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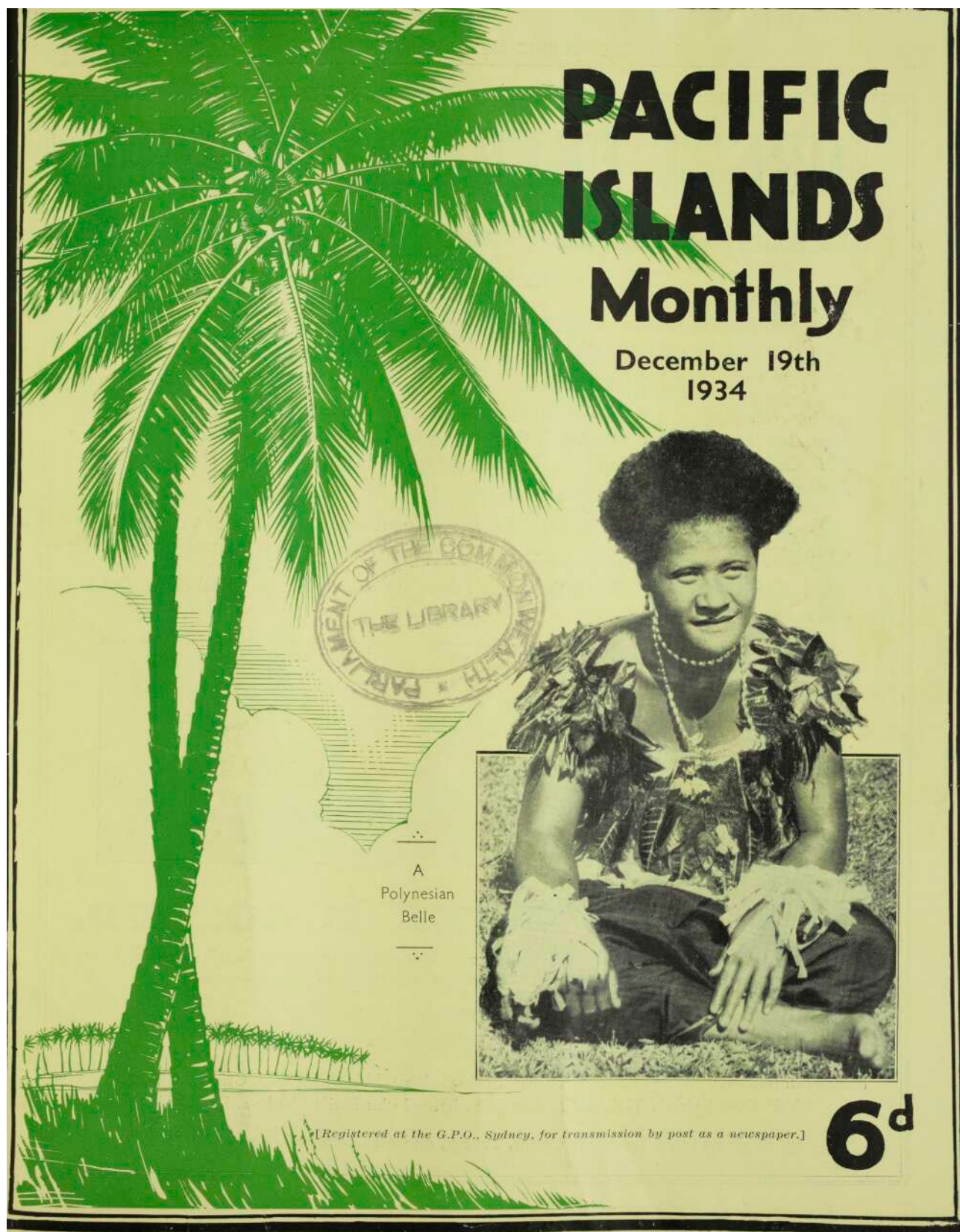
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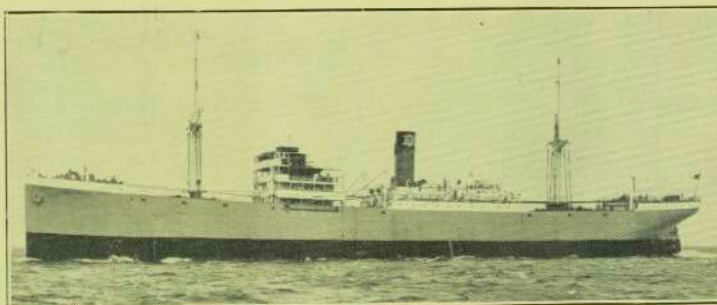
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December 19, 1934.

THE PACIFIC ISLANDS MONTHLY

1

PACIFIC ISLANDS TRAVELLERS

PASSENGERS PER MONTORO FROM NEW GUINEA AND PAPUA, WHICH ARRIVED IN SYDNEY ON NOVEMBER 22:—Messrs. Adelskold, Rev. G. W. Bradley, Brown, Birrell, Beale, Burns, Caddow, Crookshanks, Clay, Davies, Rev. J. H. Dixon, Ethridge, Feldt, Feldtmann, Godson, Grabowsky, Groos, Graves, Grant, Gill, Higginson, Helton, Harslett, Headrick, Rev. Father Henschke, Hinks, Harvey, Rev. Glassam, John, Keogh, MacKenzie, Long, Linquist, McLeod, Macnaught, Morris, Nettleship, Morrow, Neilson, Parker, Power, Parkes, Risk, Royle, Reid, Stewart, Stubbe, Stockdale, Saunders, Torrington, Rt. Rev. Dr. Vesters, Ward Williams, White, Mesdames Aumuller, Dr. Phyllis Anderson, Godson, Couzens, Dougherty, Dettman, Fox, Frame, Grabowsky, Glassam, French, Greenwood, Healy, Hayles, Lock, McGregor, Petterson, Townsend, Ward Williams, Misses Beaton, Campbell, Fox, Little, McGrath.

PASSENGERS PER MONTORO WHICH SAILED FROM SYDNEY FOR PAPUA AND NEW GUINEA ON NOVEMBER 30:—Messrs. Ashwell, Allman, Broad, Baines, Barrie, Barker, Collett, Cannings, Challis, Ditchburn, Greenwood, Gaud, Goad, Gihlin, Gore, Hyde, Harse, Headon, Havill, King, Lyall, Lefurgey, Loudon, Lane, Muddell, McClelland, Newman, Overton, Pollock, Pepper, Perrier, Robbins, Smith, Scott, Sefton, Swanson, Thompson, Turner, Wynn Jones, Woolcott (2), Wilson, Mesdames Bellamy, Crabbe, Cannings, Goad, McDonald, McNicoll, Pearson, Pepper, Rundle, Robbins, Royce, Webb, Misses Chenoweth, Carter, Hay, Horne, Preston, Reed, Rundnagel, Sefton.

PASSENGERS PER MORINDA WHICH LEFT SYDNEY FOR LORD HOWE IS., NORFOLK IS. AND NEW HEBRIDES ON NOVEMBER 21:—Messrs. Bray, Brent, Bremner, Davis, Godlinton, Gibson, Henderson, Higgins, Hunter, Lamond, Leslie, McPhee, McNichol McDonald, Pinney, Paxton, Roxburgh, Reid, Smith, Wylie, Mesdames Booth, Davis, Godlinton, Gibson, Healy, Leslie, McPhee, Reid, Taylor, Wylie, Misses Alexander, Booth (3), Best, Calvert, Donovan, Derrin, Felton, Foot, Fisher, Grant, Horan, Jones, Julian Kent, Kell, Kearney, Mallesch, McGilvray, Matthews, Miller, Pinney, Ross, Woods (2), Williams, White (2), Whitley, Wellard, Wilson.

PASSENGERS PER AORANGI, WHICH LEFT SYDNEY FOR SUVA, FIJI, ON DECEMBER 6:—Mr. F. G. Cradick, Dr. and Mrs. Snodgrass and infant, Miss J. Morrison, Miss A. E. Daniel, Mr. Roland Hill, Miss P. H. Hipsley, Miss J. Grant, Masters W. Van Gelderan, E. Alman, B. Young, M. Howell, J. Cleary (2), J. Brailey, D. Johnston, Mr. J. M. Clark, Miss P. E. Nesbit, Miss B. Fenner, Mr. R. M. D. Townner, Mr. R. B. Scott, Miss G. H. Howell, Miss J. Alman, Miss J. F. Grahame, Mrs. F. M. Parrack, Master D. Parrack, Miss R. Coster, Mr. C. L. Huon, Miss H. J. Grahame, Miss F. M. Will, Mrs. C. M. Cobham, Mr. C. M. Leembruggen, Mr. D. T. Bentley and wife, Master R. Bentley, Mr. S. V. Singh, Mr. J. G. Johnson.

PASSENGERS PER MONTEREY, WHICH ARRIVED IN SYDNEY FROM FIJI ON DECEMBER 3:—Mr. F. Buttery, Mrs. L. R. Buxton, Mr. H. Costello, Mrs. Eileen Davies, Mr. and Mrs. A. V. Dodwell, Mrs. A. M. Gardner, Mr. A. R. Garling, Mrs. O. Granowski, Miss E. F. Hughes, Mr. W. Just, Mrs. M. Levin, Miss Marjorie Lovejoy, Mrs. F. C. S. Ray, Mr. D. W. Robertson, Miss G. P. Shreiterer, Mrs. L. M. Sherwood, Misses Judith, Jean and Betty Sherwood, Mrs. M. K. Stewart, Mr. J. B. Theodore, Mrs. J. E. Toy, Mr. N. E. Vaughan, Miss Ruby Walker, Miss D. Walton, Miss D. M. Watson, Rev. A. G. Adamson, Mr. F. C. Boddoes, Father Calviac, Mrs. D. Costello, Miss Maureen Costello, Masters D. and J. Costello, Mr. A. E. Cornish, Mr. E. W. Cosier, Mrs. V. A. Cosier, Miss Ria Davis, Mr. K. Foulis, Mrs. H. J. Fox, Mrs. M. M. Goode, Miss H. Gould, Mrs. A. D. Lelean, Master Drew Lelean, Miss Alison Lelean, Miss L. S. Lewis, Mr. and Mrs. J. J. McHugh, Misses Freda and Fica McHugh, Miss M. Offe, Miss P. Rowe, Mr. J. D. Thomas, Mrs. F. M. Thomas, Mrs. E. J. Thomas.

PASSENGERS PER NEPTUN, WHICH LEFT SYDNEY FOR NEW GUINEA PORTS ON DECEMBER 8: Mr. A. Batty, Mr. C. Bayliss, Mr. C. Bayles, Mr. F. D. Bidwell, Mr. A. Carlson, Mr. G. Collins, Mr. E. B. Cornwell, Mr. J. M. Gurney, Mr. W. L. Heron and wife, Mr. A. L. Joubert, Mr. A. S. Killick, Mr. W. H. Lang, Mr. B. D. McGilvery and wife, Mr. G. Muller, Mr. A. M. Page, Mr. B. Parer, Miss J. Parer, Mr. D. J. Reeve, Mr. J. Seelos, Mr. J. Sheringham, Mr. B. G. Smith, Mr. N. Sprod, Mr. W. Wiltshire, Mr. T. Weimans, Mr. R. Lidgate.

PASSENGERS PER MORINDA, WHICH ARRIVED IN SYDNEY FROM NORFOLK IS. AND NEW HEBRIDES ON DECEMBER 10: Messrs. Baldwin, Bray, Campbell, Donnison, Davis, Rev. Godfrey, Gillan, Gibson, Henderson, Higgins, Joy, Hunter, Leslie, Lamond, Macdonald, McPhee, Maplettoft, Miller, Musgrave, Nichols (2), Pither, Plant, Seago, Smith, Tofield, Venard; Mesdames Beart, Bignold, Desbois, D'Ombraim, Godfrey, Joy, Gibson, Gillan, Leslie, Macleay, Maplettoft, Musgrave, Nichols, Pither, Pratt, Solling, Skillman, Stopp, Seago, Taylor, Woods; Misses Bignold, Best, Alexander, Booth, Calvert, Cavill, Desbois, Derrin, Donovan, Fisher, Foulds, Felton, Foot, Grant, Horan, Julian, Jones, Kell, Kent, Mallesch, McGilvray, Menzies, Madden, Macarthur, Pither, Ross, Singleton (2), Wilson, Williams, White (2), Whiteley.

PASSENGERS PER MALAITA, WHICH ARRIVED IN SYDNEY FROM SOLOMON IS. ON DECEMBER 8: Messrs. Averill, Major H. Robinson, Batze, Bensley, Bernhardt, Coghlan, Darlington, Foldi, Fyfe, Floyd, French, Fletcher, Firth, Griffiths, Hewitt, Hill, Heritage, Hipkin, Johnson, Johnstone, Moxon, Merriek, Monckton, Neil,

Pinching, Rae, Ryan, Thomson, Turner, R. Thomson, Vance, Waterhouse, Wilson, Ward, Wheatley, Mesdames Bernhardt, Boye, Downy, Fyfe, Foldi, Gray, Griffiths, Harrison, Hotze, Lacy, Heritage, Johnson, Knibbs, Leadley, Lotze, Neil, Rosenthal, Scott, Thomson; Misses Duggan, Fitzgerald, Ford, Holmes, Wilson.

PASSENGERS PER MACDHUI, WHICH ARRIVED IN SYDNEY FROM NEW GUINEA AND PAPUA ON DECEMBER 13: Messrs. Abbie, Adams, Allen, Atcherley, Barron, Bridge, Bryant, Browning, Barden, Clay, Currie, Davis, Dawes, Deckert, Drayson, Ellis, Ferguson (2), Gabriel, Gofton, Hadley, Hardie, Hansen, Harvey, Hislop, Hill, Hindman, Hindwood, Huxley, Ireland, Jones (2), Keane, Koch, Lessey, Lohmann (2), Mayo, Michell, Murton, McAviney, McCay, McDonald, Dr. McKenna, McMaugh Nixon, Palmer, Pantou, Parer, Parker, Parkes, Parnell, Passlow, Pattison, Percy, Perry, Richards, Ritchie, Salmon, Schwarz, Spenceley, Sorrell, Stevenson, Smith, Swinfield, Tait, Wallace, Weine, Woodward, Wright; Mesdames Browning, Clarke, Farnham, Ferguson, Gabriel, Griffiths, Grove, Hardie, Jones, Koch, Marshall, Newton, Nixon, Pender, Perry, Pride, Ritchie, Schuler, Sutton, Swinfield, Watkins, Wauchope, Weston, Wiles; Misses Bryant, Craig (2), Cray, Von Grabowska, Parker, Swinfield.

MARRIAGE

HERON-CLAPPERTON.—On the 26th November, 1934, at Melbourne Grammar School Chapel, South Yarra, Melbourne, by Rev. P. St. S. Wilson, Audrey May, youngest daughter of Mr. and Mrs. Norman C. Clapperton, Kywong, Lockhart (N.S.W.), to Wilfrid Ledlie, eldest son of the late Mr. and Mrs. Herbert L. Heron, formerly of Melbourne.

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December 19, 1934.

THE PACIFIC ISLANDS MONTHLY

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The Pacific Islands Monthly

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Sydney, December 19, 1934.

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THE COPRA OUTLOOK

AFTER swinging about, in indetermin-
ate fashion, for several months, the
copra market has moved, rather defini-
tely, towards a better figure. The
London c.i.f. quotation on December 7
was £8/15/- for South Seas sun-dried,
and £9/12/6 for Rabaul hot-air dried.
Reference to the table on Page 69 will
show that these are the best rates paid
since November, 1933.

The Sydney market, of course, is
cautiously awaiting further advices
from overseas; but it can be said that, at
the moment, the feeling is better than
at any time for over a year. It is be-
lieved that the tendency is upward. No
one expects prices to rise beyond £10 to
£11; but that rate is of interest to South
Seas planters—particularly those within
the Australian and New Zealand zones,
who enjoy an exchange premium of 25
per cent. £10 per ton, c.i.f. London, is
equal to £12/10/- in Australian or N.Z.
currency; and, if shipping and agency
costs are reasonable, the planter can live
on those rates, and carry on.

We cannot see any better rates being
paid, while international trade remains
in its present condition of stagnation.
There can be no return to the commodity
prices on which the world's present
economic structure was erected, until
some event or condition develops which
will shake down the existing trade
barriers. Nations are desperately eager
to trade with each other. But no nation
wants to buy, while all are eager to sell.
Australia, for example, had convulsions
when Fiji said she would not buy any
more Australian flour, unless Australia
bought Fiji bananas. When Australia,
said, reluctantly, that she would buy
some Fiji bananas, Australian banana-
growers began to assail their Parlia-
mentary representatives, and the row is
still going on. That is typical of what
is happening throughout the world.

Germany, for several decades, was
one of the world's largest consumers of
copra. To-day, Germany virtually is
out of the market. The recent wave of
economic nationalism has closed most of

the world's markets against German
goods. Germany, as a result, cannot es-
tablish overseas credits wherewith to buy
raw materials, including copra, from
other nations: She can buy only by
pledging her credit—running more
deeply into debt. Hitler, whose perfectly
justifiable policy is to force the world
to open its doors to German products
will not allow the Germans to import
goods unless the credits are there to pay
for them. Early in 1934 Hitler placed a
drastic limitation on imports of oil-seeds
until the end of the year—a thing which
had a very depressing effect on the
copra market. In October, this decree
was extended until the end of March,
1935—"the deficiency of oils and fats,"
it was announced, "will have to be made
up by a greater use of domestically pro-
duced oils and fats." Reports show that
Germany gladly would take far more
copra; but she cannot pay for it.

That, in one form or another, is the
position all over the world. Italy, develop-
ing a fear of being driven off the gold
standard, suddenly has rationed foreign
credit—which simply means that Italian
imports are going to be even more dras-
tically curtailed. America still is plac-
ing a limitation on her imports of vege-

table oil seeds, and thereby is driving huge quantities of Philippines copra onto the world market. France is still imposing a tax upon all imports of foreign copra, as a means of paying a bonus to French growers.

All those nations—Germany, Italy, France, U.S.A.—have been consumers of enormous quantities of copra. Each, for domestic reasons of its own, has cut down its copra purchases. The only free markets left, of any importance, are those of Britain, Holland and Scandinavia. Obviously, there can be no marked recovery of copra prices while that position endures.

This is not a condition peculiar to the copra trade. It affects all commodities in general use. Looking out over this chaotic world, noting the barriers that have been raised everywhere in recent times against international trade, one can but wonder, not that commodity prices have recovered so much during the past two years, but that they have recovered at all.

But, as pointed out repeatedly in this journal, there do exist certain depressing influences peculiar to the copra industry. Newly-discovered processes permit the use of whale oil and some coarse, cheap vegetable oils in fields of manufacturing in which coconut oil formerly was unchallenged; and, at the same time, there has been vast over-production of those low-grade oils. Furthermore, the Unilever Combine is now completely astride of the European market, and able to fix its own prices, supreme and unchallenged. It gained control just in time to take fullest advantage of general depression, vast over-production, and the discovery of effective substitutes for coconut oil; and there is no chance of its removing its stranglehold from the copra industry while present conditions continue.

Other factors count, also. Shrinkage of world trade has meant over-production of butter; butter prices have fallen greatly, and people who formerly ate margarine (of which coconut oil has been an important constituent) now eat butter. Consider this official table:—

	1924	1934
Consumption of butter and margarine, per head in United Kingdom	27.11lb.	33.93lb.
This total divided between—		
Margarine	12.35 "	8.10 "
Butter	14.76 "	25.83 "

If international trade barriers could be broken down, and world consumption could come within measurable distance of world production, Unilever and a score of other monopolistic and ruthless combines might be defied, and producers given a fairer share of commodity prices. The muddle-headed governments of the world have not yet seen that the more they interfere with the free play of international trade, the more certainly they create conditions favourable for the operations of trusts and combines.

Generally, the copra outlook is better, for which we may thank primarily the staunchness and steadiness of the British Empire. But there is in sight no other world condition which encourages a hope of prices in excess of £10 per ton, c.i.f. London—except certain war-clouds. No person of this generation wants war. But if conflict is inevitable, we can at least say that, in an economic aspect, the lunacy of war is preferable by far to some of the lunacies of peace.

Major H. S. N. Robinson, secretary of the Melanesian Mission, returned to Sydney by the *Malaita* on December 7, after a hurried visit to his Society's mission stations in the British Solomon Islands.

'Planes and Forts

America May Fortify Eastern Samoa

From Our Own Correspondent.

APIA, Nov. 15.

THE report that "Uncle Sam" intends to fortify the American Samoan Islands, making them impregnable, and to station bombing and pursuit airplane squadrons at Pago Pago, only 80 miles distant from Apia, Western Samoa, has aroused considerable interest.

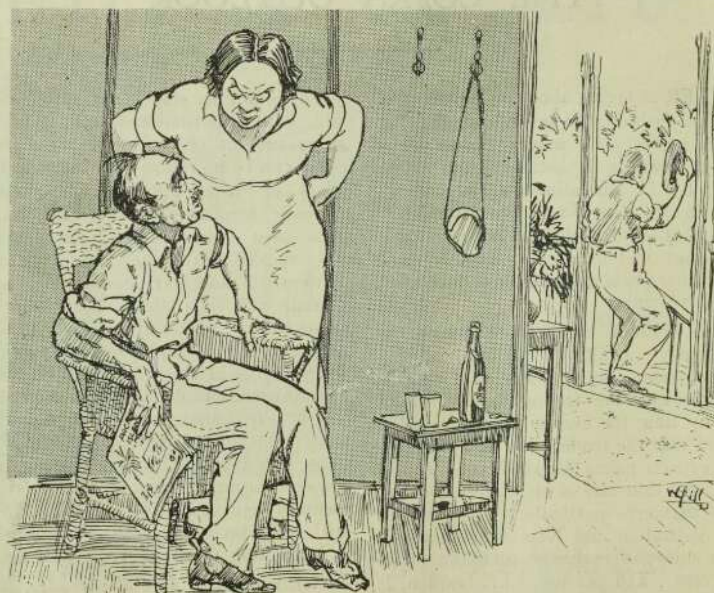
If true, the plans would involve the arrival of several hundred American officers and sailors, the building of workshops, oil tanks, and generally speaking great activity in our neighbouring islands. To some extent Western Samoa should also benefit by opportunities for work and sale of agricultural produce to residents there.

To all our Readers, and to Numerous Friends throughout the Pacific Islands, who have so kindly sent us special goodwill messages, we tender our best wishes for

A MERRY CHRISTMAS

and

A HAPPY NEW YEAR



Suspicious Wife of Coconut Planter: "Now, what was all that talk behind my back of getting rid of Fatty Acid?"

[Free fatty acid is the bugbear of South Sea Islands copra-producers.]

December 19, 1934.

