shell, No. 2 grade £72
Trocas shell, No. 3 grade £59
(b) Trocas shell, No. 1 grade £85
Trocas shell, No. 2 grade £71
Trocas shell, No. 3 grade £57

All quotes are f.o.b., and on the Australian £.

Green Snail Shell

Good quality green snail shell was quoted in Sydney in mid-October 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: September 14, 6.83d. per lb., October shipment; September 21, 6.83d. per lb., October shipment; September 28, 6.63d. per lb., November shipment; October 5, 6.6d. per lb., November shipment; October 12, 6.67d. per lb., November shipment.

Rice

Rangoon rice, packed in 100lb. or 200lb. bags, £11/10/- per ton, f.o.b., Sydney.
Australian table rice, packed in 56lb. bags, £15/10/- per ton.

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.
Mail Contractors to Commonwealth and Papuan Governments.

AGENCIES:—At Port Moresby: Coral Sea Insurance Co.; Phoenix Insurance Co.; Delta Sawmills, Ltd.; Acme Bakery Co.; Vacuum Oil Co. Pty., Ltd. At Samarai: Coral Sea Insurance Co.; Delta Sawmills, Ltd.; Bankers and Traders' Insurance Co.; National Mutual Life Insurance Co.; Kuiaoro Shipyards; Mamai Plantations.

BRANCHES:—In Papua: Hanuabada, Sivitoli, Aromā, Koki, Hula, Ela Beach, Duga Duga, Yule Island.

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.

October 17, 1934.

THE PACIFIC ISLANDS MONTHLY

71

Shipping Services in the Pacific

Sydney—Papua—New Guinea Service.

Proforma—Subject to alteration without notice.

	Macdhui	Montoro
Sydney ..	Nov 8	Nov 28
Brisbane ..	Nov 10	Nov 30
Townsville ..	—	Dec 3
Cairns ..	Nov 13	Dec 4
Pt. Moresby ..	Nov 15	Dec 6
Yule Is. ..	—	Dec 7
Samurai ..	Nov 16	Dec 8
Woodlark Is. ..	—	—
Rabaul ..	Nov 18-20	Dec 10-11
Lindenhafen ..	Nov 21	—
Pondo ..	—	Dec 12-13
Kavieng ..	—	Dec 15
Murnass ..	—	Dec 16-17
Madang ..	—	Dec 18-19
Salamaua ..	Nov 22-23	—
Lae ..	Nov 24	—
Finshafen ..	Nov 25-26	—
Madang ..	—	—
Alexis ..	Nov 27	—
Lombrum ..	Nov 28-29	—
Lorengau ..	Nov 30	Dec 21
Kavieng ..	Nov 30	Dec 21
Pondo ..	Dec 3	Dec 23
Rabaul ..	Dec 4	Dec 24
Salamaua ..	Dec 5	Dec 25
Samurai ..	Dec 6	Dec 26
Pt. Moresby ..	Dec 8	Dec 28
Cairns ..	Dec 10	Dec 31
Brisbane ..	—	—
Sydney ..	—	—

BURNS, PHILP & CO., LTD., Agents.

Ocean Island-Nauru Service

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

Gilbert and Ellice Islands

M.V. Rahum, 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.

Sydney—Rabaul—Hongkong

	Nellere	Tanda
Yokohama ..	Oct 20	Nov 19
Nagoya ..	Oct 21	Nov 20
Kobe ..	Oct 23	Nov 21
Moji ..	Oct 26	Nov 24
Hongkong ..	Nov 2	Dec 1
Manila ..	Nov 5	Dec 4
Rabaul ..	Nov 13	Dec 12
Brisbane ..	Nov 19	Dec 18
Sydney ..	Nov 21	Dec 20
Melbourne ..	N 26-D 1	Dec 24
Hobart ..	Dec 3	Jan 4
Newcastle ..	Dec 6	Jan 7
Sydney ..	Dec 12	Jan 12
Brisbane ..	Dec 14	Jan 14
Townsville ..	Dec 17	Jan 17
Rabaul ..	Dec 22	Jan 22
Manila ..	Dec 30	Jan 30
Hongkong ..	Jan 2	Feb 2
Shanghai ..	Jan 7	Feb 7
Moji ..	Jan 10	Feb 10
Kobe ..	Jan 11	Feb 11
Nagoya ..	Jan 13	Feb 13
Yokohama ..	Jan 14	Feb 14
Yokohama ..	Jan 16	Feb 16

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

Hongkong—New Guinea—Solomon Islands Service

	Friderun	Bremerhaven
Hongkong ..	Oct 2	Oct 29
Madang ..	Oct 14	—
Salamaua ..	Oct 17	—
Rabaul ..	Oct 20	Nov 13
Kavieng ..	Oct 22	—
Manus ..	Oct 24	—
Tulagi ..	—	Nov 17
Kieta ..	—	Nov 22
Madang ..	Nov 3	—
Rabaul ..	Nov 13	Dec 4
Hongkong ..	Nov 27	Dec 19

NORDDEUTSCHER LLOYD, Agents.

London—Sydney—New Guinea

	Salamaua	Rabaul	Salamaua
London ..	Oct 30	Jan 1	Jan 16
Teneriffe ..	Aug 22	—	Jan 19
Dakar ..	Aug 25	—	Mar 1-2
Sydney ..	Oct 12-13	Dec 15-16	Mar 7-10
Gladstone ..	—	—	Mar 2-12
Townsville ..	—	Dec 21-24	Mar 17
Rabaul, arr. ..	Oct 22	Dec 31	Mar 27
Madang, dep. ..	Nov 2	Jan 14	Apr 23
Batavia ..	Nov 13	Jan 25	May 25
Dakar ..	Dec 19	Mar 2	Jun 8
London ..	Dec 29-Jan 1	Mar 12-15	Jun 8

*On this trip m.v. Salamaua will return to Gladstone via Rabaul and then proceed to England via Torres Strait.

Calls will be made at Kavieng and Salamaua if sufficient inducement offers.

W. R. CARPENTER & CO. LTD.

Papuan Inter-Island Services

S.S. Papuan Chief (Steamships Trading Co. Ltd.) makes regular round trips from Port Moresby to Samarai, and return; then Port Moresby to Hisiu, back via Orokolo, 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, Suva, Tavuni, 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, Nakalao, Dreketi, Naiserewaga, Lekutu, Galoa, Nabouwalu, and Levuka. Latter trip occupies about 10 days.

M.S. Tui Kauvaru (Morris, Hedstrom Ltd.) operates from Suva to Levuka, calling at Lautoka and Ellington. Voyage takes 4 days.

Solomon Islands—N.G. Service.

Proforma—Subject to alteration without notice.

	M.V. Malaita	
Sydney ..	Nov 3	Dec 19
Brisbane ..	Nov 5	Dec 21
Townsville ..	Nov 8	Dec 24
Tulagi ..	—	—
Makambo ..	Nov 12-13	Dec 28-29
Gavutu ..	—	—
Su-u ..	Nov 14	Dec 30
Kaukau ..	—	Dec 31
Rere ..	—	—
Aola ..	Nov 14	—
Teneru ..	—	—
Lunga ..	Nov 14	Dec 31
Kookoom ..	—	—
Mamara ..	—	—
Domma ..	Nov 15	Jan 1
Aruligo ..	—	—
Lavoro ..	Nov 15	—
Yandina ..	—	—
Banika ..	Nov 16	Jan 2
Ufa ..	—	—
Lingatu ..	Nov 16	—
Faiami ..	—	—
Younger ..	Nov 16	Jan 2
Kaylana ..	—	—
Meringe ..	Nov 17	—
West Bay ..	—	Jan 2
Somata ..	Nov 18	—
Rendova ..	—	—
Jack Hr. ..	—	Jan 3
Peppah ..	—	—
Stanmore ..	—	—
Vila ..	—	—
Gizo ..	Nov 19	Jan 4
Faisi ..	Nov 20	Jan 5
Kieta ..	Nov 21	Jan 6
Arigau ..	—	—
Teopasino ..	Nov 22	Jan 7
Numa ..	—	—
Rabaul ..	Nov 23-24	Jan 8-9
Soraken ..	Nov 25-26	Jan 10
Kieta ..	Nov 27	Jan 11
Faisi ..	Nov 27	Jan 11
Gizo ..	Nov 28	Jan 12
Tetipari ..	Nov 29-30	Jan 13-14
Russell Group ..	Dec 1	Jan 15
Tulagi ..	Dec 3	Jan 19
Brisbane ..	Dec 5	Jan 19
Sydney ..	Dec 7	Jan 21