THE PACIFIC ISLANDS MONTHLY

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ANOTHER PITCAIRNER PASSES

Death of Mrs. Edwards In Nukualofa

THE passing of Mrs. Edwards, whose death occurred in Tonga on October 13, and who was buried the following day, severs another of those ties which link the present with the time when "George the Third was King," and with that picturesque incident of the South Seas, the mutiny of the "Bounty."

The deceased lady, whose maiden name was Maria Young, was born at Pitcairn, 73 years ago, and was a direct descendant of Edward Young, one of the mutineers, and a midshipman on that ill-fated vessel. A cousin of the departed lady was Rosalind Amelia Young (Rosa), who wrote "The Story of Pitcairn Island" which, published in 1894, is still the most concise

and truthful history of the mutiny and its tragic aftermath, yet written. Rosa was gifted intellectually, and for years was school-mistress on the Island.

The subject of this brief memoir came to Tonga near the close of 1895, on the S.D.A. Mission schooner "Pitcairn," with Pastor and Mrs. Butz, who founded the Adventist Mission in Tonga, and remained a member of their household until her marriage—some 30 years ago—to Mr. Edwards (Ned), a trader at Fofahia. Mr. Edwards died some 12 years since, and for the past 15 years Mrs. Edwards had resided in Nukualofa. Pastor Butz and his wife were both expert at nursing, having qualified at the Battle Creek Sanitorium, and under their joint tuition Maria attained a proficiency in that calling which has rarely been excelled, and which has been of inestimable benefit to Nukualofa.

A simple, impressive service was conducted at the graveside by Mr. Hadfield, who is at present in charge of the Adventist Mission, the favourite hymns of the deceased lady being exquisitely rendered by the Mission choir.

And so passed one whose skill and service, whose help and assistance, has been given without stint, and to both Tongan and European, from the Queen in her palace to the humblest inhabitant. She has been a veritable "Ministering Angel."

A movement is being promoted to provide a headstone for her grave, whereon may be suitably inscribed her inestimable service to the community, and thus mark the last resting place of one of whom it may be truly written, "In that she lived for others, she lived for God."—A.C.



The late Mrs. Edwards and her grandchildren

CHINESE IN NEW HEBRIDES

PEOPLE who visit the New Hebrides nowadays are a little surprised when they land in Vila to see the number of Chinese about. It is not generally known that the Chinese have obtained a footing in the Condominium.

It appears that some time ago the British yacht "Euphrosyne" was wrecked and the members of the Chinese crew, instead of being repatriated, were allowed to settle in Vila, where they became traders, storekeepers, gardeners, etc. They found Vila to be a pleasant and profitable place, and in due course, they were instrumental in bringing out from South China a number of their countrymen. The result is that, to-day, there is at one end of Vila, quite a considerable Chinese community. There are several Chinese stores, a number of Chinese tradesmen, and several market gardeners. The latter have been a boon to Vila—the Chinese produce excellent fresh vegetables which they sell to the European community. The Chinese now have their own club in Vila.

There are no Chinese women—the Chinese, like the Japanese there, marry native women and there are numerous half-caste children. In the streets of Vila one may see not only British and French, but also Tonkinese (brought in as indentured labour by the French), Japanese, Chinese, natives, and several hybrid products of the different races.

The Europeans in Vila state that the Chinese community is industrious and law-abiding; but, knowing the ways of Chinese, they fear that the time is coming when Chinese traders will spread throughout the Group and make life even more difficult for the Europeans.

The British regard the arrival and establishment of the Chinese with bitter feelings. British planters have been virtually driven out of the Group because their Government would not allow them to bring in indentured labour; yet the same authorities have allowed the Chinese to come in and establish themselves in the manner described.

BEER!

Why the Montoro Waited

THE official notice, at the head of the gangway, was quite definite. The Montoro was to sail for Queensland, Papua and New Guinea at 5 p.m., on November 29.

But it was 5.15; and the Montoro still lay motionless at the Walsh Bay Wharf, Sydney.

Quinine-soaked gentlemen potted fustily about the decks. Squealing female tourists leaned over the rails, and collected a few more streamers, and screeched out another farewell message to "Mum." Hard-faced fellows from Wau, whose waistlines had been destroyed long since by a combination of pickaxes and alcoholism, skipped into the smoke-room—"time for another quick one." Impatient district officers and resident magistrates, who had ceremoniously ended their long leave by kissing sundry tearful ladies, glared reproachfully at every officer in sight.

And still the Montoro did not move! For once "B.P." did not stand for "beastly punctual." A junior officer shamefacedly removed the offensive board.

Then a whisper ran around the crowded decks and quay. It increased to a murmur, then to a roar.

"Beer!"

The Islands liner was waiting for a consignment of several hundred cases of bottled ale, which had been shipped from some southern brewery by the Cathay, and the Cathay was behind schedule. The Cathay berthed late in the afternoon; sweating watersiders dug the precious liquid out of her holds, swung it onto lighters, and punted it hurriedly alongside the waiting Montoro.

Miners and matrons, civil servants and uncivil traders—their bad temper gone, they thronged the ship's rail, and kissed their fingers to the rattling derricks. If the delay had been due to any other reason on earth or heaven, they would cheerfully have insulted the captain and assassinated Mr. Wallin. But—beer!

The Mandated Territory of New Guinea is the greatest beer-drinking country on earth. No man dare leave a social gathering there until he has drunk two or three full bottles of Australian brew. They pay 3/6 a bottle for it in Wau, and sing as they pay it.

All over Morobe, you may find heaps of empty bottles, and thus you may calculate exactly the size and duration of the mining camp. Three bottles of beer per miner per diem. I often try to picture the puzzlement of the archaeologist of a thousand years hence when he uncovers those heaps of indestructible glass.

There had been bad news lately from Wau and Edie Creek. Someone had miscalculated, and supplies of chilled beef and beer ran out. Beef did not matter much—one can always "kill a tin" or chew tobacco. But the plaintive echoes of the beer famine were heard even in Sydney.

The temper of that crowd changed in a moment. The merry laughter of the departing Islanders almost drowned the scream of the winches, as they swung the cases of beer aboard. Wau's clamant thirst was provided for!

The ship was very late in sailing. There were over 60 passengers. Every passenger asked two friends to stay to dinner. A frantic chief steward, who had catered for 64, had to feed 140. He charged the visitors 5/- each.

No one cared. The beer was safely aboard.—R.W.R.

NEW N.D.L. LINERS SOLD TO BURNS PHILP

Neptun Continues Service While Merkur Goes to Singapore Run

THE struggle between Messrs. Burns, Philp & Co., Ltd., and the Nord Deutscher Lloyd interests for the growing shipping trade of New Guinea had an unexpected and dramatic finish. Messrs. Burns Philp have purchased (subject to certain safeguards regarding the condition of the ships) the two motor vessels, Neptun and Merkur, with which the N.D.L. Co. had proposed to establish a new service between Manila, New Guinea, and Australia.

The Neptun, under the command of Captain Hans Reinhardt, arrived in Sydney from Germany on December 6, via Melbourne, and left for Salamaua on December 8 with passengers and general cargo.

The white-hulled Neptun is of 5944 tons gross, and has attractive passenger accommodation for 85 first-class and 20 cabin-class passengers.

Built in 1924, the vessel had for some years been running between Bremen and Mexico, under the name of Rio Panuco. Her master, Captain Reinhardt, was formerly chief officer of the Atlantic liner Europa.

While the Neptun was in Sydney Harbour there were quick-fire negotiations between Burns Philp and the N.D.L. interests. This was not a new thing—negotiations for the sale of these ships actually started a year ago—but apparently the arrival of the very good looking Neptun in Australian waters, and the attractive passenger and freight rates offered, brought matters to a head. A few hours after the Neptun had sailed for Salamaua, with many passengers and considerable cargo, it was announced that the two vessels had been bought by the old South Seas firm.

The announcement of the sale probably will put an end to a political situation that was threatening to cause a good deal of strong feeling. The fierce competition of the proposed new German line, running between British ports in the Far East and Australia, had been strongly resented by the existing unsubsidised British lines; and the latter had made a very insistent appeal to the Commonwealth Government for protection from this kind of competition. As certain Imperial considerations of importance were involved, the Commonwealth Government referred the matter to the Imperial Government, and it seemed as if the issue would have international significance. The sale of the two motor vessels, and the subsequent withdrawal of the N.D.L. from this field, puts an end to an embarrassing situation.

It was thought at first that this settlement might include the withdrawal of the Bremerhaven and Friderun, the two small N.D.L. steamers whose activities in New Guinea have caused so much irritation to the Australian shipping and trading firms. But, so far as can be ascertained, the position of the Friderun and Bremerhaven is not affected—they will continue their operations in New Guinea and, it is expected, will run between New Guinea ports and Hongkong, as in the past.

It is understood that Messrs. Burns, Philp and Co., Ltd., intend to permit one of the vessels—probably the Neptun—to continue on the Australian-New Guinea-Hongkong run, in the schedule already announced and arranged; but the other ship, which is due in Australian waters early next year, will not enter the Aus-

tralian-Hongkong service, and, instead, will be placed on the Sydney-Darwin-Java-Singapore run, which she will carry on in conjunction with the Marella. It will be remembered that the new B.P. motor-ship, Malabar, which had just entered the Singapore service, was wrecked near Sydney some three years ago, and that she was not replaced in the service, but that instead the cargo steamer Mangola was used to carry on the schedule. It is now understood that the Mangola will be withdrawn and the Merkur substituted.

It is likely that the names of the two newly-purchased motor vessels (Neptun and Merkur) will be altered, so that they may be added to the list of Burns, Philp "M" ships, so well-known in the tropical seas.

Messrs. Burns, Philp & Co., Ltd., are very anxious to give a better service to the goldfields end of New Guinea, and they recently compiled new time-tables, under which there was to be a direct steamer service between Sydney and Salamaua. These were published in this journal in October. The re-arranged time-tables, however, had to be submitted to the Commonwealth Government for its approval; with the result that the proposed schedules are still in Canberra, and still the subject of intense argument between the Commonwealth Government, the shipping firm, and half-a-dozen small administrations and institutions. It appears that every one of the latter had some objection to offer to the new schedules, and could see the general situation from only its own point of view.

The net result is that Messrs. Burns,

Philp & Co., Ltd., are simply carrying on their Islands time-tables according to the old schedules, while admitting that more satisfactory time-tables are possible if only the various Governments concerned could be induced to agree.

The Neptun, however, by continuing on her present run, will give quick service from Sydney to Salamaua, direct, about every two months.

Look on the Front of Your Wrapper!

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



A very successful Children's Concert and Fancy Dress Ball, organised by that popular and capable lady, Mrs. McGrath (the children's "Mother Christmas") was held at Port Moresby recently; and all the folk who attended proclaimed the show the best children's entertainment ever held there.

Photo: A. and K. Gibson.

December 19, 1934.

THE PACIFIC ISLANDS MONTHLY

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Quinine Poisoning

Letter to the Editor.
IN your November issue reference is made to the effect of the excessive use of quinine.

The principal effect of quinine upon the eyes of those whose toleration for the drug is not good consists in a concentric contraction of the visual field of vision, without as a rule any marked diminution of colour values, save in some cases a tendency to xanthopsia, or seeing an excess of yellow. Other effects of quinine poisoning (or cinchonism, as it is called) are tinnitus (singing in the ear), vertigo (dizziness), etc. Quinine amblyopia (dimness of vision) is due to the reduced action of the heart and lowered arterial tension, which the drug causes. Cessation of its use and general tonic treatment usually produces a speedy improvement.

Large doses of quinine are dangerous to sight, and have been known to cause absolute blindness if persisted in. In order to avoid any possibility of harm the advice of a medical practitioner should be obtained.

I am, etc.,

L. L. BELL,
Optometrist and Optician.

Sydney, 28/11/34.

INSIGNIA OF THE HEERA

How Jack Hides Caught Four Murderers in Koiari, Papua

PT. MORESBY, Nov. 24.

SEVERAL months ago the disappearance of five Saroa natives in the Central Division near Rigo, on their way from Ioma in the Northern Division to Port Moresby to collect their pay (they had completed a labour contract) caused some concern. A patrol under Mr. Jack Hides was sent overland to inquire into their disappearance.

The Koiari people, through whose country they passed, reported that the natives had perished from hunger. Mr. C. Cowley, from Ioma, and Mr. Hides, however, found the insignia of the Heera (homicide) at Manari village and the murder was out. Proud of their trophy, these hill people were unable to conceal it.

It appears that the five Saroa men killed a pig belonging to a native of Manari. The latter gave chase, with three other natives, caught them up, and speared and strangled them and threw their bodies into a stream, where they were eventually discovered.

The four Manari men were brought to Port Moresby by Mr. Jack Hides and on November 6 were charged with wilful murder in the Court of Petty Sessions, and were subsequently sentenced to five years' hard labour.

The Koiari people possess a very elaborate system of Heera (insignia of manslaughter). The beak of the hornbill, bird-of-paradise feathers, cockatoo feathers, sea-shells, and cassowary feathers, cuscus skin and nose sticks—all these are worn separately or collectively by all who have been concerned in a murder.

The tradition of the Heera dies hard with the Koiari. They have been punished on many occasions for murders committed to secure this token, but being little influenced by civilisation they are continually striving to achieve the right to possess the coveted insignia.

FIJI MUNICIPAL COUNCILS

To Be Replaced By Nominated Bodies

From Our Own Correspondent.

SUVA, Nov. 26.

IT was announced in Suva on November 12 that the Secretary of State for the Colonies had approved of the proposals whereby the present elected municipal councils of Suva and Levuka are to disappear. In their place are to be set up boards nominated by the Governor.

In the case of Levuka the entire board will be nominated entirely at the discretion of the Governor. In Suva, however, the board will consist of thirteen members—seven official and six non-official. The latter are to consist of two representatives each from the European, Fijian, and Indian residents of Suva. The change over to the new system will probably take place at the end of 1935, although, it is understood, the Governor favours the middle of the year.

This development is of more than usual interest, as it reflects the trend of political affairs in Fiji. It has been influenced by considerations of Fiji as a whole, rather than the narrower view of Suva. The writer hopes in a subsequent article to give fuller consideration to the reasons for what at first sight appears almost a retrograde step.

INCREASED!

N.Z. Enlarges Quota for Samoan Bananas

From Our Own Correspondent.

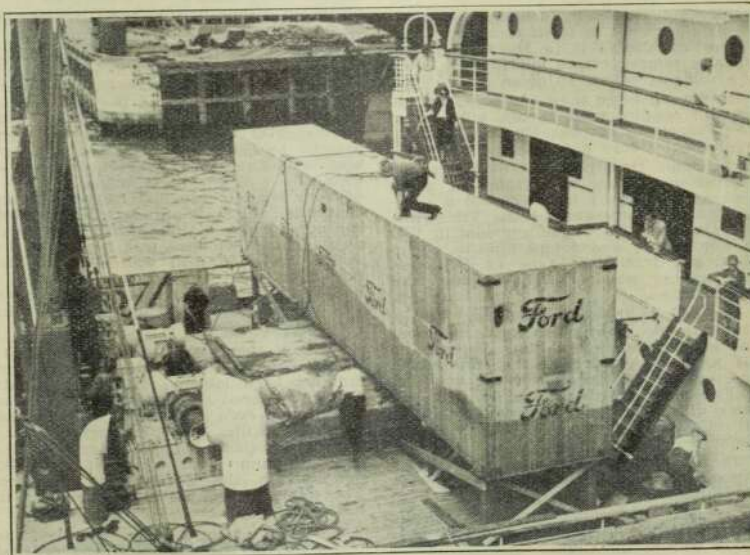
APIA, Nov. 12.

IN the Legislative Council of Samoa on November 6, the Administrator (Brigadier-General Hart) dealt with the banana industry. The Administration, he said, after negotiations with the New Zealand Government, had been successful in securing an increase in the quota of Samoan bananas allowed to enter the Dominion. The increase, he stated, will amount to about 50 per cent. over the exports of the current year.

It has been arranged, he continued, to have one of the Union Company's cargo steamers call at Apia on her way back from Vancouver, to lift an additional 4000 cases of bananas during the months January to April, and 3000 cases from May to September, increasing to 4000 cases again in October to December. This fruit will be delivered to the Auckland market. The new schedule will start with the arrival of the Waikawa on January 19.

Banana production by native and European growers has steadily expanded, so that hitherto fruit has been offered largely in excess of the limited freight facilities offered by the Maui Pomare. It is anticipated that there will be no difficulty in obtaining supplies of bananas to meet the new requirements.

NEW AEROPLANE—MACDHUI'S UNIQUE CARGO



The large new aeroplane purchased by Guinea Airways, Ltd., for the New Guinea transport service, arrived in Sydney at the end of October; and it was decided to ship the machine, in cases, to the company's headquarters at Lae, there to be assembled in the workshops.

It was the most remarkable load ever

carried by the Macdhui. This photograph shows one of the cases, measuring 49ft. x 10ft. x 7ft., containing the aeroplane fuselage, being placed in position on the liner's deck. The transportation of the aeroplane to Lae, and the assemblage of the machine there, were carried out without accident.

FROM CALABOOSE TO RADIO STATION

OLD SAMARAI

New Hebrides Case with Peculiar Features

A SECTION of the British residents in the Condominium of the New Hebrides appear to be dissatisfied with the character of their Government. We have received in recent months a dozen letters from different people in which the writers state their opinions, with various degrees of emphasis, that the British Administration is dominated by French influence; that it is "tired and lackadaisical"; that it is indifferent to the needs of the British planters; and that "there is far too much petticoat government."

Every Pacific Islands Administration has its critics. Every Pacific Islands planter has his grievances. Anyone who knows anything about the conditions of life in the Pacific Islands does not regard attacks on Pacific Islands Administrations very seriously. But there are so many complaints from the New Hebrides about affairs at Vila that it probably will be necessary to deal with this subject at length in an early issue.

Meanwhile, pending further inquiries, we should like to refer to the case of Mr. Harvey.

Harvey has been a resident of the New Hebrides for some years. He is a qualified surveyor and a radio operator. He has been a planter and trader. He has made money, and spent it freely. He has always paid his debts, and he has helped many lame dogs over sundry difficult stiles.

Harvey occasionally drinks more than he should. That in itself is not a crime. But when alcohol is in Harvey, an aggressive temper comes out; and he then is a difficult person to cross.

Harvey on more than one occasion has been in conflict with French officialdom. The French do not like Harvey. Harvey emphatically does not love the French.

For some time recently, owing to the depression driving him from his usual occupation, Harvey has occupied a position as radio operator at the Vila wireless station. The writer met him in Vila in September, and found him to be an alert and intelligent type of Britisher. His manner was that of a quiet and sober citizen.

One day, at the end of October, Harvey drank to the point when good judgment and good manners left him. He was on his way to a dinner at the Hotel Reid, and, on his way, he passed the house of a Frenchman with whom he had had some difference. As he passed he made an offensive remark, in a loud voice, about the Frenchman.

The Frenchman rang up the French Commandant of Constabulary and made a complaint.

The French Commandant rang up the British Police Commandant. The Britisher was at the Club.

The French Commandant, accompanied by the complainant, went to the Club and asked that the British Police Officer go to the hotel and arrest Harvey, who was in a drunken condition.

The British Commandant went to the hotel and approached Harvey, who was dining. Harvey assaulted the policeman. It was not a very serious assault; but assistance was called, and Harvey—quite

properly—was marched off to the calaboose, and locked up. He had "asked for it."

Harvey was brought before the Court next morning. It was expected that it would be regarded as a "drunk and disorderly" case—which it undoubtedly was—and that a fine would meet the situation. Harvey had neither time nor opportunity to gather his wits and secure an advocate. A charge was made of drunk and disorderly, and assaulting the police.

When the case was heard a rather extraordinary procedure was permitted. The French Commandant of Constabulary was allowed to appear before the Court and make a long speech about Harvey's residence in the Group, his clash with French officialdom, and particularly in regard to some offence for which Harvey had previously paid the penalty of a fine.

Judge de Jersey Carey (British), having heard the statement of the French official, sentenced Harvey to one month's imprisonment for being drunk and disorderly, and three months' for the assault on the British Police Commandant.

This sentence had much greater significance there than in Australia, for instance. Harvey, an educated white man of good status, was to undergo three months' hard labour in a native gaol, in charge of native warders, under the gloating eye of French officialdom. It is several years since a white man has been placed in a gaol in the New Hebrides in such circumstances.

Furthermore, the circumstances of the trial appear to have been unusual. Harvey had no advocate. The British Police Commandant simply laid the charge and submitted formal evidence. The case against Harvey is said to have been pressed by French officials, who have been at loggerheads with Harvey for a long time and who have made no secret of their wish to see him leave the Condominium. Harvey, an aggressive person, has never concealed his dislike of Frenchmen. Much evidence was heard by the Judge. A good deal was made of the fact that when Harvey was arrested a knuckle-duster was found in his pocket. He had made no attempt to use the knuckle-duster.

Harvey, then, was sent to the calaboose, under native warders, to do three months' hard labour. For three nights he was tortured by mosquitoes. He was not allowed even a mosquito net. He had delivered to him, there, a letter from the British Resident Commissioner, discharging him from his post as radio operator in the Condominium service. The letter was dated a day previous to his arrest.

A couple of days later Harvey was taken out of the calaboose and ordered to go back to his work at the wireless station. This course is stated to have been taken at the instigation of the French Resident Commissioner, as the French radio operator (there is one of each nationality at the station) could not carry on alone.

Harvey appealed against his sentence and was formally liberated from gaol on sureties of himself in £50, and of

I'VE seen the time in Samarai
When twenty men or more
Would with each other keenly vie
For payment of the score.
When gold is being freely won
There's always cash about—
Each miner reckons it good fun
For all the crowd to shout.

The divers in the China Strait
Were doing fairly well—
They paid their way, at any rate,
With pearl and trochus shell.
And in the pubs at eve or morn,
Though fortunes were not made
You'd see from dusk, till day was born,
The game of banker played.

Each man was then the other's friend—
There were no rich or poor.
Each one his gold would freely spend—
Then go in search of more.
The tough old traders from the coast,
When drinking with the crowd,
Of their old tubs would loudly boast,
Each of his schooner proud.

Men from all corners of the earth
Met on that tiny isle;
They'd left the places of their birth,
Each seeking fortune's smile.
It took so very long to get—
They spent it as it came.
They lost no time in vain regret—
Life was a happy game.

Nicholas, tough sailorman,
Before he passed away.
Left money with each publican
A final shout to pay.
This little pirate, hard and brown,
Craved smiling faces there,
And merry men to lay him down
To rest on old Logeia.

So many of the good old school
From here have had to go—
Inman, Steele and Liverpool,
Finnegan, Elliot, Crowe.
All old-timers tough and game
Friends of an early day—
Old Samarai is not the same
Now they have passed away.