BURNS, PHILP & CO., LTD., Agents.

Sydney—Norfolk Island—New Hebrides

	Per S.S. Morinda	
Sydney ..	Nov 10	Nov 21
Lord Howe ..	Nov 12	Nov 23
Norfolk Island ..	Nov 14	Nov 25-26
Vila ..	—	Nov 29-30
Bushman's Bay ..	—	Dec 1
Malo ..	—	—
Tangoa ..	—	Dec 1
Segond ..	—	—
Aoba ..	—	Dec 2
Vila ..	—	Dec 3
Norfolk Island ..	Nov 15	Dec 6
Lord Howe ..	Nov 17	Dec 8
Sydney ..	Nov 19	Dec 10

BURNS, PHILP & CO. LTD., Agents.

Solomons Inter-Island Service

S.S. Mitiaro (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.

NORDDEUTSCHER LLOYD, BREMEN

Hongkong, New Guinea, British Solomon Islands Service.

REGULAR SAILINGS BY

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

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

For further particulars apply to

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

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

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

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

French Eastern Pacific Service

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

	Cephee	Strasbourg
Papeete ...	Oct 28-30	Dec 22-24
Raiatea ...	Oct 31	Dec 25
Vila ...	Nov 8	Jan 4
Noumea, arr.	Nov 10	Jan 6
To Panama—		
Noumea, dep.	Nov 21	Jan 15
Vila ...	Nov 24	Jan 19
Raiatea (opt.)	Dec 2	Jan 27
Papeete ...	Dec 3-5	Jan 28-30

MESSAGERIES MARITIMES CO., Agents.

Sydney—N.Z.—Fiji—Samoa—Hawaii

	Mariposa	Monterey	Mariposa
Honolulu ...	Oct 22	Nov 19	Dec 17
Pago Pago ...	Oct 27	Nov 24	Dec 22
Suva ...	Oct 30	Nov 27	Dec 25
Auckland ...	Nov 2	Nov 30	Dec 28
Sydney, arr.	Nov 5	Dec 3	Dec 31
Melbourne ...	Nov 9	Dec 7	Jan 4
Sydney, dep.	Nov 14	Dec 15	Jan 9
Auckland ...	Nov 17	Dec 18	Jan 12
Suva ...	Nov 20	Dec 21	Jan 15
Pago Pago ...	Nov 21	Dec 22	Jan 16
Honolulu ...	Nov 26	Dec 27	Jan 21

OCEANIC STEAMSHIP CO., MATSON LINE, Agents.

Sydney—N.Z.—Cook Is.—Tahiti

	Makura	Maunganui	Makura
Papeete ...	Nov 3	Dec 1	Dec 29
Rarotonga ...	Nov 6	Dec 4	Jan 1
Wellington ...	Nov 12	Dec 10	Jan 7
Sydney ...	Nov 17	Dec 15	Jan 12
Sydney, dep.	Nov 22	Dec 20	Jan 17
Wellington ...	Nov 27	Dec 25	Jan 22
Rarotonga ...	Dec 1	Dec 29	Jan 28
Papeete ...	Dec 3	Dec 31	Jan 28

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	
Samatai ...	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 21	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 ...	Nov 14	Dec 12	Jan 9
Suva ...	Nov 23	Dec 21	Jan 18
Auckland ...	Nov 26	Dec 24	Jan 21
Sydney ...	Dec 1	Dec 29	Jan 26
Sydney, dep.	Dec 6	Jan 3	Jan 31
Auckland ...	Dec 11	Jan 8	Feb 5
Suva ...	Dec 14	Jan 11	Feb 8
Honolulu ...	Dec 21	Jan 18	Feb 15

UNION S.S. CO. LTD., AGENTS.