—FRANK PRYKE

another person in £20. The appeal must be dealt with by the High Commissioner for the Western Pacific at Suva. One of the conditions of Harvey's release from gaol is that he reports to police headquarters at Vila once a week. Meanwhile, he is solving the British Resident Commissioner's difficulty concerning the wireless station by continuing to act as radio operator there. If it were not for the obligation to report once a week to the police in Vila, Harvey could return to his plantation in Epi, and there await the outcome of his appeal.

If this were merely a case of a man having been punished for being drunk and disorderly, it would not be worth the attention of this journal. But the case has some unusual features which, considered in conjunction with the circumstances surrounding the operation of the "Pandemonium Government," appear to call for the serious consideration of those whose minds are not influenced by the very peculiar conditions of life in the New Hebrides.

December 19, 1934.

THE PACIFIC ISLANDS MONTHLY

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MEMORIAL TO REV. DR. LAWES



On November 21, 1874, the Rev. Dr. W. G. Lawes, of the London Missionary Society—the first white missionary to settle in Papua—landed in Port Moresby, and commenced his great work among the natives.

On November 24, 1934—60 years later—the Lieutenant-Governor of Papua, Sir Hubert Murray, unveiled a memorial which has been erected on the site of the first house occupied by Dr. and Mrs. Lawes, high up on the hillside, above the harbour. There were interesting and pic-

turesque ceremonies, and notable speeches were made by the Lieutenant-Governor, Rev. C. F. Rich (chairman of the Papuan Committee, L.M.S.), and by Vagi Daure, an old native, who saw Lawes land on the beach 60 years ago. A report of the speeches will appear in next issue.

The photographs show the party of natives who presented a tableau, realistically re-enacting the landing of Dr. Lawes on the beach; and below, the monument and some of the people who witnessed the unveiling ceremony.

How to Advance Pacific Islands Interests

The "Pacific Islands Monthly," during 1934, has increased considerably in circulation, and we have tried conscientiously to use the journal's growing influence to advance the best interests of residents in the Islands Territories. This will be our policy in the future. We ask our readers to remember:—

That a journal cannot exert any influence unless it has a large body of readers;
That it cannot obtain and hold readers unless

it is an attractive publication of good class.
That it cannot retain its attractiveness unless it is consistently supported by advertisers.
That it cannot interest advertisers unless it has numerous readers.

Therefore, readers can best assist the P.I.M. in giving service to the Pacific Island Territories by communicating with P.I.M. advertisers whenever they require the goods or services which those advertisers can supply.

COPRA BONUS

French Government and Problem of Distribution

From Our Own Correspondent.

PAPEETE, Nov. 1.

REFERRING to rumours among the people to the effect that the copra bonus would not be made applicable to French Oceania, His Excellency the Governor recently assured the Economic Delegation that the engagements made by the French Government would be carried out as soon as the Minister for the Colonies was satisfied as to the best method of distributing the bonus.

A close investigation had been carried out during the past year in order to establish a detailed inventory of the copra production throughout these scattered archipelagoes, added His Excellency, and it was hoped thus to arrive at a just basis upon which to distribute the bonus. This was a work of a particularly delicate nature, the results of which the delegation would be able to study during the present session.

Miss Irene Nelson Married in Samoa

APIA, Nov. 13.

AN interesting event was the recently celebrated wedding of Irene, daughter of Mr. O. F. Nelson, at present in exile in New Zealand, to the young Samoan Chief, Tamasese Moamoa, a brother of Tamasese, who was killed in 1929 during the disturbances, while leading a Mau procession on Apia beach.

The young chief is the present leader of the Tamasese family, former kings of Samoa, and is of pure royal blood. He is described as a "smiling young giant," and follows a commercial occupation in Apia.

The marriage took place privately and was solemnized by the Roman Catholic Bishop of Samoa. There was a complete absence of the usual elaborate celebrations and feasts so dear to the Samoan heart. Mrs. Tamasese had a university education in New Zealand.

COPRA DRIERS IN B.S.I.

From Our Own Correspondent.

TULAGI, Nov. 29.

IN the interests of better copra, a scheme is mooted to erect specimen hot air driers, for demonstration purposes, on Makambo Is. If the scheme comes to fruition it will have great educational value, and should result in a better product with a better reputation.

The idea is to erect one drier with bought material, constructed by an experienced man, to demonstrate the drier in its most expensive form. The second drier will be built of bush timber, flattened-out kerosene tins, and makeshift material, to prove that the less prosperous producers also can erect driers and produce a superior product.

The scheme is one that, in the interests of producers and the big buyers, should not be allowed to drop. Copra has again passed the £5 mark in Tulagi, and one can take a little interest in production.

TO GREET THE PRINCE

Arrangements in Fiji and Samoa

From Our Own Correspondent.

SUVA, November 26.

THE Fiji Governor has announced that the Duke of Gloucester has approved of the programme submitted covering his stay in Fiji. The Duke is expected at Suva about 2 p.m. on Friday, February 1.

On landing he will be received by a guard of honour of the Fiji Defence Force when Fijian, European, and Indian troops will be on parade. The khaki uniforms of the Europeans and Indians will provide an excellent contrast to the scarlet and white of the Fijians', and the blue and white of the constabulary. Then there will be a civic welcome by the Mayor (Hon. T. W. A. Barker) at the Town Hall, followed by a picturesque ceremonial welcome by Fijians at Albert Park.

The following day the Duke will proceed to the ancient white capital, Bau. The Hon. Ratu Popi Cakobau, descendant of that Cakobau who handed his war-club to the Duke's great-grandmother, will welcome his guest with ancient *mekes* (native ceremonial dances), whilst the Fijians of Lau, who contended in olden days with Bau for the supremacy, are coming specially to Bau to perform a *meke* of welcome.

Sunday will probably be spent in Suva, whilst Monday is to be devoted to a visit to the Island of Beqa, where live the Fire-walkers. In its natural setting the rite of walking on red-hot stones practised by this tribe alone is a spectacle of singular attraction.

Samoa Prepares

From Our Own Correspondent.

APIA, Nov. 19.

OFFICIAL advice has been received by the Administration that the Duke of Gloucester will arrive in Apia at the beginning of February. The date of arrival has not been definitely fixed so far, but it is known that he will arrive in the morning of one day and depart on the evening of the following day, thus spending two full days in Samoa.

Arrangements are afoot to give the Duke a rousing welcome, both by the European residents and the native Samoans. Displays of native ceremonial dancing and singing will be witnessed, and, it is understood, a programme has been arranged allowing the Royal visitor to see the famous sights around Apia and something of the natural beauty of our inland districts.

Mr. G. A. Joy, British Resident Commissioner of the Condominium of the New Hebrides, arrived in Sydney on furlough from Vila by the *Morinda* on December 10. He is accompanied by his wife.

Mr. G. M. Pike arrived in Sydney from Fiji by the *Aorangi* on December 1. Formerly chief clerk of the Union S.S. Co. at Suva, he has now taken charge of the passenger department of the Sydney office.



SIR CHARLES MARR

Who is well-known in connection with Islands administration, was awarded a Knighthood by Prince Henry at the conclusion of the Royal Tour in Australia.

Mr. L. H. Summers, who was chief engineer on the Tongan Government motor vessel *Hifofua*, arrived in Sydney in November from Nukualofa. Owing to economic conditions the Tongan Government has placed the *Hifofua* entirely out of commission, and has terminated the engagements of both the captain and chief engineer.

TONGAN CROWN PRINCE

Presented to Duke of Gloucester

WHEN Prince Henry, Duke of Gloucester, visited Manly, N.S.W., in November, to witness a surf carnival there, the Crown Prince of Tonga, Prince Taufa, was presented to him, by Rev. A. M. Sanders, of Manly, who is the Prince's guardian.

During the presentation of addresses prior to the carnival, Prince Taufa was given a place on the dais at the right hand of the Duke, and before the presentation, the Duke chatted with him, making inquiries about Queen Salote, and the little island kingdom of Tonga.

Prince Taufa is a student at Newington College, and is 16 years of age, 6ft in height, and weighs nearly 15 stone. He is a good student and a keen athlete.

ERIC RONDAHL DEAD

ACCORDING to an announcement in a Sydney newspaper, Mr. Eric Rondahl, a very well-known member of a prominent New Guinea family, died in Madang, N.G., on December 1, after a short illness. There are no details—but the death of this young man (he was only 35) was quite unexpected. He had been away in the interior, prospecting for gold, and it is probable that there he picked up one of the bad attacks of fever for which that region is notorious.

JAPANESE POACHERS IN EASTERN PAPUA

STRONG words are used by Mr. E. W. Harrison, of Sebulugomura, Samarai, Eastern Papua, in a letter dated October 16, 1934:—

We have read from time to time in your estimable publication reports that Japanese vessels, in the Mandated Territory, the Solomons, and in the islands adjacent to the Queensland coast, are openly violating the laws of these various countries, and poaching upon the beds of trochus shell lying off-shore in the afore-mentioned localities.

We were only mildly interested until last month, when a Japanese vessel, without any attempt at concealment, visited the D'Entrecasteaux Group, and in addition to fraternizing and mingling with the local natives, swept the adjacent reefs clean of shell, and informed the inhabitants "they would be back later in a larger vessel."

Well, we live in changing times, but that an Englishman should live to see foreigners, with impunity, so despise the British flag in general, and the Australian Government in particular, as to utterly flout our laws and customs regulations in this manner, makes one wonder if the boasted supremacy of the white races is not already a thing of the past.

Can you imagine any British vessel being allowed to treat Japanese territory in a similar fashion? The crew would very quickly find themselves inside a Japanese gaol.

No greater indictment of the present

calibre of Australian politicians could be produced than the fact that, in order to sell a few thousand pounds' worth of Australian wool, they are apparently willing to let Japan ride rough-shod over Australian settlers in Papua, and the Mandated Territory, and, without protest, allow the livelihood of their fellow countrymen to be filched by these foreigners. Surely our cup of humiliation is now full to overflowing.

INTERCEPTED BY LIEUT.-GOVERNOR

PT. MORESBY, Nov. 15.

It is reported that a Japanese sampan in October was on the Eastern Papuan coast, and visited Hula. She had a crew of 18, and at Hula a visitor saw 16 copra bags of shell and six of beche-de-mer. None of the Japanese could speak English—it appears that they had been fishing in Australian waters and were on their way back to Japan.

On October 18, the Lieutenant-Governor of Papua (Sir Hubert Murray), cruising in the Government yacht *Laurabada* off Aroma, met the sampan, intercepted the vessel, and requested the master to come on board the *Laurabada*, which he did. But no evidence could be found that the Japanese were engaged in illegal practices, and the sampan continued on its way. Apparently, it was after this that the sampan called at Hula and remained two days, procuring native food and water. It was then that the shell and beche-de-mer were noticed.

December 19, 1934.

THE PACIFIC ISLANDS MONTHLY

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TROPICALITIES

PEOPLE who live in the Pacific should paste this in their hats. It is a paragraph from a news despatch from Tokio, dated November 16:

"Vice-Admiral Sankichi Takahashi, who yesterday succeeded Admiral Suetsugu as commander of the combined battle fleet, which has been reorganised and now includes new and powerful aircraft and destroyer divisions, declared there was not the slightest question of Japan giving up her mandated interests (Marshall and Caroline Islands) regardless of whether she left the League of Nations. If the League or anybody else tried to recover an island they would find the Imperial navy fully prepared for every eventuality."

THE following is from the Melbourne Herald of November 28: "Mr. C. W. C. Marr, Minister in Charge of Royal Tour, and recently the Minister in Charge of Australian Pacific Territories, has been offered a directorship on the Australian board of a mining company now being floated in England. Mr. Marr, it was stated to-day, refused recently the post of Administrator of New Guinea."

It was announced, on December 10, that Prince Henry, before sailing for N.Z., has conferred a Knighthood on Major Marr, who had been in charge of the Australian programme for the Royal visit.

THE 20th of August is remembered in England and Scotland as "Mosquito Day"—the anniversary of which the late Sir Ronald Ross (a poet as well as a medical scientist) celebrated privately for many years in a spirit of thankfulness. It recalled to him that on August 20th, 1897, laborious years of research in India were rewarded by his discovery under the microscope of malaria parasites in the stomach tissues of a mosquito. This discovery, subsequently confirmed and elaborated, solved the mystery of the transmission of malaria, yellow fever, and other deadly tropical diseases. Mosquito control measures resulting from this knowledge have transformed rich tropical lands and saved millions of lives; but the future possibilities of tropical hygiene are enormous, thanks mainly to the knowledge of what Ross called the "million-murdering" cause. In his last years this "Mosquito Day" developed into a semi-official, quite ceremonial, luncheon party at the Ross Institute at Putney, and eminent admirers of his genius, such as the late Sir William Simpson, Sir Arthur Keith, Sir Aldo Castellani, Mr. John Masefield, and others delivered eulogies. It was the Prince of Wales who opened the Institute as a national memorial to this great benefactor, and last August Mr. John Masefield spoke eloquently in St. Martin's Church, Trafalgar Square, on Ross's life and work, his address being broadcast by the B.B.C. —H.J.E.

WE unwittingly did the Lutheran Mission of New Guinea an injustice when we stated, in November, that "three separate influences supported the German shipping line—the Lutheran (German) Mission Stations, etc." It is pointed out that the Lutheran Mission Stations belong to two different and separate societies, one German (Finschhafen) and the other American (Madang). These stations try to divide their copra shipments fairly be-

tween the N.D.L. and the other shipping lines. Roman Catholic missions (at Kokopo and at Sek), whose copra output is many times that of the Lutherans, also use the N.D.L. ships for a substantial portion of their product.

THE danger of poisoning by bush ticks, which kill large numbers of dogs in Australia, is being mitigated by dusting the coats of the dogs with powdered derris root, which comes from Malaya. Dr. Clunies Ross, director of the McMaster Animal Health Laboratory, University of Sydney, said that plants containing the same active principle as derris have been received from New Guinea. Although they were less effective, for the reason that they do not grind up so finely, it might be possible to improve the method of using them, and so establish a small trade for New Guinea.

A CORRESPONDENT in the Solomon Islands writes to correct a wrong impression that might be given by a paragraph in the October issue of the P.I.M.

It was stated that native wages in B.S.I. had been reduced to 10/- per month for general labour and 5/- per month for light labour, and that this reduction brought B.S.I. rates into line with New Guinea and Papua. From this it might appear that wage rates had been fixed at the figures quoted for the period commencing December 1. This is not the case. The rates stated are minimum rates—employers may pay any higher rates that they wish. Our correspondent urges us to appeal to B.S.I. employers to co-operate and, by working together, to establish wage standards that will be equal to the standards in the adjoining territories and which will not be much in excess of the amount provided under the new regulations. This matter is regarded as one of considerable importance, as the

British Solomon Islands in the past have been under a severe handicap in that the wage rates fixed there have been excessive.

"WITH INTENT TO INSULT"

From Our Own Correspondent.

RABAU, Dec. 1.

SEVERAL cases of natives being convicted of "intent to insult female inmates" in houses were remanded for sentence to Rabaul from Salamaua and Wau, and came before Judge Phillips, in the Supreme Court. As these mining towns become more civilised, it would appear that crimes of this nature are on the increase.

One native was sentenced to two years' gaol for indecent assault on a European woman at Salamaua, and to one year for being in a dwelling with intent. Two natives received sentences of one year and two whippings each for similar offences. Kabib received sentence of three years, with two whippings, for an offence committed at Wau on a European child. Kornelius received one year and two whippings for being in a dwelling with intent to insult.

WAU HOTEL

RECENT visitors to Sydney include Mr. and Mrs. James Stewart, who established the Hotel Bulolo at Wau, New Guinea, in the early days of the goldfield, and have made it one of the best known hostels in the South Seas. They have been enjoying a well-earned holiday in Victoria and Tasmania.

It was reported, in September, that Mrs. Stewart had sold the hotel to Mr. James Fraser, of Queensland; but that was not quite correct. Mr. Fraser, who contemplates the transfer of some of his substantial interests to New Guinea, has purchased a share in the hotel, but it will be conducted, as heretofore, by Mrs. Stewart.

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The Waipahi left Suva on Nov. 9, with a cargo of Fijian fruit for the N.Z. market.

ABOUT ISLANDS PEOPLE

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Captain A. S. Fitch, managing director of Steamships Trading Co., Ltd., of Papua, arrived in Australia in October, and has spent two months' furlough in Victoria and New South Wales. He will return to Port Moresby by this month's Macdhui.

Mr. Charles B. Nordhoff, well-known American author, who arrived in Sydney from Tahiti in November, has spent some very busy weeks in the Mitchell Library, Sydney, where he has been gathering material for a new book which will deal with incidents in the early colonisation of Australia. Mr. Nordhoff intends to leave Sydney on his return to Tahiti by the Maunganui on December 20.

Ratu D. I. Waqanivavalagi, the late Roko Tui Kadavu, Fiji, died at Kadavu on November 8, at the age of 52. Joining the Fiji Government Service in 1910, this old Fijian High Chief held various posts in the service, and in April, 1917, was appointed Native Assistant Commissioner at Kadavu. At the end of 1925 he was given the position of Acting Roko Tui Kadavu, which office he held until he retired last year owing to ill-health.

Mr. E. G. Seago, district officer and British police commandant at Vila, New Hebrides, arrived in Sydney on holidays from the Condominium by the Morinda on December 10.

Miss Amy Richardson, an Australian nursing sister in charge of the infant welfare and maternity centre at Buka Passage, New Guinea, arrived in Victoria recently to be present at the Eucharistic Congress. On the completion of the Congress, she left Melbourne on a lecture tour throughout Australia.

Mr. D. A. Butler arrived in Samoa by the steamer Indien on November 22. He has taken over the managership of the Union S.S. Company's office at Apia. Mr. Coster, who formerly was manager, left Apia in November by the Maui Pomare for Wellington, New Zealand, en route to Tahiti, where he will take up the position of Union S.S. Co. agent at Papeete.

Mr. W. Macnaught, managing director of Messrs. Macnaught Shoe Stores Ltd., who left Sydney for Rabaul by the Salamana on October 12, returned to Australia by the Montoro on November 23, after a combined business and pleasure tour of the Mandated Territory.

Captain Post, who for many years was well known and highly esteemed in the Central and South Pacific as the master of the New Zealand Government steamer Tutanekai, died recently in Melbourne at an advanced age. He retired from the sea some years ago and interested himself latterly in civic work.

Mr. George Frederick Sidery, well-known Islands traveller for Mr. W. M. Reid, of Sydney, died at Cairns in November, at the age of 28. Contracting malarial fever in New Guinea, he left Rabaul with Mr. Reid by the Montoro early in November to seek medical treatment in Sydney. On the voyage to Australia his condition became very serious, and on reaching Cairns he was rushed from the ship to hospital, where he passed away on November 22.

Fraulein Vandlandt, of Berlin, Germany, arrived in Sydney in December on her way to New Guinea. Before leaving the Territory for Singapore she intends to fly over to the goldfields.

Chief Judge J. H. Luxford, formerly of Samoa, who is now S.M. of Thames district, New Zealand, will visit Apia, Samoa, on High Court circuit, by the Maui Pomare on February 7.

Major F. Hewitt sat as a member of the Solomon Islands Advisory Council for the last time, at its session in October, as he has been appointed to the Sydney headquarters staff of his company (Lever's Pacific Plantations Pty., Ltd.). Tributes to the excellent service rendered and the public spirit displayed by Major Hewitt during his association with the Council were paid by the Resident Commissioner and by the various members of the Council.

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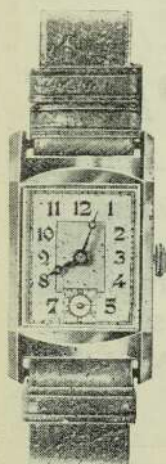
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ABOUT ISLANDS PEOPLE

Mr. A. A. Hargrave, metallurgist and mining engineer, left Sydney recently for Misima Island, Papua, to inspect and report upon four mining leases held under option by Misima Central Gold N.L.

Rev. L. A. McArthur, B.A., Principal of the George Brown Training College at Vunairima, New Britain, accompanied by his wife and small son Malcolm, left Sydney for Rabaul early in December.

Mr. G. W. F. Zimmer, Resident Magistrate at Kerema in the Gulf Division, Papua, who has served 20 years with the Papuan Administration, is retiring shortly on long leave. Upon his retirement, Mr. Zimmer will join Guinea Gold N.L. Company's expedition under Mr. J. Nason Jones, which is prospecting and exploring in the vicinity of the Aivavi and Bubau Rivers, in the northern section of the Central Division, Papua.

Right Rev. Gerard John Vesters, D.D., Vicar Apostolic of Rabaul, arrived in Sydney from the Mandated Territory by the Montoro on November 23. He is a native of Holland and has been in Rabaul for 11 years.

Mr. Richard W. Robinson and Mr. Cyril G. King were elected Municipal Councillors of Levuka, Fiji, at the annual elections held on November 7.

Rev. G. O. Henschke, of the Roman Catholic Mission of the Sacred Heart of Jesus at Kambaira, New Britain, arrived in Sydney in the November Montoro. After attending the Catholic Congress at Melbourne, he will spend his furlough—the first in 16 years—in South Australia.

Mr. Enoch Perkins, who was in charge of American mining interests in New Caledonia for some years, and who was later transferred to U.S.A., is at present re-visiting the French Colony. He will remain in New Caledonia until January. Mrs. Perkins left Noumea to join her children in America by the Van Rees on November 9.

Mr. Clement Coppenrath, assistant manager for Messrs. Etablissements Donald, Tahiti, returned to Papeete on the Makura recently, after a visit of several months duration to Europe. Mr. Coppenrath, whose trip was taken chiefly for the purpose of buying goods for the firm, was accompanied by his wife and family.

Rev. E. C. Yarrington, who for seven years has been attached to the New Guinea Mission at Sangara, Papua, is on furlough in Sydney. Acting on medical advice he intends to remain permanently in Australia.

Mr. P. Ferrari, mining engineer, of Noumea, New Caledonia, arrived in Sydney by the Cathay after a holiday in France on November 30. He was accompanied by Mrs. Ferrari and their child.

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Mrs. W. R. McNicoll, wife of Brigadier-General Walter Ramsay McNicoll, Administrator of New Guinea, left Sydney on November 30 by the Montoro for the Mandated Territory, where she joined her husband. She has now taken up residence at Government House, Namanula, Rabaul.

Mr. Ernest Martin, accompanied by his daughter Pantelle, returned to Noumea by the Ville de Verdun recently from a trip abroad. For many years he was in the services of the New Caledonian Government.

Mr. Francis G. Walters, who recently arrived in Papua from England to join Mr. J. Nason Jones's surveying party at Lakekamu, was struck by lightning during a violent storm, while standing at the entrance of his tent at Bulldog aerodrome, early in November. His death was instantaneous.

Mr. H. B. Cowles, who for some years has been general manager of the N.S.W. branch of the Vacuum Oil Co., has resigned. Mr. G. S. Gordon, who has been in the company's service for 30 years, has been appointed acting general manager.

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Autogyro for N. Guinea

Proposed Flight From England

MR. C. GATENBY, a former pilot of Pacific Aerial Transport Ltd., of Wau, New Guinea, and Mr. H. A. de Kantzow, also of Wau, arrived in Sydney by the Mataram in October, en route to England to obtain an autogyro for use on the New Guinea goldfields.

"My experience in New Guinea," said Mr. Gatenby, "convinced me that the autogyro is the most adaptable type of aircraft for the small aerodromes in the inland of the Territory. After discussing the question with Mr. Kantzow, we placed an order in London for a new autogyro.

"We intend to fly the machine from England to Australia," he continued, "and then make a flight to New Guinea; that is, of course, if the machine can be equipped with a greater fuel range than it has at present."

The machine ordered is the latest type "Cierva" direct-control autogyro, with accommodation for a pilot and two passengers. It can land without a forward run, and can take off in a few feet.

It is intended to employ the plane in carrying supplies to miners and prospectors on outlying fields, and also for keeping in contact with survey parties working in areas inaccessible to other aircraft.

LIFE TO-DAY IN TAHITI

Useful and Fascinating Book By Samuel Russell

THE "Handbook of Tahiti and French Oceania," written by Mr. S. Russell, of Tahiti, was published by Pacific Publications Ltd., Sydney, on December 18. It is a well-printed, copiously illustrated, carefully indexed book of over 200 pages.

Mr. Russell's compilation is by far the best book on French Oceania that has yet been produced. Tahiti, Moorea, Huahine, the Leeward Islands, the Marquesas, the Tuamotus, Rapa and Tubuai, Mangareva—these famous isles and groups comprise the most colourful, charming and romantic section of Polynesia.

Mr. Russell's book contains the fascinating history of these lands, and an even more fascinating account of life as it is lived there to-day. Large numbers of Europeans have settled in Tahiti, amid tropical beauty and a happy contented people, far away from a mad and feverish world. Every man who reads Mr. Russell's book will want to join that notable community. It is a "handbook" as well as a "travel book"; that is, it contains all available classified information about French Oceania.

Copies of the book may be obtained from Mr. Russell, in Papeete, Tahiti; or from Pacific Publications Ltd., 247 George St., Sydney; or from any of the chief Sydney bookstores. Price (posted): Bound in cloth, 6/3; in paper, 5/-.

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TIVERI GOLD DREDGING CO. INCREASE CAPITAL

From Our Own Correspondent.

PT. MORESBY, Oct. 14.

Tiveri Gold Dredging Co. Ltd. recently increased their nominal capital to £50,000 by the creation of 140,000 shares of 5/- each. The original 15,000 shares of £1 each have been converted into shares of 5/- each.

Guinea Gold N.L. was registered under the Papuan Companies Ordinance in Port Moresby in September as a foreign company having a nominal capital of 50,000 shares of £1 each. Mr. W. M. Dupain is Public Officer and the registered office is at the office of Eurns, Philp and Co. Ltd., Port Moresby.

PHOSPHATE SHIP IN A GALE

During a terrific gale which swept the south-eastern sea-board of Victoria at the end of November, the motor ship Triona dragged her anchors and almost drifted ashore at South Melbourne. The Triona, owned by the British Phosphate Commission of Melbourne, is engaged in the phosphate trade between Nauru—Ocean Island and Australia—New Zealand. Her master is Captain A. Rhodes.

All day and night on November 30, the vessel battled against the storm's fury, and was in constant danger of going ashore. Late in the night, she drifted into shallow water and was bumping heavily. The following morning the vessel, rescued by tugs, was towed to safety. She was later taken to Williamstown Dock, for examination.

December 19, 1934.

THE PACIFIC ISLANDS MONTHLY

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Ceylon Copra Driers in New Guinea

Inception Due to Dept. of Agriculture

From Our Own Correspondent.

RABAU, Nov. 13.

EVERY planter appreciates—more or less—the merits of the Ceylon copra drier, and on several estates in the Territory this type of drier is being introduced; but in all fairness to the Department of Agriculture here, all the credit should not be given to Burns, Philp for the idea of the introduction of the Ceylon drier. The following is quoted from the Rabaul Times, of August 10:—

Considerable interest is being shown in the "Ceylon" type of copra drier and the following letter, received from Mr. E. V. O'Brien, of Madang, to the Planters' Association of New Guinea, is therefore of interest. Inter alia, he writes:—

"I would like to say that it was due to the courtesy and encouragement given to me by the present Director of Agriculture (Mr. George H. Murray) that success attended my efforts in producing what is known as 'Ceylon Cured' copra in this Territory. I began this method of curing copra in the Madang district over two years ago, and my kilns were inspected twelve months and more ago by inspectors of the two main firms operating in the Territory, as well as by numerous planters interested. Quite a number of these kilns are now in operation in this district. On March 21 last, the Director of Agriculture wrote to one of my managers thanking him for particulars of these types of kilns, supplied by Mr. Guthrie, Copra Inspector.

"Copra cured by Ceylon methods which I have had analysed contained less than 5 per cent. moisture and 64.79 per cent. oil of an almost transparent colour. As a result, an offer has been made to pay me a premium of 5/- to 7/6 per ton for this quality of copra, above Rabaul Plantations Hot Air quotations in the Sydney Morning Herald. It is hoped to secure a much higher price when the quality becomes known and shipments are up to sample.

"The above facts are mentioned with a view to encouraging members of our Association to endeavour to produce this quality of copra throughout the Territory, so as to secure highest prices for their product. Also, to let you know of the valuable assistance I received from the Director of Agriculture in producing this quality of copra."

Mr. O'Brien's driers cure 9½ and 5 tons per week, and the average number of units employed is 17 per ton.

MARRIED ON A YACHT

A novel and unusual setting was chosen by Miss Betty Bunting, daughter of Mr. and Mrs. Arthur Bunting, of Samarai, Papua, for her marriage to Mr. Reginald Prevost, of Sydney, on November 20. The ceremony was performed by Rev. V. W. Thompson, on board the bridegroom's yacht *Tanda*, in Sydney Harbour. Conforming to a time-honoured nautical

custom, a floral garland and white satin pennant were flown at the yacht's mast-head.

Mr. L. V. Waterhouse, well-known in New Guinea, gave the bride away, and Mr. Ron Mackellar was best man. After the ceremony the newly married couple entertained over 300 guests, including a number of prominent Islands people, at Kirribilli.

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Ration Tea, 58lb. chests	1/- lb.
Best Fine Salt, 1cwt. bags	7/6 bag
Pyramid Fine Salt, 1cwt. bags	5/6 bag
Best Coarse Salt, 186lb. sacks	9/- sack
Mixed Crown Soap, wrapped, 56's and 72's	24/6 case
Mixed Crown Soap, unwrapped, 56's and 72's	23/6 case
Mosque Mosquito Spirals (boxes of 12) ...	7½d. box, 7/- doz.
Australian Edam Cheese, 4lb. balls	1/3 lb.
Vincente de Vega Aromatic Bitters, 2oz. bots. (non-spirituous)	2/6 bot.
Rex Pye, ½lb tins	6½d. tin, 6/3 doz.
Rex Pork Sausages, 1lb. tins	1/1 tin, 12/6 doz.

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LA FOA RACE MEETING, 'N. CALEDONIA

From Our Own Correspondent.

BOULOUPARI, Nov. 2.

A very enjoyable country race meeting was held at La Foa on October 7, and the new grandstand which has lately been completed by the energetic president, M. Banuelos, was crowded to overflowing.

The entries were surprisingly good, several horses having travelled from Noumea, notably Pallikolo, who won the La Foa Grand Prix of 2000 francs, and little Boncoute, who ran second to him. The programme was a mixed one of trained horses and amateurs; and there were two races on the programme for the natives, the Oua Tom tribe carrying off the biggest prize of 400 francs.

A great deal of amusement was afforded in the sixth race "amateurs deguises," when all riders were attired in fancy dress with masks.

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VANUA LAVA

French Company's Efforts to Work Sulphur Deposits Forty Years Ago

ABOUT 100 miles north-east of Espiritu Santo, the main island in the New Hebrides, lies Vanua Lava (Torres Group), noted for two natural wonders—large deposits of sulphur and a beautiful harbour.

For over 50 years it has been known that sulphur exists on the island in large quantities, and much time and money have been expended in seeking to exploit the deposits on a commercial scale. Only a few weeks ago a party of Australians returned to Sydney from Vanua Lava after prospecting the deposits at Nalglatac, for the Pacific Mineral Development Company.

It is now almost 40 years since the first attempt to work the deposits was made by a French company, which abandoned operations after spending over £45,000. The Europeans engaged by this concern were mostly *liberes* or ticket-of-leave convicts from the penal settlement in New Caledonia, and, according to accounts given by old natives, they were a wild and unruly crowd. Drink and debauchery, combined with frequent knife duels and fracas, took their toll of the convicts, and the cemetery where 40 of them were

buried can still be seen.

The company exhausted much capital in building concrete barracks near the beach and in constructing a large terminal on the reef in Nalglatac Bay. The latter was for an aerial ropeway, which was brought out from France, but was never used. Eventually it was installed at the chrome mines at Paagoumene, on the west coast of New Caledonia, where it is still in use. Lines of concrete blocks, in groups of four, for pylons, were built running from Nalglatac beach back into the hills. So solidly were they constructed that even to-day they are standing, and seem in good condition.

Though an enormous sum of money was used for plant and working expenses only one shipment, carried down the hillside by 200 native boys, was exported.

PT. PATTESON HARBOUR

Vanua Lava's other claim to fame, the majestic and spacious harbour of Port Patteson, is situated in the south-eastern corner of the island. It received its name from Bishop Selwyn, who discovered the harbour and named it after Bishop Patteson, the first Bishop of Melanesia. Infrequent steamer communication is the only barrier preventing this large, well-watered and well-wooded island, with its lovely harbour and many other marvellous attractions from becoming an established holiday resort.

The interior, though difficult and broken to traverse, abounds in natural scenic wonders. A well-travelled observer, who was recently in Vanua Lava, states that the most magnificent sight he has seen in this part of the world is at the junction of two rivers on the island. Due to coursing over beds of red ochre, the water of one river is a distinct reddish colour, while the other is coloured pale blue from the action of sulphur deposits and lava mud.

"The spectacle of the streams joining and cascading over the brink of the falls in a wavy ribbon of red and blue into a pool 200 ft. below," he said, "was ample recompense for the trouble experienced in reaching the spot."

GERMAN MISSIONARIES FOR N. GUINEA

On the new German motor vessel, *Nep-tun*, which reached Sydney on December 6, en route to New Guinea, were seven German missionaries, all tall and bearded, members of the Fathers of the Sacred Heart Order. They were accompanied by five mission sisters.

All members of the party are natives of Rhineland, and will serve at various German mission stations in the Territory.

A.W.A.'s Annual Report

Amalgamated Wireless (Australasia) Ltd., who are responsible for the efficient wireless communication between Australia and a large section of the Pacific Islands (particularly New Guinea, Papua, and Fiji) disclosed a profit of £137,933/16/5 for the year, at the 26th ordinary general meeting held on October 22. This huge company during the year distributed in wages to its Australian employees over £300,000, and was responsible for more than £160,000 of revenue to various Governments in Australia and the Islands. Mr. E. T. Fisk, chairman of directors, made reference to the rapid advance of wireless communication, and advised shareholders to maintain large reserves in order to cope with possible future developments in radio.

December 19, 1934.

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THE SUPERFLUOUS BANANA

How "Gentleman's Agreement" is Operating Between Fiji, Samoa, Tonga, and New Zealand

Written for "Pacific Islands Monthly" by C. B. Joske, president of the Fiji Banana Association.

ONCE Australia bought large quantities of most excellent bananas from Fiji, and sold Fiji large quantities of flour. Then Australia began to grow her own bananas, and gradually she shut out the Fijian product. But she continued to sell flour to Fiji.

The Ottawa Agreement provided that, if Australian products were to enter Fiji, some Fiji products must be admitted to Australia. Australia reluctantly allowed 40,000 cents of Fiji bananas to come in, per annum.

Australian consumers gladly paid, for the luscious Fiji fruit, from 20 to 50 per cent. more than they paid for the flavourless, uninteresting Australian banana.

The Fiji quota was only 2 per cent. of Australian production; but Australian banana-growers raised a clamour, and various "underground engineers" got to work. The bureaucrats "threw everything at the Fiji trade except the kitchen stove." The Fiji imports escaped import duties, but were forced to pay primage, sales tax and income tax. The spirit of the Ottawa Agreement was flagrantly broken; but the politicians, with one calculating eye on the banana-growers' votes, were cunningly silent.

Fiji refused to be a mere catspaw. The Fiji Government proposed to place, on Australian flour entering Fiji, an impost equal to primage, sales tax, and income tax.

That started something. The Australian flour-millers made a strong protest. Australian wheat-growers were vastly more important than Australian banana-growers. The Australian Government, in mid-November, decided that Fiji bananas, to the extent of 40,000 cents per annum, should be free from primage and sales tax.

The Fiji-Australian banana trade will start again, presently. Meanwhile (Nov-Dec.) the Australian banana-growing interests are very busily promoting a savage agitation against the removal of the primage and sales tax.

Major Clive B. Joske, of Suva, whose ceaseless representations have been responsible for Australia's belated recognition of her obligations under the Ottawa Agreement, describes, in the following article, the position of the banana-growing industry in the South Seas.

AS recently as twenty years ago, in that halcyon period which the modern generation call rather pityingly "Pre-war," there used to be a flourishing industry in Fiji—the export of bananas. Countless thousands of bunches were shipped to Australia and New Zealand and first-class fruit was sold in Sydney, Auckland, and other cities at sixpence a dozen.

In the language of Hollywood, Came the War. Australia became obsessed with the idea of nationhood and national self-sufficiency. New Zealand sipped of the same heady wine and acquired a mandate over Samoa. These are the underlying causes of the decline in the banana industry of Fiji and the results have been the closing of the Australian market for years entirely to Fiji-grown bananas, coupled with the gradual restriction of the New

Zealand market in order to make room for bananas grown in Samoa.

The developments in Australia consequent upon the Ottawa Agreement are well-known. It is sufficient to comment upon the extraordinary situation in which the Australian Prime Minister must find himself in negotiating with the British Government. Britain has an agricultural problem of her own and, in the interests of her own producers, seeks to limit the amount of Dominion produce entering her markets. Australia appears to deny Britain the right of regulation but to claim for herself such a right in respect of Colonial produce imported into Australia.

In New Zealand, the situation is more logical. The Administration of Samoa has become increasingly a financial problem to N.Z., owing to the calamitous falls in copra and cocoa. Years ago, Samoa produced bananas in limited quantities and, naturally, in recent years attention has been directed to supplying New Zealand with Samoan bananas. The local Administration has fostered the industry and built it up by controlled marketing. It has been a costly business and even entailed the building of a special ship, the

"Maui Pomare," to deliver the fruit in good order by means of insulated space, etc.

In 1932, banana production in Fiji and in Samoa had increased to the point where it had exceeded the demand from New Zealand. Shippers received from the sales of their bananas hardly sufficient to cover the cost of freight to New Zealand. A

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state of affairs developed which made all concerned realise the urgent necessity of the division of the New Zealand market between the Samoan and the Fijian interests.

In 1932, therefore, a "gentleman's agreement" was made under which it was arranged that in each year for the months from October to April, Fiji and Tonga should ship 16,000 cases per month to the Auckland market; whilst Samoa should ship 15,000 cases per month to the South Island cities. During the winter months, from May to September, the quantities were to be reduced to 12,500 cases per month. As exemplifying the spirit of the

relationship between New Zealand and Fiji, it is worthy of note that no portentous, solemnly sealed treaties ratified by Parliament were thought either desirable or necessary. It was the type of agreement where good will and good faith are infinitely better than good law—in fact, the arrangement has been worked with sympathetic consideration on both sides, and helped by the friendly feelings between the Dominion and the Crown Colony.

With the continued fall in copra and the surplus production of bananas in Samoa it has become increasingly evident in the past few months that the New Zealand Government would have practically no

option but to allocate to Samoa an increased share of the market for bananas in New Zealand. Early this year the Governor of Fiji (Sir Murchison Fletcher, K.C.M.G., C.B.E.) visited New Zealand to discuss this, and other problems with the Government of N.Z., whilst just recently Mr. A. B. Ackland, of the Department of Agriculture, went across for personal discussions with Mr. Behrendsen of the N.Z. Department of External Affairs.

The N.Z. officials said in effect to the Fiji representatives: "Here is our problem in Samoa; these are the facts. What would you do under such circumstances?" Such a presentation of the case is difficult to answer and Fiji realized that it was in fact unanswerable during the currency of the Ottawa Agreement, whereby her hands are tied in respect to offering a greater share of Fiji's import trade to N.Z. in return for the right of entry of Fiji bananas into N.Z.

It was, therefore, not unexpected that both Governments should announce a cut in the quota for bananas from Fiji, coupled with an increase in the Samoan quota. In 1935, the Fiji-Tonga quota during January-April and October-December is to be reduced from 16,000 cases to 12,000 cases—a cut of 25 per cent. During the winter months the quota is to remain unchanged,

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Major C. B. Jeske.

a concession that is more apparent than real, as it is during these months that prices fall to their lowest in New Zealand and shippers receive less than they have actually paid for the fruit. During May the cut is from 12,500 to 9,000, approximately 20 per cent.

During 1935, the banana exports from Fiji-Tonga to New Zealand will be reduced in total from 174,000 cases to 143,500 cases. Of this quota, 114,800 cases will be allotted to Fiji and 28,700 cases to Tonga. From 1936 to 1939 the reduction is more severe, since the cut will be applied in regard to the winter months as well. The total N.Z. imports from Fiji-Tonga will then be limited to 119,500 cases per annum—Fiji 95,600 and Tonga 23,900. What Fiji-Tonga lose is given to Samoa.

In 1933 and 1934 Fiji exported to New Zealand roughly 142,000 cases per annum; from 1936 onwards this is to be reduced to 95,600 cases, a fall of approximately

December 19, 1934.

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33 1-3 per cent. On the basis of the values ruling at present, the Colony's income will be reduced by approximately £20,000 per annum.

What will be the effects? In Fiji itself, the Government is faced with the awkward problem of allocating the reduced quota amongst the various areas producing bananas within marketable reach of Suva. It is obvious that the potential earning capacity of the Fijians in those districts must be revised and their taxation lowered, with a corresponding reduction in social and other services rendered. Government policy has been to give to the Fijians 75 per cent. of the export quota and to the other races 25 per cent. In practice this has meant that over 20 per cent. of the export quotas have been given to Chinese growers. Here is another ticklish problem—if the Fijians are unable to sell all the fruit they can grow should the other races be given any vested interest in what is really a basic industry to the Fijian? If and when the Australian market recovers, it seems probable that the Chinese growers will be able to secure a larger proportion of the Fiji quota—they have an inherent advantage by reason of their fruit being grown in plantations and therefore subject to better supervision as regards the uniformity of packing and grading, a point of disadvantage for Fijian-grown fruit.

It is likely that the number of European shippers will decrease and eventually the export quotas will perhaps be concentrated in very few, but responsible, hands. Since the Fiji Government decides the prices to be paid to the Fijians, the European shipper has in recent years become merely the collector of the fruit and the distributor of the proceeds, the Government for all practical purposes fixing his salary. The Union S.S. Co. will find the loss of some thousands of pounds in annual freight earnings, a serious consideration in the case of the Waipahi and some rearrangement of their Island services seems inevitable.

So the once flourishing industry of Fiji has faded and withered. But the banana is an annual crop—or practically so. Accordingly, each year brings a change in the industry, and it is quite conceivable that twelve months hence the banana industry in Fiji may be sprouting vigorously from some fresh "eye."

The October-December number of the Australian Museum Magazine contains many articles of interest to nature-lovers. Of interest to Pacific Islands people is an article on the "Tattooing of the Motu Tribe, Papua," by Mr. Roland V. Oldham, of Yule Is., dealing with the patterns, implements used, and traditions surrounding this disappearing art.

FIJI MISSIONARY'S WIFE LOST FROM LINER

Mrs. A. G. Adamson, wife of Rev. Adamson, principal of the Methodist College at Davuilevu, Fiji, disappeared from the liner Monterey, on November 28, while the vessel was en route from Suva to New Zealand. A search was made, without result.

It is presumed that Mrs. Adamson, who recently had been in poor health, was lost overboard. Some months ago she received medical attention in Fiji and, failing to make a complete recovery, was ordered to seek treatment in Australia.

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Air-Mails for Papua and New Guinea

Letter to the Editor.

I BEG space in your esteemed journal to bring to the attention of your readers in Papua and New Guinea a suggestion for the improvement of communications between this country and the mainland of Australia.

Briefly, it is that the mails should be entirely conveyed by a weekly aerial service by way of Thursday Island and Normanton, Q., and conveyed at the usual rates of postage. The centres in New Guinea for the air mail would be Port Moresby, Samarai, Salamaua, Rabaul.

In December of this year the England-Australia air mail will be inaugurated, and large air-liners will thenceforward be flying weekly to and from Sydney and Darwin, via Brisbane and Cloncurry. Qantas Ltd. in Queensland maintain, under Commonwealth subsidy, a service between Cloncurry and Normanton. Thus a Commonwealth-subsidized service would be available between Sydney and Normanton.

The establishment of a seaplane service, carrying mails only, between Normanton and Rabaul, via Port Moresby, Samarai, Salamaua, and Rabaul, would complete the direct aerial route from Sydney. A seaplane service, carrying mails only, could quite regularly maintain, in con-

junction with the mainland services, a weekly service from Sydney to Thursday Island and Port Moresby in three days; Samarai and Salamaua in four days (Samarai being served by a feeder line); Rabaul in five days.

Such a service would be commercially feasible if the greater part of the present mail subsidy paid to the steamship line were transferred to the aerial service. The steamship services are quite capable of operating under a reduced mail subsidy, by reason of passenger and freight business, which should not decrease, but rather increase, with improvement in communication service.

The carriage of mail matter entirely by air, at ordinary rates, is certain to become general within a few years. Already, it is being done abroad. For instance, the Egyptian mail goes by Imperial Airways to Europe; the Swedish mail to the Continent and the British Isles is carried by air.

The air freight and transport activities of this country are outstanding in the world, and there is no reason why it should not lead, certainly within the British Empire, in the carriage of mails by the fastest means available, and at reasonable cost.

I commend the suggestion to those interested in the advancement of New Guinea.

I am, etc.,

GEOFFREY J. DAVEY.

Samarai, Papua.

T.I. PEARL-SHELL INDUSTRY

THURSDAY Is., Nov. 17.

Our pearl-shelling industry has a gloomy outlook at present as it has been unable to find a good market upon the completion of its contract with a New York buyer. He has purchased practically all the local M.O.P. shell for several years, but now refuses to continue.