Sydney—N. Hebrides—Noumea

	Per S.S.	Laperouse.	
Sydney ...	Dec 4	Jan 5	
Noumea ...	Dec 8-11	Jan 9-11	
Tanna ...	Dec 13	Jan 13	
Vila ...	Dec 13	Jan 13	
Epi ...	Dec 14	Jan 14	
Luganville ...	Dec 14	Jan 14	
I. Dart ...	Dec 15	Jan 15	
Surenda ...	Dec 16	Jan 16	
Hog Harbour ...	Dec 16	Jan 30-31	
Hongkong ...	—	Feb 2-5	
Haiphong ...	—	Feb 8-10	
Saigon ...	—	—	
Santo ...	Dec 17	—	
Pt. Sandwich ...	Dec 17	—	
Vila ...	Dec 18	Feb 27	
Noumea ...	Dec 20-23	Mar 1-3	
Sydney ...	Dec 27	Mar 7	

MESSAGERIES MARITIMES CO., Agents.

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, m.v. Desikoko (W. R. Carpenter and Co., Ltd.) make sailings from Rabaul every two or three weeks to various ports in the Territory.

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 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—Tonga

The Waipahi will leave Sydney for Fiji and Tonga on Wednesday, October 24. She will call at Lautoka (arr. Nov. 1), Suva (arr.-dep., Nov. 3), Nukunola (dep., Nov. 5), Suva (arr. Nov. 7, dep. Nov. 8), Auckland (arr. Nov. 13), and return to Sydney direct. The Waipahi will leave Sydney on her next voyage to Fiji—Nukunola will be omitted—on Wednesday, November 21.

UNION S.S. CO. LTD., AGENTS.

N. Caledonian Services

S.S. Mawatta and S.S. Neo Hebrides (Societe "Tour de Cotes") make regular five-weekly trips, carrying mails and passengers from Noumea along the east coast to Arama, trip occupying 9 days. Also from Noumea to Ile Belep, via the west coast, voyage taking 8 days. Leaving Noumea on the run up the east coast the vessels

call at Yate, Tourou, N. Goye, Kuakue, Thio, Nakety, Canala, Kouaoua, Houailon, Moneo, Ponerihouen, Tieti, Poindimic, Wagap, Touho, Kokin-gone, Hienghene, Tao, Oubatch, Ponebo, Balade, Pam, and Arama. Return by same route. Ports visited on west coast trip are: Bourail, Poya, Mueo, Pombout, Kone, Voh, Temala, Ouaco, Koumac, Karambe, Tangarou, Paagoumene, Nehoune, Mouac, Belep, and return by same route.

S.S. Loyaute (Societe des Iles Loyalties) maintains a four-weeks' service between Noumea and Loyalty Is. Trip occupies 6 days and the vessel calls at Tadine (Mare Is.), Chepenehe and We (Lifou Is.), Fajaone, St. Joseph and Banout (Ouvea Is.). Calls are made occasionally at Isle of Pines and Walpole Is.

PIANO PLAYING

I bring under your notice my Scale Models for the study of Piano or Singing. They include every form of scale and more may be learnt by their use in one month than in six months by any other system. NO TEACHER REQUIRED, and a child may use them. In major and minor sets. Any set sent post paid on receipt of money order for ten shillings and sixpence.

Address:

R. RUDLAND BODE.

Organist, Lami Road, Suva, Fiji.

(Forty years' experience in teaching in England, Australia, and America.)

'Phone 1266. 'Phone 1266.