Drastic alterations will probably be made in the marine industry. One effect is the closing down of the Port Kennedy Engineering and Shipyards Co.'s works. This is a tremendous pity, as European labour has been used by the "P.K.," whereas this class of work was, for years, in alien hands. It is hoped that brighter prospects will cause the works to re-open.

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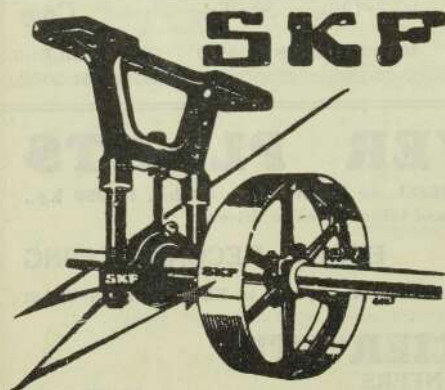
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NGATA IN POLITICAL STORM

Head of Famous Maori Leader is "Bloodied but Unbowed"

By ERIC RAMSDEN

THE resignation of Sir Apirana Ngata from the New Zealand Ministry is an event of significance to students of Polynesian history—an event of importance to all, in fact, who are interested in the progress and cultural advancement of native races under the British Crown. To the Maori race, his departure at this particular juncture is tragic.

Sir Apirana resigned as a result of a Royal Commission's censure on his administration of Maori land settlement schemes. He would have preferred, he declared on the floor of the New Zealand House, a criminal prosecution; that would

head and wondering what sort of a man A. T. Ngata is," he declared. He could hold his head up among his Maori people; but what about the Pakeha? . . . Sir Apirana was particularly incensed at the Commission's reference to his own people, the Ngati-Porou. "They don't deserve that," he declared in answer to a charge of favouritism. "They deserve the commendation of New Zealand for the part they have played in the reformation of the Maori race."

"The Maori problem remains to be tackled," he said, from his seat as a private member, "and any man who is worth his salt has to keep going. I am one, and I propose to keep on until I drop! . . ."

Sir Apirana Ngata, it is admitted, is a great Polynesian. For all time his record will stand. His successor as Native Minister is the Prime Minister (Mr. Forbes); he referred to Sir Apirana as "a loyal and upright colleague." Another Ministerial conferee, the ex-Prime Minister, Mr. Coates, declared Ngata to be "a white man."

Many people in the Pacific have followed the career of Apirana Turupa Ngata, the



Sir A. Ngata.

have given him a better opportunity of defending his honour. The report, he characterised as "a vicious prosecution." As to a charge that "he toured the country like an Eastern potentate," he suggested that the picture might have been completed by placing him upon an elephant!

"The report puts the picture in such a way that the man outside is shaking his

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has devoted his whole life to the regeneration of his people.

Ngata was the secretary of the Young Maori Party, an influential body that had its genesis at Te Aute College, and produced several brilliant men of mixed Maori and European blood. The late Sir Maui Pomare consecrated his life to the physical well-being of his race. Ngata concentrated upon Maori economics. Early in life he realised that if his people were to be saved from extinction as an entity, the only possible hope was to persuade them, originally an agricultural race, to return to the land. Te Rangī-Hiroa (Dr. Peter Buck), another member of that Te Aute group, has since won world renown as an anthropologist and ethnologist. His recent appointment to the directorship of the Bishop Museum at Honolulu is evidence of the scientific achievement of this half-caste Maori.

MAORI BUTTER FACTORIES

But, Ngata was not like the majority of enthusiasts. He knew that Rome had not been built in a day. First, he set to work among his own tribe.

Owing to their more or less isolated geographical position, the Ngāti-Porou had not parted with their lands for a song. The country was ideal for sheep and cattle. As leases fell due, Ngata encouraged his tribespeople to farm their own lands. Groups were formed for that purpose. Butter factories were established. In the course of years, Ngata found himself managing-director of a freezing works. In days gone by, the tribes nearer the centres of population had referred to the Ngāti-Porou as "Nati," or country bumpkins.

But the country cousins showed the path to progress, and soon their butter was commanding good prices on the London market. Among his own people Apirana Ngata was adored; his prestige, or as the Maoris say *mana*, was unchallenged.

The Maori leader did not confine his activities to the material welfare of his race.

An outstanding scholastic career at Te Aute College and Canterbury College, was followed by his admittance to the bar, and eventual entry into Parliament. Sir Apirana has sat in the House continuously since 1905; he is now the "Father" of the House of Representatives. Though his life's work has been the consolidation of native land titles, preparatory to launching the communal farming schemes throughout the different tribes, he has also won renown as a poet of distinction and a writer of more than ordinary merit. Folk tales and ancient sagas have been assiduously collected. Ngata has done everything possible to preserve the arts and crafts of his gifted race. The school of carving at Rotorua is a tribute to his interest in that phase of Maori art. Author of many monographs of scientific importance, he has even written a pamphlet on the evolution of the poi dance, and collected the songs popular among the Maori soldiers in the Great War.

Incidentally, his services as a recruiter were of the utmost importance during that war. Certain tribes, notably Waikato and Taranaki, refused to enlist until political grievances were settled: the young men preferred, like their fathers of old, to go to prison. At that time the patriotic example of leaders like Ngata and Pomare, and the late Sir James Carroll (Timi Kara) was invaluable.

NGATA THE PEACEMAKER

Ngata has also been a peacemaker.

Not so long ago he brought an ancient weapon down from the north, the tribal domains of the Ngāpuhi, and placed it on the *marae*, or village meeting place at Ohinemutu, Rotorua. It was a friendly gesture on the part of Ngāpuhi to the Arawa tribes. The latter had never forgiven the thrashing inflicted upon them more than a century ago by Hongi, the great Ngāpuhi leader, with Sydney-purchased guns.

Ngata was at his greatest at Waitangi, last year.

Clad in a *piu-piu* mat, a flax band around his massive brow, to which was attached the chieftainly feather, he stood and welcomed the representatives of the tribes. In his right hand was a mere of greenstone, a prized tribal heirloom. When Koroki, the young Waikato king arrived, knowing full well that he should have accepted a prior invitation from Ngata to visit the East Coast rather than go to Ratana, the so-called "prophet," the Minister bridged a difficult situation by treating the lad as his son. Though he spoke plainly, even forcefully, Ngata, in effect, turned the other cheek.

At night, the scene was different.

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December 19, 1934.

THE PACIFIC ISLANDS MONTHLY

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In his shirt-sleeves, piles of correspondence massed before him, the Minister worked in an improvised office with his secretaries. No longer was he the ariki, the over-lord, the leader of ceremony, a stickler for tradition; here was a capable man of affairs, the business head of a great organisation, one of His Majesty's responsible Ministers.

Still, though a truce had been called for the Waitangi celebrations, there was every evidence that the storm, when it broke, would be severe. Certain sections of Maori opinion were undoubtedly jealous of Ngata's power. Some of the Ngapuhi leaders resented the fact that he stood on their *marae* to welcome the guests: such a privilege, they contended, was by tradition their own, as hosts.

Throughout New Zealand there was a general call among the European population for Ngata's scalp. One found it in unexpected quarters. A man who never courted popular favour, and at times was unnecessarily brusque (particularly to press representatives!) the Minister's enemies became legion. Forgotten were his great services of the past. Certain New Zealanders no longer took pride in the fact that Ngata, like Carroll, had held office as acting-Prime Minister. Expenditure on his native lands settlement scheme had assumed colossal proportions: there were charges of extravagance and inefficiency in administration. The Maori, it was said, could advance to a certain stage, but beyond that he could not go. Ngata, it was contended, was anti-European. Therefore, he thought only of his own.

Perhaps some of the criticism was just. A great deal of it was most unjust.

If Ngata was anti-European, we must remember that he had good cause to be. Thousands of acres of good Maori land had been alienated by confiscation. Ngata had seen the machinery of Parliament utilised to its fullest extent to deprive his race of ancestral acres. Much of it was legalised robbery. Ngata, astute and able, the intellectual equal of any European, contended for his people. Who can blame him?

Whatever his defects, whatever his faults, the Maori race has lost its greatest leader. A mighty totara of the forest has fallen, the prow of the canoe is broken. But, Sir Apirana Ngata is sufficiently great to survive the blast of the tempest, and not to be embittered by the political storm that has overtaken him. Years of useful service are still ahead of this father of his people.

And into retirement he will take with him the grateful thanks of thousands of Maoris throughout New Zealand, the people of the Cook Islands, and the inhabitants of other groups in the Pacific, to whom indeed he has been a trusted friend and an able administrator.

GOLD IN WESTERN PAPUA

Letter to the Editor.

YOUR reference to this in your widely circulated periodical encourages me to remind your public, which represents probably the most active and enterprising unit of the Australian community, that the first gold found in New Guinea in historic times was near the Observatory Bend, on the Strickland River, in 1885—nearly fifty years ago, when the R.G.S. of A. sent an exploring party, each member of which represented one of the then colonies that had approached the Imperial Government to back up Sir Thomas Mellwraith's splendid action regarding what is now Papua. There are only two surviving members of that party: W. W. Froggatt, the well-known naturalist (whose son holds a scientific position in New Guinea to-day) and the writer (representing N.Z.) who placed the gold-specimens (in blue quartz) in the Auckland Museum in Mr. Cheeseman's time.

I am, etc.,

POKENO.

Pymble, Sydney, 23/10/34.

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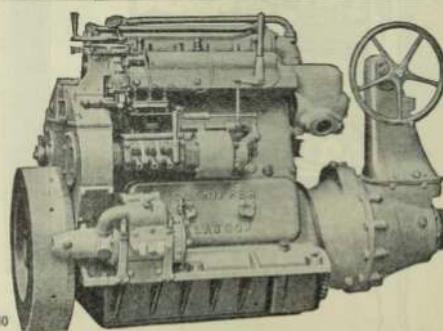
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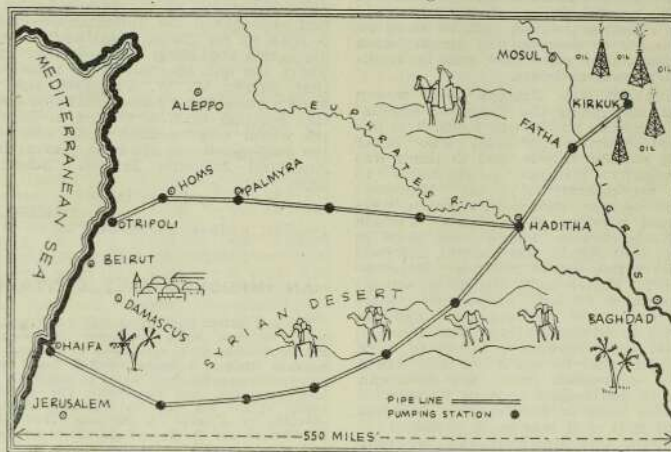
The pipe-lines of the Iraq Petroleum Company, brought 700 miles across the desert from the centre of Iraq to the shores of the Eastern Mediterranean, are practically completed. The first oil from Iraq arrived at Haifa in November, having been conveyed for hundreds of miles by pipe-line from Kirkuk, in the north of Iraq—one of the most remarkable engineering feats in history. The quantity of oil that has been tapped at Kirkuk, in Iraq, between Bagdad and Mosul, and which will be brought out by the pipe-line, appears to be almost beyond computation.

Fires, burning on the surface of the ground in this basin, have been known from time immemorial. And, from time immemorial, those fires were regarded

as supernatural. Alexander's soldiers, the Persians, the Babylonians, the

Assyrians, stood there in awe. The Kurds and the Turks and the Arabs, wandering across these ancient, barren steppes, knew of the mysterious fires—knew that they were there sometimes and that, at other times, they had disappeared.

So the queer place was known, through countless centuries, as the home of mirages. It was called Baba Gurgur,



The great pipe-line from Kirkuk to the Mediterranean is one of the wonders of modern engineering in the Near East. From the rich oil fields in Iraq the line extends 150 miles to the Euphrates River, thence one leg goes 467 miles to Haifa, another 381 miles to Tripoli.



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Arabs, Kurds and Turkomen are working on the pipe-line in the various regions through which it passes. This photograph was taken in Transjordan. Fathers seek work for themselves and their children; Bedouins, for their families and friends, Shiaks, for whole sections of their tribes.

and people came long distances to consult the oracle. They applied light to a stone. If it burst into flame, the pilgrim's wish would be granted; if not, the pilgrim went away disappointed. But he might try the same stone again. Sometimes the stone took fire—sometimes it did not.

Then came the age of science and machinery. Men searched the surface of the globe for oil. Unimaginative Europeans heard of the mysterious fires of Baba Gurgur, and, in one minute, diagnosed the presence of gas. In five minutes, on the spot, they demonstrated how the sun-heated surface rocks, under certain conditions, could periodically set alight to the gas.

Hard on the heels of engineers and geologists came drills and derricks. Be-

fore the first drill at Baba Gurgur was down 140 feet, it found a gusher—a phenomenal occurrence. Apparatus to seal it up had to be rushed in by aeroplane. It is calculated that in the intervening week, the company lost one million pounds worth of oil, spread all over the surrounding country. Since then, up to the middle of 1933, they have proved 30 wells, from 2000 to 6000 feet deep. They have been sealed up, awaiting the completion of the pipe-line.

A great new industry is taking birth. In a very few years, this desert land will have been transformed. Already, thousands of nomad Arabs and desert-dwellers, rovers and raiders for countless generations, have deserted their ancient camp-fires to become labourers at the wells and on the pipe-line. Mr. Nairn, formerly an Australian soldier, who passed through Sydney recently, is now the managing director of a great

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line of motor-vehicles, carrying passengers and freight, which run with railway-train regularity between Haifa and Damascus, in Palestine, and Bagdad.

The inter-Continental lines of aeroplanes fly daily over the same country—Bagdad is a regular stopping place.

In a few years, travellers between Australia and Europe will leave the steamer at Port Said and will wander comfortably over the legendary lands of Palestine and Mesopotamia—over a region that to-day is mostly barren desert but which to-morrow may be wheatfields and orchards. The endless orange-gardens near Los Angeles, in Western America, would not have been possible had it not been for the wealth introduced by the oil-derricks, which are scattered so thickly over the same countryside.

The new pipe-line from Kirkuk runs in a south-westerly direction to Fatha, crossing the Tigris gorge, and thence to Haditha on the Euphrates, a distance of 150 miles, where it bifurcates. From Haditha the French fork runs due west across the desert, past Palmyra and Homs to Tripoli on the sea (425 miles); while the British fork (525 miles) extends in a south-westerly direction to Rutbad, continuing between the Syrian and

Najd-Hijaz desert boundaries, crossing the Iraq-Trans-Jordan frontier to a point south of Jabal Druze, called Mafrak, and thence, crossing the River Jordan at Samakh, to Haifa. The whole system will have eleven pumping stations, one at Fatha, one at Haditha, four on the French and five on the British line.

The steel pipes, weighing a ton each, are carried by six-wheel lorries across what is mostly a rocky waterless waste, up hills and down wadis; and after dropping them along the line at every ten yards, the lorries return to the base camp. The journey between the last pipe and the camp lengthens as the work proceeds.

After the pipes are thus strung, the Arab laborers dig a trench to bury them. By no means easy is the digging, for it has to be done at times through solid rock with explosives and pneumatic drills. Even more difficult is the welding, which requires a shifting electrical plant and cranes to handle the heavy pipes; and when they are thus welded together, they are buried in the trench.

After having laid and welded and buried about thirty miles of pipes, the parties, engineers, and mechanics and

laborers, strike camp and move to another spot farther in the desert.

This titanic enterprise was begun simultaneously from four bases, from Kirkuk and Fatha in Iraq, from Mafrak in Trans-Jordan, and from Tripoli in Syria, thus working from east to west and from west to east; and when it is in full swing, there will be 20,000 labourers on the different lines. The whole system will require 120,000 tons of pipe and will cost about £10,000,000.

A gigantic enterprise, a unique enterprise, a romantic enterprise! For it is bound to transform the economic and social life of the people whose country it penetrates. The pipe-line traverses the land that was the cradle of history, of religion, and of romance. From the battlefields of Assyrian and Babylonian, of Persian and Greek, under the two historic rivers, across the barren waste, over the graves and the ruins of nations and empires, of civilisations and creeds, through the lava drift of extinct volcanoes, across the desert of Mahomet, the wilderness of Moses, the haunts of Jesus, the hand of man, allied with capital and science, is bringing the bounteous stream, the living oil of modern life to many parts of the world.

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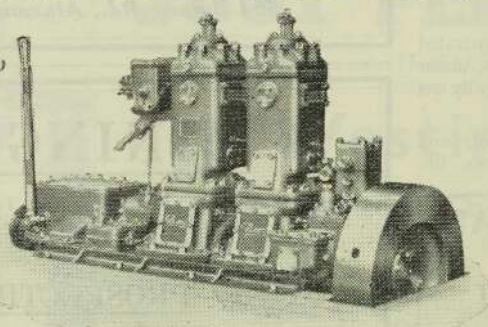
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December 19, 1934.

THE PACIFIC ISLANDS MONTHLY

27

INCIDENT OF 1914

Detzner and Papuan Officials

(Contributed).

THE story of the capture of "Australia's First Military Prisoners of War," given you by Mr. Cridland, and published in your September issue, does not fit in with Captain Detzner's own account of the incident, published in his book "Four Years Among Savages." Your account says it was Captain Muskett who made contact with Detzner; the latter says it was Mr. Chisholm.

Captain Detzner was surveying near the Papuan-German border. He was ahead of his main party, and encamped near Mount Joseph. Behind him were two depots, F and G; at G Depot were two native soldiers; at F Depot were other native soldiers, in charge of a German, Sergeant Konradt.

Sergeant Konradt arrived at G Depot on November 2, 1914. The two native soldiers had disappeared. There were tracks of a large party, evidently in charge of a European, which had gone off in a southerly direction.

Konradt found a letter at the camp, in English, and he sent it on to Detzner. The latter read this:—

"To the Officer in charge of the German Forces—

"I have to inform you that war has been declared between Great Britain and Germany on August 4, '14. In order to avoid unnecessary loss of lives I advise you to come in as soon as possible to the Nepal Camp, at the Lakekamu Goldfield, which you will reach after five days' march, and to surrender there with all your men. You will be treated as an officer and gentleman. Two native policemen and carriers I took along as prisoners of war.

CHISHOLM.

Officer in Charge of the British Force."

Captain Detzner proceeded immediately to G Depot and joined Konradt. He sent Konradt back to Morobe, and he himself went on alone after Chisholm, eager to get news of the war. After two days, he lost Chisholm's track, and returned; and on November 11 he left for the coast at Morobe, which he reached in December, 1914. In January, he was at a Lutheran station, inland from Finschhafen; and it was from that point that he struck inland across the centre of the great island, in his famous attempt to reach Dutch New Guinea.

COCOS TREASURE

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WITH the object of recovering valuable treasures which in the past have been hidden in various parts of the world, an English company has been formed to carry out a search over a period of two years, employing the latest modern scientific equipment. The immediate aim of the company is the recovery of gold and jewels from the Island of Cocos, about 600 miles west of Panama City, where one of the richest treasure-troves in the history of mankind awaits the finder.

The Company will be known as Treasure Recovery Ltd., and a seaplane is to be used for communication with the mainland at

Panama, and to carry supplies and goods which would normally be despatched by boat. A motor yacht will also be taken out, and the Shell Company has received the order to supply aviation spirit, lubricating oil and diesel oil to the expedition.

References to the treasure buried by pirates on Cocos Island are made in the official handbooks issued by the Historical Section of the Foreign Office, which state: "The existence of treasure concealed in the island is well established. . . . A vast treasure obtained by rifling certain churches in Peru . . . gold bars and specie, worth \$11,000,000 and about \$12,000,000 worth of stolen gold coin, jewels and silver ingots . . . The main stores of treasure are still hidden, in spite of various excavations and blasting operations which have been undertaken from time to time."

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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
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Dripping, 1lb. pats	6d, 5/6 doz.
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THOSE D * * * RETURNS!

And the Office-man's View- Point

NO doubt there are times when the plantation manager questions the necessity of the multifarious returns he compiles and forwards to the office of his company. Naturally he must obey instructions—his not to reason why—but, perhaps, it may be of a little interest if it is shown just why these are required. It may also help him to bear with toleration the insatiable demands of his office for statistical information which, after all, is not for the sake of keeping the staff busy.

The management of native labour, practical knowledge and economical running of a plantation are excellent attributes, but the furnishing of accurately compiled returns is also of great importance, for it is only from these that the profitableness or otherwise of an undertaking can be ascertained.

In the books of the plantation company all expenditure must be allocated to some account. Just at this point one may mention that, for accountancy purposes, expenditure falls into two headings, that of capital and revenue. Capital expenditure is that incurred for the purpose of increasing the earning capacity of the business. Revenue expenditure is that incurred for the purpose of carrying on the business and maintaining the fixed assets in a state of working efficiency.

From the returns compiled by the plantation the allocation is made and, consequently, the importance of their accuracy will be recognised, otherwise the books of

the company may reveal an entirely false position.

On a plantation, after a time, trees are found in different stages of development. At this point the initial accounts reclassify themselves, so that revenue expenditure, on a bearing area, must be distinguished from capital expenditure, on the immature portion of the plantation.

It follows that the cost of all units employed in actual developmental work is regarded as capital expenditure, while that incurred in the harvesting operations, and general working of bearing areas, is classed as revenue expenditure.

In what may be termed the general costs, such as transport, repairs, maintenance, rations, etc., it may be found difficult to apportion equally between the two areas.

The following suggestion may prove helpful. From the Distribution of Labour Book figures can be obtained showing the number of units employed on bearing and non-bearing areas. The general expenses can then be distributed between the number of units employed in each, in proportion to the total number employed.

Consequently, it will be seen that haphazard allocation of labour and expenses on the returns renders difficult the clear presentation of the position at the end of a working period.

Of no less importance is the accurate compilation of other returns of a sundry nature—health, livestock, rainfall, etc. Space does not permit of giving these the attention they deserve. However, one would like to see far more importance placed upon rainfall records which, if taken over a period of years, might reveal some startling facts upon the bearing—periodical heavy fall, or apparent slackening. It is indeed doubted if on many plantations these rainfall returns stretch over a period of years sufficiently long to justify a warrantable comparison of rainfall and nutfall. Again, if the comparison was made, the authenticity of the figures supplied could reasonably be questioned.

Very often, the office man has to make a wild guess from the returns of what is intended by certain allocations or statistics. Any local knowledge he possesses may put him right—and, then, it may not. Should a difficulty confront the "man on the land," the custom appears to be to leave it to the office. Considerable time elapses and very much correspondence is exchanged ere the matter is adjusted—rarely quite satisfactorily, and never without causing inconvenience.—G.M.R.

Among dividends declared during the month were W. R. Carpenter and Co. (Solomon Islands) Ltd.: Half-yearly preference at 8 per cent. per annum, less 22½ per cent. statutory deduction, payable December 1.

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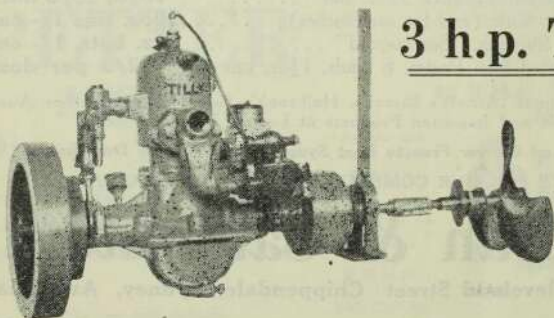
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THE PACIFIC ISLANDS MONTHLY

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IS AUSTRALIA MAKING CRIMINALS IN NEW GUINEA?

Outspoken Comment by Territory Resident

Letter to the Editor.

IN recent years, ten white men have been charged with killing natives; at least ten corpses of natives were discovered and produced. Countless other whites have been imprisoned and fined for assaults on natives.

The great majority of whites charged are Australians and a large number of these are returned soldiers, with exemplary records, both civil and military.

The Mandates Commission of the League of Nations demanded to know the reason for the high criminality amongst whites in New Guinea. Well may the man in the street ask "Why?" Germany is asking, also.

The civilian, the planter, and the gold miner of New Guinea know the reason, and can remedy the trouble immediately, but are not allowed to. Not until dozens more of the finest pioneer types of Australians are rotting in gaol will any remedy be attempted, and even not then if officialdom of N.G. can prevent it. This long and high record of criminality (words of the League of Nations) will go hard against us should the Mandate come up for review—and it should.

The whole system of governance of the natives is wrong and utterly unworkable, hence the high criminality. Our system has been tried for fourteen years and has failed miserably. Let us revert to the German method, even for one year, as a trial, if only to save our Australian pioneers from the soul-destroying experience of imprisonment.

To give just one instance, I have worked and lived near a big plantation. For three years a refined, educated German managed this estate, employing 200 natives. The work was well done, the boys were smart and contented and in the whole three years the German used the cane once only. Since he left, five equally educated and really fine types of Australians have managed this estate. One was punished for killing a native and four others were all fined for assaulting natives. And the said natives now are an arrogant, dirty and dangerous mob.

Not one of the five Australians—quiet, decent-living men, an asset to any country—was to blame. It is the impossible and inhuman system they were, and are, working under. It is inhuman in that the poor kanaka has eventually to pay and pay dearly, because a few canings withheld now will cause us to shoot them down in droves at a not far distant date. Thus will our much advertised "sacred trust" be fulfilled.

I have no hesitation in stating that boys are receiving far more punishment now than in the German time, because then they knew if they deserved it the cane was there. Now, repeated and flagrant wrong-doing is their normal mode of life, encouraged and pampered by our weak and dangerous system—dangerous in the extreme to both black and white.

The Germans show an infinitely cleaner and more humane record than ours. Not one half of the number of natives were

killed unlawfully (I am not including bush fighting in new areas) and illegal assaults were unknown.

In further support of my contentions, in different districts here the German Government had a qualified doctor, who attended sick employed boys and kept them in the Govt.'s hospital for sixpence (6d.) per day. To-day, several sub-districts have no qualified doctor, but we pay two shillings (2/-) per day for our boys, who are attended and often operated on by medical orderlies with no recognised qualifications whatsoever.

Were a referendum to be taken as to

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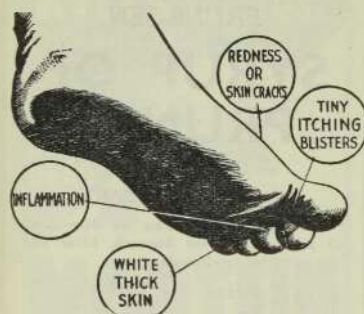
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whether we retain the Mandate or Germany be given it, the number of Australian returned soldiers who would vote for Fritz would shock Canberra out of its stupid complacency, but probably would not surprise Geneva.

Understand, please, we do not want the Germans back here because they are Germans; but we want their system, which enables white men, not to be treated, and in some cases hounded down, as potential criminals.

Should this appear far-fetched, I will quote the senior member of the Legislative Council, who complains of the legislation for "a pack of hooligans and criminals." (February 13th, Legislative Council, Rabaul, page 103 of Debates, No. 2 Session). General Griffiths, an able leader with wide knowledge of Colonial Administration, (a tragedy he did not carry on here from 1920) must have realised the seriousness of the situation and no doubt did his utmost to combat the dangerous drift. His recommendations to Canberra would make exceptionally interesting reading and should be made public for the benefit of New Guinea generally. Presuming such recommendations were made, is Canberra sufficiently courageous to act on same?

It is a well known fact that District Officers on patrol escorted by armed police boys and with all the majesty of the Government behind them have to have

recourse to the cane in order to get their work done. No one censures them for so doing; but why hide the fact. And if they find the cane essential, what of the isolated pioneer, miles distant from his next neighbour, with not an ounce of Govt. support—much the reverse unfortunately! Of course District Officers do not actually do the correcting themselves and probably will deny this, for obvious reasons; but the fact remains.

Our whole system is fundamentally and criminally wrong—that is proved to the hilt by the fact that savage sentences inflicted do not, may cannot, act as a deterrent. Why not come out in the open, renounce our proverbial British hypocrisy and govern this country as it should be governed? France, Italy, Belgium and Japan, all of whom are mandatories, refuse to be overawed by their "sacred trusts," and also refuse to sacrifice their nationals to an obviously insincere and spurious sense of humanitarianism. Are we a lesser breed than these?

And, bear in mind, the martyrs of this vicious, unsound and utterly inhuman system, are educated, splendid types of Australians, on whom the country relies in time of war, now manufactured, goaded and legislated into criminals.

I am, etc.,

VERL

New Ireland,
14/11/34.

Absence of Jury System in N.G.

Letter to the Editor.

PUBLIC opinion in New Guinea is uneasy owing to the scant attention paid by Canberra to our many grievances; and also owing to the failure to provide us with the jury system.

Many men are tried here for capital offences, by one judge. This is not consistent with the generally accepted idea of British justice.

Reply may be made that we have our Legislative Council to make representation to the proper quarter, but at the last session of the Council, a non-official member

said, "I take it that your answer is that this Legislative Council, apart from being an avenue for public opinion, is a farce." The answer referred to was made by the Crown Law Officer, who should be considered capable of answering correctly.

Another non-official member stated in Council, in the same session: "I have neither the time nor the intention to take further part in a thing which is purely futile." With the official members in the majority—all heads of Government departments, and wielding a vote en bloc—it is

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December 19, 1934.

THE PACIFIC ISLANDS MONTHLY

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not only futile, but extremely costly to the taxpayers.

If it is the policy of the Administration here to oppose the granting of the jury system to New Guinea, it is sheer folly to expect a vote in favour of same from the Legislative Council. The support of public opinion in Australia is needed to assist us to win this redress. With such a large white population as there is in and around Rabaul, why should we be without a jury?

The other angle, of course, is represented in the ridiculous sentences imposed on natives, convicted of attacks on white men. Let me give chapter and verse.

A native entered the bedroom of a white man (a returned Australian soldier) in the night and brutally bashed and battered his head in, whilst he was asleep, killing him instantly. The native was sentenced to five years, but every boy in the Islands—and news of this description travels apace—was confident he would not serve more than eighteen months, which I believe was the actual period of imprisonment. Compare the punishment for this cold-blooded premeditated murder and Larkin's ten years for a flogging administered in the heat of the moment. In the "Rabaul Times" report of the Larkin case, it states that the Judge said: "One case of this description is worse than ten such cases reversed," or words to that effect. This is interpreted as meaning that it is worse for a white man to kill one native than for a native to kill ten white men. Luckily for the white community few of the natives can read.

A one-armed, defenceless white man was killed by an armed native. The native's first blow struck off the white man's only arm and then, utterly incapable of putting up any defence, the white was literally hacked to pieces by the native. He had more than a dozen wounds, any one of which would have proved fatal. The native was sentenced to five years, and was soon at liberty, thanks to generous remissions of sentence, and returned a hero to his village, which is situated close to the scene of his brutal murder of a defenceless crippled white man.

In another case an ex-District Officer was given his morning tea impregnated with a most deadly and extremely painful poison. A native admitted his guilt. His "provocation" was that, instead of being allowed to go in a boat, he was told by his employer, the ex-D.O., to stay and help in the house. This native served ten months in a rest house, misnamed gaol, and also returned home a hero.

To equalise all this "Justice," cultured white men, holding responsible positions satisfactorily for years, are given savage sentences on purely native evidence notwithstanding the fact that the New Guinea Crown Law Officer caused a letter to be written stating that he fully realised that native evidence was worthless and unreliable. Yet in the same letter he (the C.L.O.) refused to proceed against a native for perjury—evidently to back his assertion that the natives "know not what they say."

Yet white men are convicted almost daily on native evidence; and Larkin is serving ten years and many other good Australians serving almost as long sentences in Australian gaols. If a Royal Commission were appointed to investigate the legal position in New Guinea, I quite fail to see how the Commission would fail to quash a considerable number of the convictions of white men, and heavily increase the punishment doled out to natives.

I am, etc.,

DUK DUK.

Rabaul. 30/10/34.

THAT "KNUCKLEDUSTER"

MR. J. M. CLIFT, of the Solomon Islands, writes as follows from Condamine, Central Queensland:—

The Solomon Islands "Knuckleduster" illustrated in your issue of October is really a breast-plate, made from clam shell and probably from fossil clam shell, or clam shell found in the forest. It was, in all probability, found by the native labourer (who is said to have used it as a knuckle-duster) at the site of an old native grave. Your correspondent was looking for trouble in confiscating it. It is not, in any sense, a weapon.

The Director of the Queensland Museum, writing to Mr. Clift, says: "In Edge Partington's Ethnographical Album of the Pacific at least five types of pendant ornaments from the Solomon Islands are figured, but no one of these is identical with the contours and cuttings of your specimen. Obviously they are of the same type, in the broad sense, however. We have a few clam shell specimens from the Solomons in our collections, but no pendants. Evidently the clam shell, which is easily obtainable, was regularly used for adzes, ornaments, etc. We have no native names available for any of these."

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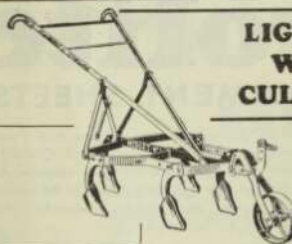
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French Globe-Trotter Camps at Noumea

From Our Own Correspondent.

NOUMEA, Nov. 17.

M. Louis Bouvier, a Frenchman who is travelling round the world, arrived from the East by the last Laperouse.

He has been travelling since 1929, passing through Central and West Africa, and many of the South and Central American states. This globe-trotting explorer has also visited Spain, China, Japan, Siam and many other countries too numerous to mention. Prior to journeying to the Pacific Islands he completed a tour through the East Indies.

M. Bouvier always lives in a tent, this being the main portion of his outfit. In Noumea he placed his tent, with its little tricolor flag, on a bit of vacant land near Government House, and has received many callers there. He has given several lectures with lantern slides, and will later go in the country districts to exhibit his pictures.

MAU MONEY

Collections for Mr. O. F. Nelson's Appeal

Letter to the Editor.

IN the copy of your magazine for September, which has just reached me, I note that the Western Samoan Mau is still practising self-denial in order to collect money to send to "Talsi," that he may appeal to the Privy Council in respect of his deportation sentence.

This is very unfortunate indeed. Without re-opening the discussion of the merits of the Nelson judgment, there is not a chance in a hundred of the Privy Council reversing it, even if it is taken to that body.

Any such action by the British tribunal of last resort, as the Samoans have been deluded into hoping for, would have repercussions of a very serious sort in many directions. It would, in effect, constitute a breach of the whole Mandates system and weaken the position of every Mandate-holder. I am the last person to maintain that the system has been a success or should be continued, but it is certain that no High Court would take the responsibility of action that would amount to a setting aside of the authority of the Mandatory.

It distresses me to see that the Samoans for whom I have the same high regard and affection that I have for all the Polynesian peoples, are still being misguided in this fashion. By no possible chance can they achieve anything, and by far their best move now is to abandon the whole Mau movement and "get together" with the New Zealand Administration. The latter is ready to meet them half way and more, and the future happiness and well-being of everyone in Western Samoa would be greatly enhanced by an end once and for all to this long-sustained bickering.

Whatever may have happened in the past, there is no longer anything in the attitude of the Mandatory Administration which the Samoans are justified in opposing by a continuance of their "passive resistance" policy. Such a continuance means only an indefinite prolongation of ill-feeling and discontent, and in days like these men everywhere, of whatever race, colour or creed, should make every effort to live in harmony and should not shrink from mutual concessions to that end.

I urge the Samoans to remind themselves of this and to remember, too, that as a Christian people the obligation lies upon them to guide their acts and thoughts alike in accord with Christian precepts. No doubt they have a great deal to forgive. But so, for the matter of that, have all their race, a race which, considering its deserts, has suffered more from injustice, exploitation and selfishness at the hands of the lordly white man than has any other in history. Nevertheless, there is absolutely nothing to be gained by dwelling upon these things now or by attempting to execute their own methods of rectifying them. Most deplorable of all is the fact that in times like these the Samoans are being deluded into yielding what little money they have to a perfectly hopeless cause.

I am, etc.,

MARC T. GREENE.

New York,
November 2, 1934.

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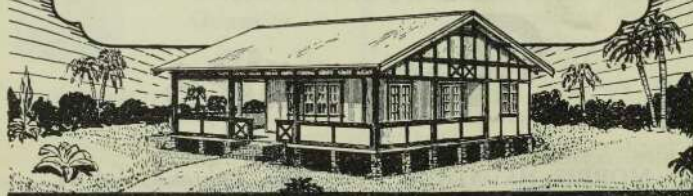
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WHAT IS WRONG — OR RIGHT — ON NORFOLK ISLAND?

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"DISLOYAL . . . Seething with Discontent" . . . etc.

The writer once knew N.I.—knew it, as he thinks, very well; and of recent weeks he has refused, and still refuses, to allow such headlines as the above to spoil his breakfast, even when the headlines are inspired by a "descendant of the founder of our wool industry."

If there is one thing more than anything else upon which the Norfolk Islander prides himself, it is a profound loyalty to the Crown, and, as a natural corollary, to the King's representative, the Administrator.

Of course, when one thinks about it, it is quite incredible that anyone in authority should be such a congenital idiot as to "deport" a person without good and sufficient reason to cite to higher authority; more particularly so when the deportee has a name which in Australia is sure to get him all the publicity he could desire in which to ventilate injustice. But equally, it may be said, surely Mr. Macarthur-Onslow is not a congenital idiot either, that he should make such definite statements without reason; rather, one would suppose, he would be inclined to shun publicity, for his own sake and that of his family.

The writer has neither the desire nor knowledge of the facts (nor, be it said, the cash with which to defend libel) to enter into the pros and cons of this affair. But he can claim some knowledge of the Island, and a great affection for it.

To understand the present atmosphere on Norfolk, it is certainly necessary to view it in the light of its recent history under Commonwealth aegis. It has made a lot of noise and got its way on more than one occasion (once it obtained a Royal Commission). It may have had bad—it certainly has had some good and wise—Administrators. But, unfortunately, there has been no continuity. General Sellheim and Judge Herbert both died there, after about twelve months in office. No one man has remained in office long enough to learn and to apply that learning to the profit of the Territory, in the form of sadly-needed legislation.

To one onlooker, at least, it appears that the present Administrator has been wise and firm; and, with the present operation of new Ordinances which presumably he has recommended, he is, as is to be expected after all the years of "laissez faire," coming in for a deal of hostile criticism. The incidence of the new Customs and Companies Ordinances, mentioned (inter alia) by Mr. Onslow, is a good example of this. No visitor to Norfolk can have failed to note the skill of the boatmen between ship and landing places in any and all weather, and I yield to none in my admiration of them. But—oh! the dividends the Boating Company paid (if any!); and oh! the hours they kept—these care-free independents. Ask the ships' masters who love lazing in an open roadstead, waiting for cargo to be lightered!

Still, to have this sacred Boating Company forced to register must have hurt. One understands. And when, at the time this law is promulgated, the same wicked Administration deports someone, I can well understand that someone's prompt apotheosis from the Cable Station to

Bucks Point, from Headstone to Cascade.

Again, properly to understand the present situation, one must know the place and people. There are now, I see, 1239 inhabitants in the little Territory; no more than in a small country town in N.S.W. Of these, probably more than half the adult population is by this time "Mainlander." It is a commonplace that the islands of the Pacific are a happy hunting-ground for lotus-eaters who, for this or that reason, cannot make "a do" of life in a more competitive environment. Norfolk is no exception and has its share of these, who are sure to be the loudest-voiced anti-Government spokesmen in any crisis.

But Norfolk has also a large proportion of good-type settlers who, to their sorrow, bought freehold and long-term Crown Leases during the banana boom; as also a number of settlers from all parts of the Empire with small extra-Territorial incomes, such as retired officers from the Services. I cannot believe that these last

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sections, any more than the majority of the Islanders, have any truck with the present agitation.

But another side of life in this tiny spot has, so it always seems to me, escaped most observers—at least, in one of its more important aspects. Everybody, practically every resident, at any rate, is known to everyone else; in sport, at dances and card games—what you will—they mix and know each other's foibles. The relatively few Government officials are no exception to this rule, which at first sight might appear to make for harmony. But when the fellow enforcing the law is a personal friend or acquaintance, he has a hard row to hoe. When we grumble at some fresh bit of red tape in Sydney or Melbourne, we don't blame the junior carrying out his orders; on Norfolk Island it is always the one man. He knows us, for good or evil, and we him. If he were popular, then, as I see it, he could not be doing his job.

Norfolk Island's Kicking-strap!

Letter to the Editor.

YOUR truly British love of fair-play is delightfully exhibited in your "Mac-Arthur Onslow Again" article—where you quote the opinions of the Norfolk Island Association, which are so diametrically opposed to your own clear statement of facts made in the previous issue.

I cannot but recall what a certain famous man, once resident in that "Island of the Blessed and Cursed," told me. He

pointed out that life was so unutterably dull and uneventful in N.I. that any disturbance was received as a blessing; and one understood, after a few months, what the Irishman meant when he spoke regretfully of the good old days of fighting, and Fenianism.

I remember, when my grandfather was teaching me the rudiments of horsemanship, that he initiated me into the secret of distracting the attention of a difficult or kicking horse with an arrangement called the kicking-strap, by which the fore-lock is attached, unnaturally, to the horse's ear, and causes the irritable animal to forget about the tyrant in the trap behind. Balzac, I think, tells of the grand-mother who, after a busy housewife's career, had to have fights with her really beloved son-and-wife, until they supplied her with a slovenly, and stupid hand-maid, whom she could scold with impunity, and *relief of mind*.

May the beautiful, but deadly dull island have many "Onslow incidents" for its health's sake is my sincere prayer!

I am, etc.,

ARTHUR J. VOGAN.

Sydney, 10./11/34.

AUSTRALIA'S FINE WORK IN N. GUINEA.

Praised by Captain Detzner

THE Mandates Commission of the League of Nations accepted Australia's report on the administration of New Guinea, and the discussion which followed its presentation was particularly favourable, said Mr. E. W. P. Chinnery on his arrival in Sydney from England recently. Mr. Chinnery is Director of District Services and Native Affairs in the Mandated Territory and was Australia's representative at Geneva.

Captain Hermann Detzner, the German anthropologist and explorer, who was doing a geographical survey of German New Guinea at the outbreak of the war, and who eluded capture by fleeing into the wild and broken region near the border of Dutch New Guinea until the war was over, warmly praised the exploration work that has been done by Australian District Officers in the Territory. Rev. Father Kirschbaum, a Roman Catholic German missionary, who was in New Guinea for 30 years, was also loud in his praise of the fine work accomplished by the Administration.

After the sitting of the Commission, Mr. Chinnery went to London as an Australian delegate to the International Anthropological Conference, which was attended by 11,000 delegates, including some of the world's greatest anthropologists. Mr. F. E. Williams, Government Anthropologist of Papua, was present, and he and Mr. Chinnery each read three papers.

At this conference, also, Australia's achievements in New Guinea were praised.

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"Salamaua" Arrives in New Guinea

From Our Own Correspondent.

THE m.v. "Salamaua" arrived from Europe on October 26, via Australian and African ports. This is the first of the W. R. Carpenter liners which are now on a regular schedule from Europe to New Guinea.

Mr. J. E. Savage, who travelled out on the vessel from England, stated that the "Salamaua" is a very fine type of vessel to travel on, and proved her seaworthiness during the days when heavy seas were encountered coming over from Africa to Australia.

After loading copra for European ports the motor vessel left on November 12. She experienced some difficulty in leaving the copra wharf at Toboi, where it was thought at one time that she might be delayed owing to suspected damage to her propeller. After examination, however, it was found that all was well, and the ship sailed on her homeward journey.

Mr. Orton Townsend, the Territory's Treasurer, left as a passenger for Europe and was accompanied by his wife, who is one of Rabaul's most popular hostesses, and is president of the Agnes Wisdom Book Club.

ATTACK ON WHITE WOMAN

N.G. Native Gets Ten Years' Imprisonment

From Our Own Correspondent.

RABAU, Nov. 1.

THE wife of a well-known Administration official was suddenly attacked by a native, about seven o'clock one evening recently, whilst walking along one of the main thoroughfares of the town. Clutching the unfortunate woman about the neck, the native endeavoured to throw her upon the ground. Fortunately, she was able to scream out for assistance, which alarmed the native, who made off.

The attack took place in the vicinity of a bungalow occupied by police warrant officers who, hearing the screams, were immediately on the spot and a search was instituted for the native. Later that night, a Bougainville native named Lapin, was arrested, and charged with the crime. He stoutly denied any knowledge of the affair. Further investigations, however, brought out such evidence that the native eventually admitted the attack and confessed that he had criminal intentions.

On October 4, the case came before the Supreme Court, on committal from the District Court, and His Honor, Judge Phillips, found the native guilty and sentenced him to ten years' imprisonment, with hard labour.