HENLY'S DRIVE YOURSELF SERVICE

197 William Street :: Sydney

Cars Hired without Drivers on a Mileage Basis as under:—

OPEN CARS—By the Day. 3d. per Mile.

Minimum, 30 Miles Week Days. 60 Miles Sundays.

SEDANS—By the Day. 4d. per Mile.

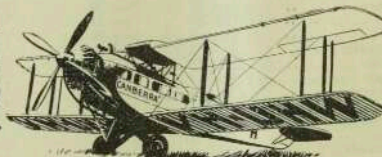
Minimum, 30 Miles Week Days. 60 Miles Sundays.

Special quotations for holidays.

Payment, plus 2/6 per day or 7/6 per week for insurance. A deposit must be left on car, which is refunded when car is returned.

Our Fleet of Cars includes 1934 Plymouths.

Hired at a Slight Increase.

PLANE FACTS

Holden's have long had an enviable reputation for the safety and reliability of their services.

Only the steadiest and sturdiest machines are used.

New Guinea's aerial services are the world's most unique. They afford the only regular transport between the 600 white residents in the goldfields and the outside world.

Trips arranged from Port Moresby or Salamaua to any aerodrome in N.G.

HOLDEN'S AIR TRANSPORT SERVICES LTD.

Air Transport, Customs, Shipping and Indent Agents

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

October 17, 1934

THE PACIFIC ISLANDS MONTHLY

iii

One of the Biggest Aerial Transport Services in the World



An everyday scene on the New Guinea Goldfields: A motor-car, which has been brought in by air from the coast, being unloaded from one of Guinea Airways' giant, freight-carrying aeroplanes.

Three years ago, there were less than a dozen landing grounds on N.G. 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. 45 min.) 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 Purser on the Steamers.

31 Aerodromes

BABUAP	MARAWASSA
BAPI	NADZAB
BULLDOG	PORT
BULOLO	MOSESBY*
BULWA	PURARI
GABANZIZ	RAMU
GARINA	SALAMAUA
JUNI	SANGAN
KAJABIT	SUNSHINE
KIDJURA	SURPRISE CK.
KOKODA*	UP. WATUT
KABUNA*	WAGAU
LAKE	WAHGI
MT. HAGEN	WAMPIT
MARILINAN	WARONA
MENYAMYA	WAW
	ZENAG

* In Papua.

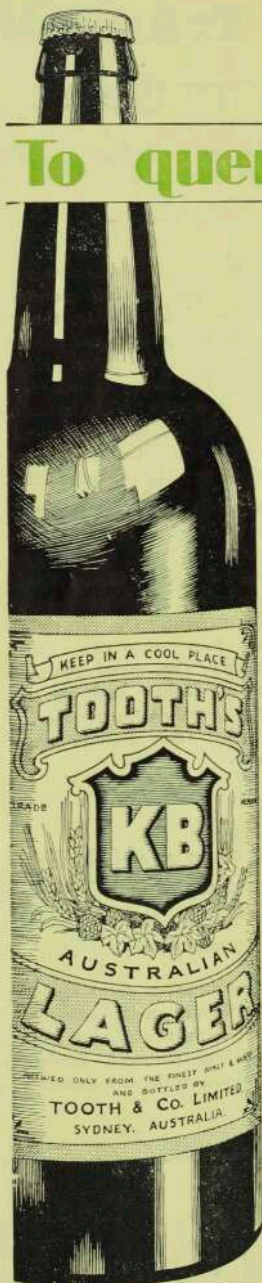
AERIAL Transport made possible the development of the great Gold Industry of New Guinea. The presence of Rich Gold was proved in 1926, but the Problem was Communication. Morobe was guarded by dense jungle and precipitous mountains. A road cannot be built, except at enormous, crippling cost.

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.

GUINEA AIRWAYS LTD

LAKE - SALAMAUA

To quench a tropic thirst!



Clean in flavour—
sharp to the taste—
there's no drink in
the tropics to equal
Tooth's KB a true
Lager.

EK/4 **TOOTH'S KB^{a true} LAGER**