JUDGE'S WARNING

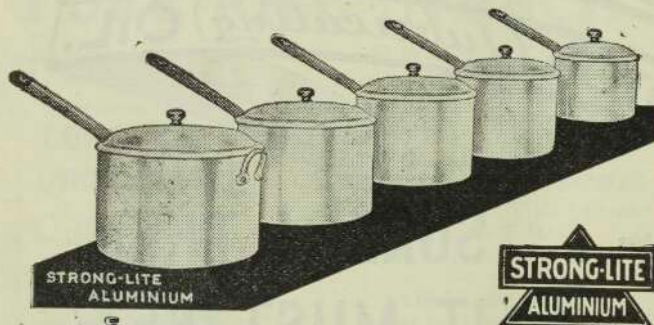
In his summing-up His Honour made reference to the fortunate rarity of such cases in Rabaul. He also remarked on the fact that sometimes it is forgotten that natives are not automatons, and despite their submission to white dominance, they still retain human impulses and appetites. His Honor said that in some native tribes the standard of morality was high—stricter than our own in some cases; and that natives understand that interference with women is prohibited. The duty of the court, His Honour added, was to see that any such attempt was punished so rigorously that there would be no repetition.

Continuing, Judge Phillips said: "I should like to add that, in my opinion, it is very desirable that White people living or coming to this Territory should realise the position to which I have adverted, and remember that in a native country, non-natives have to be more circumspect in many ways than is necessary in a White country, if they wish to avoid putting temptation in a native's way. Modes of behaviour, dress, etc., that involved no untoward consequences in a White country may have very different reactions if adopted in a native country."

"But I wish to emphasise that, in this case, there was nothing whatever in the conduct of the lady who was attacked by the accused (fortunately without success) that could in any way have conduced to that attack. The attack was absolutely unprovoked and gratuitous."

One important fact, that did come out in trial, was that the offender had on one or two occasions, made trips to Sydney, where he had been allowed to roam about at will. This is a strong argument against allowing natives to visit Sydney.

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A Samoan Poetess

MISS CALMAR NELSON, the youngest daughter of Mr. O. F. Nelson, of "Tuaefu," Samoa, shows signs of budding poetical power and genius. She is only 15 years old, but her ability in poetic expression is marked.

Writing under her Samoan name of "Taufau," her first attempt to express herself was this charming little verse:

FORGIVENESS

Is there one who can love and not forgive?
Is there one who can breathe and yet not live?
Forgive us our trespass as we forgive those
Who sin against us, be they friends or our foes.
This is a prayer we say every day,
But who of us feel and do as we pray?
How can our Father forgive us our sins,
If we don't forgive enemies, don't forgive kins?
When we bear grievance deep down in our heart,
We must forgive, and the ache will depart,
To glide away from us, and not to return.
This is a lesson we all should learn,
To remember this motto, so true and so fine:
To err is so human, to forgive so divine.

Although the metre is not perfect, the ideas, and the poetical expression of them, are quite remarkable in so young a personality.

"Taufau" next wrote this pathetic recognition of that everlasting personal conflict which the soul has to endure in its ceaseless efforts to overcome the forces of evil:

THE PICTURE OF LIFE.

God has given to me the power
To paint my life from hour to hour.
He has given me of every hue
To paint the evil and the good I do.
Rich and beautiful colours I own,
Soft pastel shades in every tone.
These are the colours of love and kindness,
Thoughtfulness, unselfishness, and fineness.
But, alas! When I look with critical eyes,
To see if my conscience satisfies;
I find that my picture is dappled with black,
Which stands for the love and the kindness I lack;
The harshness and sins I always commit.
The sweetness of speech I so often omit.
How gloomy! How ugly! this picture appears.
It looks like a portrait all covered with tears.
To think that those beautiful colours were mine,
That I might have painted a picture divine.

In the following poetical prayer, "Taufau" expresses beautifully, and with delicacy of Christian sentiment, that unfortunate conflict which rages throughout the world—the conflict between the fair-skinned peoples and those of a darker hue. It is, indeed, a conflict of superficiality forced upon the sun-kissed peoples of the earth by those who have arrogantly assumed to themselves an unmerited superiority:

A NEGRO CHILD'S PRAYER.

Dear Jesus, 'cos you paints me black,
Do dat mean a soul I lack?
Do dat mean you lubs me less,
Dan dem white kids with curls and dress?
'Cos every Sunday after Church
I takes me Bible and I search
To see if it is really true,
Dat you don't lubs my people, too.
But I can't find it anywhere,
Den I know dat you do care.
Yet when I goes along de street
All dem white kids that I meet,
I ask dem if I might please play,
Dey shout "You, nigger, run away."
Dey nebber calls me by me name;
At school it's always just de same.
It's "Nigger" dis, and "Nigger" dat,
Dey even calls me "You black rat."
Dear Jesus, please send dem a letter,
And ask dem please to treat me better.
Tell dem just because dey're white
It don't give dem any right
To treat me as dey always do;
I've got a heart and feelings, too.
And now I thinks I'll say Amen,
I thank you dat I ain't like dem.

Finally, "Taufau" paints, with courageous strokes, the picture of her father, held in the grip of injustice; and of her natural reaction after she, and her elder sister, Sina, were first allowed to visit their father (High Chief Taisi, of Samoa) in Vaimea prison at Apia, Samoa:

A DAUGHTER'S GRIEF

As the bolt shot back with a clamorous clang
And the heavy door swiftly backward swang,
A picture was carved deep into my heart,
I can see every detail, see every part.
Not one atom can I forget,
Those cold, drear walls I clearly see yet;
The two large windows with four iron bars,
Through which I could see the sky and the stars;
The four old mats that covered the floor,
Two by the windows, and two by the door.
At the end of the cell a small table stood
Made from the crudest and roughest of wood.
There stood on the table a sulky dull light,
Yet it clearly revealed this memorable sight.
My dearest, my love, my father sat there—
The flame from the lamp showed the grey in his hair,
And the love in his eyes as he turned round to see
If the callers his own little ones might be.
At that moment was born the feeling to slay—
Can you blame any daughter for feeling that way?
Think of a father, so true and so fine;
How would you feel were he treated like mine?

The reading of these four stanzas may suggest to anyone of discernment that "Taufau" passed her early years with people who cannot exactly be described as incompetent to look after their own affairs, or those of the rising generation. She will go on with her studies; and pre-

sently she should have something really notable to contribute to the literary world.

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FODDER GRASS IN N. GUINEA

Inquiry was made recently in New Guinea by the "Pacific Islands Monthly" as to whether any experiments with Blue Panic Grass (*Panicum Antidotale*), which has proved so successful as fodder grass in Queensland, had been carried out. We have now received from the Director of the New Guinea Department of Agriculture (Mr. G. Murray) the following information:—

"Blue Panic Grass has not been grown in this Territory so far as is known to me, but I doubt if we will get anything to surpass Kikuyu as a fodder grass. This grass was introduced to the Territory a few years ago and grows luxuriantly. However, should the opportunity arise, Blue Panic Grass will be given a trial."

CHINESE IN THE SOLOMONS

Tragic Position of British Traders

Letter to the Editor.

IN view of its far-reaching and destructive effects, the public is entitled to know the facts upon which the High Commissioner for the Western Pacific bases his policy of unrestricted Chinese competition in the trade of the British Solomon Islands.

To date two reasons have been given for this policy:—

1. That the white British traders were exploiting the natives, and Chinese competition was a definite check on this.
2. That the encouragement of Chinese traders has resulted in lowering the cost of living among the natives.

Both of these "reasons" are the baldest assertions and have been unaccompanied by any supporting evidence. Surely it is just that the High Commissioner should state the facts responsible for his policy. The British traders deny the official allegations *in toto*, and challenge the Government to prove its case. They invite the fullest investigation of their trading methods and policies.

The British traders contend that His Excellency's conclusions have been founded on *ex parte* evidence. If the High Commissioner has relied upon native representations transmitted through official channels, he has built upon the most unreliable and flimsiest of foundations. It would seem but elementary justice to have given the traders an opportunity of rebutting the charges made against them.

Answering the first of the above "reasons" it must be strongly stated that there has been always such keen and adequate competition among British traders that native interests have been thoroughly safeguarded and fair-treatment assured, so that there was no call to encourage Chinese competition to protect the natives from a non-existent exploitation.

The second "reason" will bear even less examination than the first.

The Administration, in its usual ill-informed, half-baked way where business matters are concerned, has given to the Chinese traders credit for the fall in the prices of goods which is but the local manifestation of a world-wide movement. That fall would have been reflected here had there not been a single Chinese trader in the Solomons.

The use of the term "cost of living," where Solomon Islands natives are concerned, shows a lamentable ignorance of the economy of the native people.

In the sense that Europeans understand the term, there is no such thing as "cost of living" among these primitives.

As the employer is obliged to feed, clothe, house, and provide medical attention for all his workers, in addition to paying their wages and taxes, the term is meaningless if applied to the large section of the native population employed in commerce and industry.

The remainder of the native population are provided with all the necessities of life by their lands, gardens, and the sea. With trifling exceptions, what they purchase from the traders therefore might



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THE PACIFIC ISLANDS MONTHLY

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truly be called "luxuries." The traders are only too acutely aware of how utterly independent the natives are of their wares. This is evidenced by the fact that they have ceased to produce copra on account of the low price ruling since the beginning of this year. Yet they have lived quite comfortably. Throughout the lowest period of the depression the natives of this district have been offered a price for their copra which left absolutely no profit to the traders. By the acceptance of this offer, a native working copra could have earned from ten to fifteen shillings a week. But they were so independent that they could afford not to work, and so practically no native copra was produced throughout the district. Meanwhile, the natives had no hesitation in complaining to the Government of the small price offered by the traders; making that an excuse for the non-payment of their taxes.

Notwithstanding that the Government has seen hundreds of tons of native copra go to rot in the groves this year, it seems to see nothing inconsistent in prattling about the natives' "cost of living!" How much consideration would a community of whites receive who elected to remain idle in similar circumstances?

The principal concern of the Government, however, is not with the "cost of living" of the native at all, but with the collection of native taxes. And because it has been misled into the belief that the British traders were robbing the natives, thereby making it difficult for them to pay their taxes, the Government has arisen in its wrath and proceeded revengefully to smite the unfortunate white traders over the head with the bludgeon of unrestricted Chinese competition.

The Government praises the Chinese traders for assisting the native community to weather these hard times. But the fact remains that during this year, while the British traders have offered to purchase the copra of the natives, the Chinese traders have refused to buy it at all. So much for the much-vaunted service of these Celestial businessmen.

The white traders stick to their native clients through thick and thin. When copra entered the doldrums the Chinese promptly stopped dealing in it, and concentrated on the more profitable trocas shell. If the Government were in more intimate touch with conditions in the Group it would know this, but as it is not it is desirable that the fact be brought to its notice.—I am, etc.,

ONLY A TRADER.

Gizo, B.S.I.,
8/10/1934.

NEW NORFOLK IS. MAP

From the Prime Minister's Department, Canberra, New South Wales, we have received a copy of a recently published new map of Norfolk Island. Copies of this map are for sale to the public at 2/3d., which includes postage, and may be obtained from the Prime Minister's Dept.

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EXPLORING THE PACIFIC THE PRE-HISTORIC French Yacht at Tahiti PACIFIC

From Our Own Correspondent.

PAPEETE, Oct. 1.

AFTER an interesting voyage of nearly six months' duration, the French yacht *La Korrigane* dropped anchor in Papeete Bay on September 15—the first occasion upon which this spot has been favoured with a visit by a French yacht of any considerable size.

Leaving Marseilles on March 28, the yacht cruised along the coast of Spain, crossed the Strait to Tangier, and from thence proceeded to the Panama Canal by way of the Canary Islands and the French West Indies. In the Panama Canal she encountered the tiny American sailing yacht *Cimba*, which is now lying in Papeete Harbour. On her way to Tahiti from Panama, *La Korrigane* touched at the Galapagos and Marquesas Islands.

The yacht is owned by Comte. E. de Ganay, retired naval officer, who is charged with a special mission from the Geographical Society of France, and the object of the voyage, which will cover two years, is the exploration of the lesser known islands of the Pacific.

Comte de Ganay has for assistants aboard the yacht Messrs. M. C. van den Broek d' Obrenan and M. J. Ratisbonne, who will collect specimens of fish and corals, and also ethnological material, for the Trocadero Museum in Paris.

Rev. G. W. Bradley, Anglican Chaplain of the New Guinea goldfields area, arrived in Sydney from the Territory on November 23.

BY ARTHUR J. VOGAN, F.R.G.S.
Etc.

DETECTIVE stories have a curious attraction. Who does not enjoy a well-constructed one, by a master-writer like Conan Doyle, or Barry Pain? To follow the patient, painstaking piecing-together of puzzling, and disjointed evidence, by the Sherlock of the story, until the final denouement with its concomitant of achievement and surprise, appeals to our inborn long-latent hunting instincts, somehow!

And yet, here, we have lying at our doors that vast volume of hidden-romance, mystery and important teaching, the past history of the old Pacific civilisation, still unopened and neglected!

About five thousand years ago, a race of Aryan folk—from whom probably came both the Hindu race and that great Baltic breed, which has ruled the world until recently—descended upon what we now, very correctly, call Indo-China, then under the Cham tribes. Much later, there arrived the Annamese, a mountain race (as their large big-toes indicate) from Tibet, also Aryan; but long subjected to Chinese influence through the Yao, Shun, and Huang-Ti periods. Their cave-temples in the "Marble Mountains" of Tourane contain very early Chinese script. Many causes besides the desiccation of the Shamo desert of Mongolia, and the usual fecundity of the early human races, drove folk from Asia into Europe, America and down across those stepping-stones,

the Sunda Islands and East Indies, into the Pacific.

So, when I discovered a similar cave-temple in Yasawa-I-lau, Fiji, in 1930, with similar "Chinese" inscriptions, I was not altogether astonished. But professors of New Zealand, and Sydney wrote articles and showed their disapproval, saying that the Chinese were never so far south. One of them, on being shown the "graffiti," declared "they are merely natural markings of the rock!" But Cambridge University and other museums don't think so; and have accepted casts—made from my original ones by Grounds, of Newtown.

The great L. A. Waddell, LL.D., C.I.E., C.B. and etc., the authority upon the Phoenicians, writing to me anent this curious animosity to later knowledge, says:—"I am not altogether surprised, as it is notorious that the 'learned' societies are mainly run by narrow-minded cliques, secretaries or chief members of Council, who are too often wedded to narrow and outworn views of 'established authority,' and suppress any new discoveries that may upset the theories they have been taught to believe."

H. D. Daunt, another great author, and late archaeologist to the Indian Government, was also unkind enough to disturb the slumbers of the plump professors in their dusty studies, with a flood of new light which he threw upon Indian and Islands matters. His "Centre of Civilization," was the first book to show that the Pacific was voyaged over by Arabs and Chinese, long centuries before Europeans began creeping round the storm-haunted capes of Hope and Horn. He showed that incidents related in Bible-history were mostly enacted in the Bay of Bengal, and neighbourhood; and that Jerusalem had failed to produce any tablet or trace of Solomon or David, who were Indian

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princes. He dwells at length upon one Chandragupta, a famous chieftain of Alexander-the-Great's retreat days. He ruled over a large and powerful people of Brahmaputra-river origin, called the Ma-urias, whose name indicated that they were Children of the Hawk, or Sun-god. Chandragupta sent missionaries of the Buddhist philosophy down into Java and Sumatra—the same track that our Khmer and Indo-China friends, already referred to, took long after.

Now I was informed by Richard F. Burton, twenty years ago, that the Indians around Delhi, in Wellington's time, spoke a language almost identical with that of the older Ma-oris of New Zealand; and

in 1881 an old Tohunga (priest-chief, or "pates") of Tauranga, informed me that the name Ma-ori (not "Mowry," which word means "cowardly") signified the "Hawk people." Here, again, all the "authorities" are wrong which does not matter. But they are angry and actively vindictive, which does matter; and it is not a sign of good health in themselves, or their schools of teaching.

Daunt also shows us how the Romans, through the Greeks, got their "Mars" from the same source—the early Asiatic sun-worshippers.

New Caledonia, apparently was the centre of an old Pacific civilisation, which died out. Why? Will our civilisation follow suit, from a similar error on our part? Here is something for our Sherlock Holmes of science to investigate. Old stone-cities, old temples, inscriptions, figure-carvings, canals, vast forts and countless "graffiti"—all are there, if man only has the vision to read them! Has any detective story a hundredth of the attractive qualities that our Islands offer to the lover of the chase-the-clue?

Two facts seem already harvested from Pacific investigation: that Northern races deteriorate under tropical conditions for a time, and then slowly recover themselves; and, that the Arica-nut (the mis-named "betel" chewing) has a very deleterious effect upon the brain, although preserving the teeth from decay. Cannot some genius preserve the one virtue, whilst getting rid of the evil?



The approximate tracks of Asiatics into Western Pacific. Solid line: The Ma-urias, or Maoris. Broken line: Those who formed old civilization of New Caledonia, and reached Fiji. A mixture occurred around New Guinea and Celebes.

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FIJI DISCLOSES ANOTHER SURPLUS

Summary of Conditions in Britain's Most Prosperous Colony

AN interesting summary of recent progress and present conditions in the Colony of Fiji was made by the Governor, Sir Murchison Fletcher, when he addressed the Legislative Council of Fiji at its opening session on October 12.

FINANCE.—The Council budgeted in October, 1933, for a deficit of £23,783. During the year, however, revenue received a transfer of £28,000 from the Immigration Fund; an apparently unexpected surplus in currency funds of £146,690; and an increase in petrol tax of approximately £4,000; so that although the original estimate of expenditure was increased considerably, the year is likely to end with a surplus of £17,718, making a total accumulated estimated surplus on 31st December next of £318,932. The Governor estimates that the 1935 budget will be balanced, in spite of the fact that some of the windfalls of 1934 are not likely to be repeated in 1935. He expects that the sugar industry will show increased production; that there may be some recovery in copra; that there is some likelihood that gold-mining will become a major industry; that the tourist traffic will improve; and that as stocks of merchandise are low, customs revenue will benefit from increased importations.

PUBLIC WORKS.—New Government offices are to be built and a road and bridge programme carried out. The new offices will be financed from surplus bal-

ances; and the Government intends to borrow £182,500 sterling for the Rewa Bridge, the Suva-Sigatoka Road, and the North-West Coast Road. The annual cost of the latter loan would be approxi-

mately £11,000 per annum. It was proposed to provide for this by an increased tax of 3d. per gallon on petrol imports.

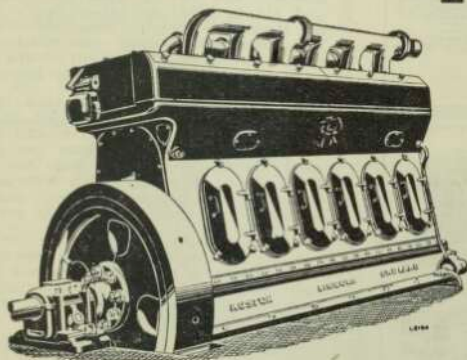
(The Legislative Council subsequently agreed to this and the petrol tax is now in operation.)

It is proposed to spend £25,000 from surplus Government funds on the new Government offices in 1935; and also from the same source £2,000 on an Indian school in Suva; £3,000 for a vessel for the Lau District Commissioner; and £2,200 for extending the Samabula water supply.



The Governor of Fiji (Sir Murchison Fletcher), attended by Captain M. Godley, inspecting the guard of honour prior to the opening of the Legislative Council in Suva on October 12, 1934.

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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.**BANANA TRADE.**—It is reported that the New Zealand Government, in order to assist Samoa, proposes to increase the quota of bananas allowed to enter the Dominion from Samoa, and correspondingly reduce the Fiji-Tonga quota. The Government hopes that this loss of trade may be partly compensated by the establishment of a new banana trade with Vancouver.**PORT OF LEVUKA.**—Diminishing trade has made it necessary to reduce port costs. The District Commissioner will now act as Collector of Customs and have charge of the harbour; the separate posts of Harbour Master, Customs Officer, and Postmaster will be abolished; the Police Inspector will act as Customs Officer and Postmaster; and there will be adjustments in the junior staff; the

total saving being about £19,000 per annum. Pilotage will no longer be compulsory.

CONTROL OF PESTS.—Considerable success is being obtained in noxious weed control. The thrips, which was introduced by Mr. H. W. Simmonds, Government Entomologist, from Trinidad, is producing excellent results in areas affected by *Clidemia hirta*, commonly known as the Curse, and these areas are going steadily back to useful grass land. Marked success has been achieved with the biological control of the coconut leaf miner, and four parasites of the spathe moth have been established in large numbers. Rat damage in certain coconut lands is considerable, but with present copra prices any organised control would probably be uneconomic.**COTTON.**—The Government will resume its cotton enterprise, which is designed to provide useful employment for Fijians and Indians. A new strain has been evolved and a crop estimated to give 200 bales is about to be planted. It is anticipated that the total cost of promoting this industry will be fully covered by sales in 1936.**RICE.**—The Government mill in the year ended 30th June last, produced 769 tons of rice, 315 tons of bran, and 18 tons of chick feed. There are now in operation in various parts of Fiji 38 mechanically-driven rice mills.**OIL STORAGE.**—Good progress is being made by the Shell and Vacuum Oil Companies in the establishment of bulk storage for diesel and heavy fuel oils. There are in course of erection one tank of 2,500 tons capacity and two tanks of 2,000 tons capacity.**INDIAN AFFAIRS.**—"The Indian community," said the Governor, "appear to be generally prosperous and contented, and they are showing a sensible restraint in matters of religious and political controversy. Evidence that they are satisfied with their lot may be adduced from the fact that the number of repatriates to India has been steadily decreasing. Two hundred and twenty went back in 1933 and 117 in 1934, the latter figure being the lowest on record. Immigration from India remains closely restricted, and among those who are admitted the proportion of women has largely increased.

"Questions of leases and land tenure continue to exercise the mind of the community; and the matter is still under careful investigation. There are many conflicting interests, and it is not easy to arrive at a policy which will be acceptable to all parties. It is not possible to make any pronouncement at present.

"Apart from their successful sugar season the Indians are finding a remunerative market for rice and for minor crops such as yagona, dhall, bean, maize, and tobacco. Local supplies of dhall are far short of the demand.

"Indian youths are taking an increasing interest in sport, and the cricket and football, which have become a regular feature in the more thickly populated areas, must have a salutary effect upon their general physique.

"The addition of an Indian platoon to the Defence Force is giving effect to a long cherished wish on the part of the Indian population that they should take their part in the defence of the Colony. Twenty-nine members have been enrolled and the Commandant informs me that they promise well."

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THE PACIFIC ISLANDS MONTHLY

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NEW GUINEA NOTES

From Our Own Correspondent.

RABAU, Nov. 13.

THE old-time Ah Chee's Hotel is once again open to the public. Mr. E. C. Monck, previously in Western Australia and later at Wau, has taken over the license, and the hotel resounds once again to song and laughter. Its new name is the Cosmopolitan.

Mr. Gilbert Renton departed by the Van Rees on September 30, for a short holiday, and to inspect his interests in the Gosford (N.S.W.) district. He expects to return after the festival time in Sydney.

Other passengers by the Van Rees included Mr. Steed, manager of the Commonwealth Bank, and Mrs. Steed. Mr. Steed's position as bank manager has been filled by Mr. V. C. S. King, formerly of Ipswich, Qld. Mr. and Mrs. Goyne-Stevens were also South-bound passengers, together with Mr. and Mrs. C. Normoyle and Mr. and Miss Hill-Griffiths. Mr. J. Worssam, of the Vacuum Oil Co. also joined the ship after spending some time in the Morobe goldfields.

OIL PROSPECTORS

Six members of the oil prospecting party under Mr. G. A. V. Stanley, of Oil Search Ltd., passed through Rabaul recently en route to the Aitape district, where, it is understood, boring operations will be commenced at almost any time now. Mr. J. N. Montgomery was also in the party, after an absence from the Territory for some 13 years, having spent several years in England and Persia.

Mr. J. C. Mullaly, M.L.C., who is interested in mining matters in the Aitape district, left for that part of the Territory by the last Montoro. A mining expert from the Placer Co. accompanied Mr. Mullaly with a view to testing out some of the areas along the Mingin River.

Mr. Colin Marr, of the Department of Agriculture, has been on patrol work in New Britain. He has been absent for the past five months, having finished a complete circuit of the island on foot, visiting all plantations and native coconut groves. He will leave shortly for the New Ireland district.

AMATEUR DRAMATIC SOCIETY

A meeting was held on November 12, at the Palms Restaurant, for the purpose of forming a Dramatic and Musical Society. Mr. Berkeley Ayris is the prime mover in this interest, and he must be

complimented on having aroused so much interest among Rabaul residents as to induce over 40 to attend a formation meeting.

His Honour, Judge Wanliss, was in the chair, and the following officers were elected: Patron, His Honour the Administrator; President, Mr. J. E. Savage; Vice-presidents, Archdeacon de Voil and Mr. V. C. S. King; Secretary, Miss Joyce Carter; Treasurer, Mr. R. Ollerenshaw; Committee, Mrs. Jenner. Mr. Ayris was appointed Dramatic Director and will select cast and productions. It was decided that the subscription to the society would be one guinea per annum, and that efforts would be made to secure a suitable building for their productions. After the meeting a musical programme was rendered by several new members.

The New Guinea Club held a race meeting on November 3 at Lakunai. Although there was not a large attendance some very good racing was witnessed. Exile, ridden by Mr. Jack Allen, won the 1½ mile race from Queen Malka; it was a close race, Exile winning by a neck.

Snipe, with Mr. Roy Smith up, came third. Mr. Tom Goss, who for some time was in hospital at Namanula, has departed by the Van Rees for a holiday in Sydney.

Mr. and Mrs. S. A. Loneragan were South-bound passengers on the last Nellore. Mr. Loneragan is Chief Clerk of the Central Administration.

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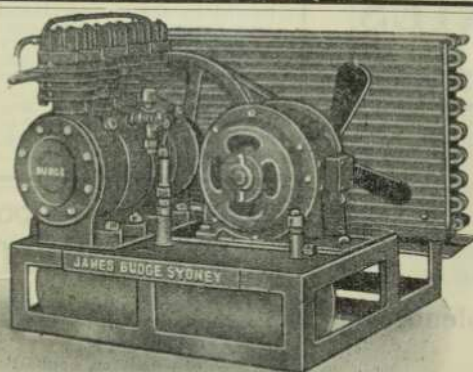
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PAPUA'S STRANGE STORY**How and Why it Became British Fifty Years Ago**

By MOLLIE LETT

IN the much greater stir of Melbourne's Centenary celebrations, it is feared that the fiftieth anniversary of the establishment of British rule in Papua has been overlooked. Yet the history of Australia's connection with the Territory is full of interest.

There is evidence that Chinese, Malayan, and Indian traders visited New Guinea from very early times. But the first sight of its coasts so far as European nations are concerned, was obtained in 1511, when Antonio d'Abreu, a Portuguese navigator, saw the north-western shores. He was followed by Don Jorge de Meneses for Portugal, and by Saavedra and Grijalva for Spain. And the first attempt at annexation was made by Ynigo de Retes in 1545, when he hoisted the Spanish flag on the north-west coast of the island. Spain failed to confirm

his action; and a number of other navigators sailed along the northern shore, reported ecstatically on the richness and beauty of the country, and sailed away.

But the south coast remained undiscovered until Luis Vaes de Torres, after a troublesome voyage from Peru, found the extreme south-east point of New Guinea in 1606, and coasted west and north, passing through the Torres Straits and on to Manila. Torres claimed the island for Spain; but the knowledge of his discoveries was concealed by the Spanish Ministry on the grounds that men could not be spared from Spain to settle the country, and that the state of the exchequer would not permit the heavy expenditure necessary to "conquer" the great island.

Torres was the last of the Spanish mariners to visit New Guinea, and the Dutch took over the Moluccas from Spain. For many years the forts and warships of the Dutch East India Company jealously guarded the approach to New Guinea from the north and west; but in 1700 Dampier, coming from the south and east, landed on the island and was grieved by the lack of hospitality shown by the natives who, as he reported indignantly, were so fiercely hostile that they had no scruples about retaliating when fired upon.

After his visit British navigators were engaged in examination of the great Australian continent and the islands near it in the temperate zone; and the next visit was made by Captain Cook in 1770. He, too, found the natives hostile, as did also Lieutenant Yule, who hoisted the flag at Cape Possession in 1846, while engaged on a survey of the coast.

His action was ignored, as was also that of Captain Moresby in 1874 when, after adding detail to the surveys of his predecessors on the coast, he claimed the eastern end of the island for Britain.

But at about this time a few white traders began to compete with the Chinese for the pearls and beche-de-mer for which the island was already famous. In 1872 the London Missionary Society landed half-a-dozen Cook Islands teachers and their wives near what is now Port Moresby. They were well treated by the natives, though sickness took heavy toll of them, and two years later the survivors were joined by the first white missionary and his wife.

Moresby's discoveries opened the eyes of Australian statesmen to the desirability of New Guinea, and they began to urge upon Great Britain the need for annexing that part of the island which was not occupied by the Dutch. Some de-

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THE PACIFIC ISLANDS MONTHLY

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sired it for strategic reasons; others, looking very far ahead, saw in it a home for the overflow of Australia's population; others again frankly expressed the desire to exploit the natural wealth of the island in the Australian interest. But whatever the main reason, a fillip was given to Australian ambition by the discovery of gold near Port Moresby in 1877.

In the resulting rush many men died of starvation, exposure, and malaria, and very little gold was won. But Australia continued to press for annexation and, Britain proving obdurate, the Premier of Queensland in 1883, commissioned H. M. Chester, a police magistrate at Thursday Island, to proceed to New Guinea and take possession in the name of Great Britain.

Chester duly arrived at Port Moresby and was disconcerted by the disappearance of the flag which he had brought for the purpose. However, careful and prolonged search disclosed it stuffed into an empty sugar bag, in use as a pillow by one of the native crew, and the ceremony was performed on April 4, 1883.

Britain repudiated Chester's action but, in response to continued pressure, she commissioned Commodore Erskine to declare a Protectorate over the southern part of the unoccupied territory.

News of Chester's action had reached Berlin, and Germany, whose agents and traders had been very active in the Pacific, and particularly on the north-east coast of New Guinea, claimed the northern part by right of occupation. The Under-Secretary for the Colonies was sent to Berlin to discuss the matter with Bismarck, who had already despatched a fast steamer to New Guinea to take possession of the northern coast. This was not known to Britain, and negotiations were begun, and were protracted by Bismarck in order that the German steamer might have time to complete her voyage. The discussion, like so many in which Bismarck was concerned, ended inconclusively; and orders were sent to Erskine, who was waiting in Sydney, to proceed.

Deputy Commissioner Romilly was instructed to be present at the ceremony. He proceeded to what is now Port Moresby and, misreading his instructions, hoisted the flag and declared the Protectorate before the arrival of the naval squadron. Erskine, when he arrived, carried on the tradition of repudiation by ignoring Romilly's action, and himself hoisted the flag and again declared the Protectorate on November 6, 1884—exactly 50 years ago.

New Zealand and Fiji, conjointly with the Australian colonies, undertook to provide £15,000 a year for the finances of the Protectorate; but the arrangement proved unworkable. New Zealand, Fiji, Western Australia and South Australia dropped out; and at a conference, held in London in 1887, it was arranged that Britain should annex British New Guinea on the condition that the three colonies, Queensland, New South Wales and Victoria, became responsible for its finance and management. On the 4th September, 1888, Dr. William MacGregor arrived on H.M.S. Opal, formally annexed the Territory to Great Britain, and took office as Lieutenant-Governor.

Still, matters were not satisfactory. The Australian colonies supplied the finance, but control was very largely in the hands of the British Colonial Office through a Lieutenant-Governor appointed from London. Discontent grew until Federation in 1901, and lasted until 1906, when, on the confirmation of the Papua Act, which was passed by the Commonwealth Parliament in the previous year,



Sir Hubert Murray

British New Guinea became an Australian Territory.

The name was changed to Papua, and a Royal Commission was promptly formed to enquire into the state of the Territory and the form of Government which would best suit Australian ideals. As a result, Sir Hubert (then Mr. Justice) Murray, was appointed to act as Administrator in April, 1907 and became Lieutenant-Governor on November 30, 1908.

At that time little was known of Papua. MacGregor had twice crossed the Peninsula from Port Moresby, had climbed Mounts Victoria and Scratchley, and had travelled by launch up the principal rivers. The coast-line was known, and the coastal tribes, at least in the east, were under some measure of control. Of

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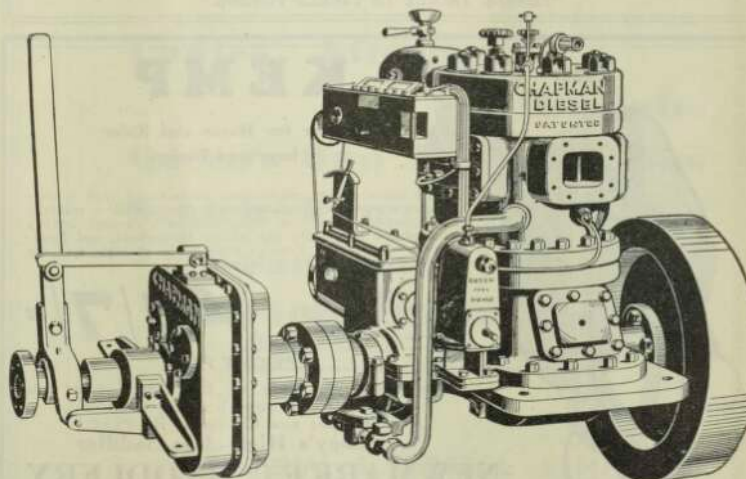
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the interior practically nothing was known except on the Yodda Goldfield, where the influx of miners had made a magisterial station necessary. Magistrates had to a great extent a free hand in the management and patrolling of their divisions, and their patrols were governed more by the apparent needs of the moment than by any settled policy.

Agriculture was practically non-existent at that time, raiding and cannibalism were practised by almost all of the many tribes, and white men travelled always with their lives in their hands.

The commercial history of Papua, since that time, has not been in any way remarkable for its success, though the Territory prospered well from 1910 to 1914, when the value of copra was rising, and Australia, Germany and Holland were competing for the shipping trade.

The outbreak of war in 1914 struck a heavy blow to enterprise and development. Investment ceased, and the world's shortage of shipping affected transport and communication. And hardly had the Territory found its feet again after the war, when it was faced with economic ruin by the imposition of the Navigation Act by the Commonwealth in June 1921. This Act cut Papua off permanently and definitely from the world's trade; for by the operation of the Navigation Act she was prevented from trading with any other country than Australia.

After repeated applications for the removal of the Act, Papua was relieved from its operation in September, 1925; but not before its evil influence had resulted in damage which seems likely to be permanent.

The year 1925-26 was a memorable one in the history of Papua in that the value of exports and imports exceeded the million. This improvement did not result from the removal of the Navigation Act, but was due to increased exports of rubber, copra and copper, and to a big advance in the price of rubber.

From 1926 to 1928 reasonable hopes were entertained for the prosperity of the Territory, even though the New Guinea Copper Mines, the biggest concern in the country, closed down in 1926 owing to adverse working conditions and the exhaustion of capital before full production was attained. But when, in 1928-29, the market prices of copra and rubber, the only products of the Territory, dropped, and continued to drop dismally, the long-established settlers realised that they could not hope for any reward for their consistent, hard, and honest efforts in the face of misfortunes so promiscuous and continuous, and so completely beyond their own control or that of their Government.

Since 1928, with low prices for her products, and with a falling revenue still further depressed by a drastic reduction in the Commonwealth Grant, Papua has been struggling grimly. The rubber planting industry has been saved by a generous bounty from the Commonwealth; but copra, the only other considerable product of Papua, can only be rescued from complete collapse by a very early rise in the market price.

There are some signs, to-day, that interest is not entirely lacking in the further development of Papua; and the prospect of investment in those products subject to bounties and preferential tariff gives rise to the hope that the not very distant future may see a measure of commercial recovery.

Native Administration shows very much happier results.

The achievements and reputation of Sir Hubert Murray are too well-known to need comment here. From the state of savagery and bloodshed in which the Territory was wrapped up till 1907 she has now reached a condition of almost complete pacification. Progress has been steady and continuous; and the last two areas will be brought under control during the next few months by a searching patrol of the unknown district between the Kikori and Strickland rivers, and by the establishment of a police camp in the heart of the turbulent Gollala valley.

'PLANE FOR NEW GUINEA MISSION

The Australian Board of Missions, of Sydney, under whose direction and finance the work of the New Guinea Mission is carried out, has under consideration a plan to purchase an aeroplane to assist in evangelical, medical and educational service in and about the Morobe Goldfield district, New Guinea.

The Board is also examining a suggestion that a party of Anglican missionaries should be despatched into the Benna-Benna Wahgi region, Central New Guinea. Presumably, if it is decided to send a party into this recently discovered area, the new machine will be used to convey them into the interior.



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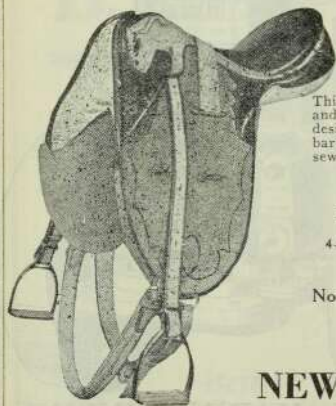
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THE PACIFIC ISLANDS MONTHLY

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Missionaries and the Wahgis

A Reply from the Field

Gentle sarcasm, at the expense of the rival missionary expeditions which were hurrying into the newly discovered Purari country, Central New Guinea, was indulged in several months ago by our Salamaua correspondent. The following amusing reply was written, during July, by one of the Catholic missionaries who had gone down into the new country from Sek (Alexishafen, Madang).

Letter to the Editor.

THE poor old New Guinea Government take another one on the chin. They should have known better than to permit those dumb, old whiskered guys from Sek to cast curious eyes on the sacred "sikin" of the Sultan of the Wahgi—with, by the way, his 10 wives.

The missionaries are not to blame. They are dumb, anyway. They just naturally figured that if the jolly old Government thought it worth while to spend hundreds and hundreds of pounds investigating the Wahgi-Mt. Hagen area, then they might have a look-see, too. Especially by request.

Your correspondent at Salamaua sees red and waxes eloquent. Let said correspondent look at this red rag—and take a stiff one and a chaser.

The New Guinea Goldfields exploring party, headed by Mr. "Mick" Leahy, discovered the Wahgi Valley in February, 1933. From a low divide, 7600 feet above sea level, at the foot of Mt. Erigvanna, Mick, his brother Dan, and Charles Marshall, licensed surveyor for N.G.G. Ltd., gazed for the first time upon the hitherto unsighted Wahgi Valley.

Long before that historic find, Sek (Madang) missionaries in the Bismarcks already knew a dozen roads over the range into the valley. At Bundi, the missionary discovered hundreds of women who had been taken from the Wahgi Valley. Every third one at Bundi and Guyebi spoke Arava, the Middle Wahgi language. Repeatedly, these people asked the missionaries to go over the range to the old homes of their women.

From Bundi to Koru, in the Wahgi Valley, seemed a long trek, and Bismarck conditions were still unsettled. However, on November 11, 1933, three Sek missionaries crossed the range at 10,000 feet, dropped down into the head of the Chimu river, reached the Chimu-Wahgi junction and went on up the valley.

It was not different to being "at home." Everywhere a welcome; everywhere friends met—and a great old time was had by all.

This was actually the first missionary expedition up the Wahgi Valley, a quite natural development of the Bismarck work among people with the same customs, some gardens, some houses, and almost the same language.

But the Government ought to have known better than to allow poachers on their private reserves; for at this time Mr. Taylor, A.D.O., who had accompanied the N.G.G. exploring party, had been in the Mt. Hagen district six months, and had just left for the coast on long leave.

There has been no fighting here between rival missionary parties. The banks of the muddy Wahgi are no suitable place to hurl hymn books. They might get dirty that way. So, for the

information of your Salamaua correspondent, we report that all parties in or out of the area are still unwounded.

Who's to blame for the "deplorable race?" Let's all pass the buck. We say again that Salamaua's eloquent "imagin-itis," translated into the P.I.M. June issue, is just another case of the Government taking it on the chin.

Yours for "humanity and common sense."

"HAGEN."

Wahgi district,

T.N.G., 15/8/34.

NORFOLK ISLAND TRADE

Month.	Imports	From Aust.
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October, 1934		£2488
Exports		
October, 1933		£1414
October, 1934		£328

Trade with New Zealand, for the period under review, was nil.

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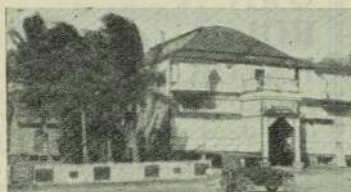
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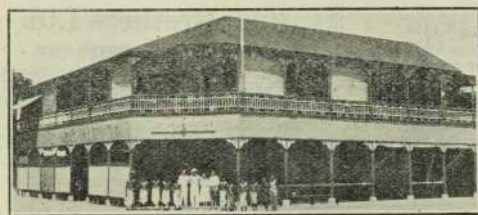
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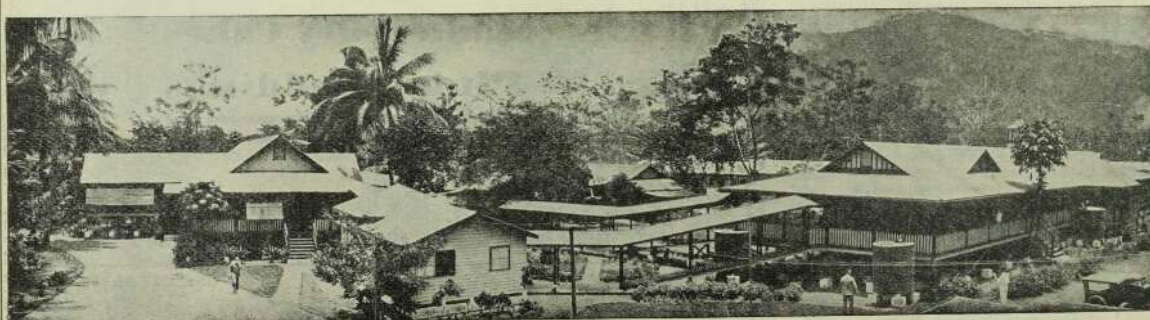
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THE PACIFIC ISLANDS MONTHLY

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AS IT SOMETIMES HAPPENS

AT a far-away Pacific atoll, hundreds of miles from nowhere, reigned a Government Official—a native. His 400 or so native subjects included one solitary white man, who for no other reason than that he was once regarded as a white man, possessed a small degree of Mana—better known as "bluff."

It came about that the white man gave a party at his hut, to which he invited several natives, but not the official head of the island. Here, of course, was a snub.

Now note what happened. Next morning, all those who were guests at the party were hauled up before the Court and charged with "consuming liquor," or something of that sort. One after the other offenders were fined.

But when it came to the turn of the white man to stand his trial, he indulged in some verbal detonations and then fell back on the good old islands stratagem of threatening to report the official for something to do with his sleeping habits.

The case suddenly collapsed and the Court was adjourned.

Later on, the Bench and the defendant were noticed talking amicably together; after which they moved off to the white man's habitation. There they remained for some hours until, eventually, the official reappeared in a helpless but jubilant mood.

No more was heard about the partly-finished case.

Rev. S. R. M. Gill, of the New Guinea Mission station at Mamba, Papua, is at present on furlough at Assam, India.

B.N.G. Development Co. Reports Smaller Loss for 1933-1934

From Our Own Correspondent.

PORT MORESBY, Nov. 10.

THE twelfth annual report of the British New Guinea Development Co., Ltd., which was presented to the shareholders in London in July, shows the loss for the year ended January, 1934, as £765/15/9. Together with debenture interest (£8390/7/6) and loss brought forward from previous years (£2678/10/-), this brings the total debit at profit and loss account to £12,834/13/3.

The report states that the output of copra for the year was 2164 tons, as compared with 1926 tons for the previous year. Copra production, however, resulted in a loss of £1/15/6 per ton, as compared with a loss of 14/3 per ton in 1932-33. The average sale price was £2/17/4 per ton less than the year before, while the cost of production was reduced still further (£1/16/1 per ton less).

The total amount of rubber produced in 1933-34 was 787,769 lb, as compared with 785,328 lb for the previous year. Average net sale price was 6.19d per lb, f.o.b., compared with 5.81d per lb for 1932-33. The cost of production was reduced from 4.55d to 4.25d per lb (Australian currency).

The report adds that the present year 1934-35 is likely to show greatly increased production in both copra and rubber.

BARBARIC DANCE

Dr. Hogbin's Experience at Wogeo

DR. IAN HOGBIN, of the University of Sydney, who has been carrying out a special investigation at Wogeo on behalf of the Australian National Research Council, hopes to complete his work at that remote spot by the end of the year. He is the only European on the island, which is in the Schouten group, not far from the mouth of the Sepik River, New Guinea.

In a recent letter, he said: "I was present at a most thrilling affair yesterday, and my spine is still tingling. A festival was to conclude. At 4 o'clock in the afternoon, with yells of hilarity, two files of men emerged from the entrance to the men's club-house. Each man was joined to his neighbour by a rope made of wild ginger leaves. They entered the village, and took up positions in the street facing each other—150 of them.

"Then out came half a dozen drummers, beating hour-glass shaped drums with a lizard skin tympanum. These fellows provided the rhythm for a sort of jog-trot dance and song by the men, but the drummers, replaced from time to time, ran around gyrating madly.

"Soon the women joined in, and the festival proceeded for about two hours. Then, with unearthly yells the men again emerged from their club-house, some with spears and others with smoking flares. Spears were hurled over the dancers, and flares swished all over the place.

"I have never been present at anything quite so barbaric," declared Dr. Hogbin, who, unfortunately failed, owing to the

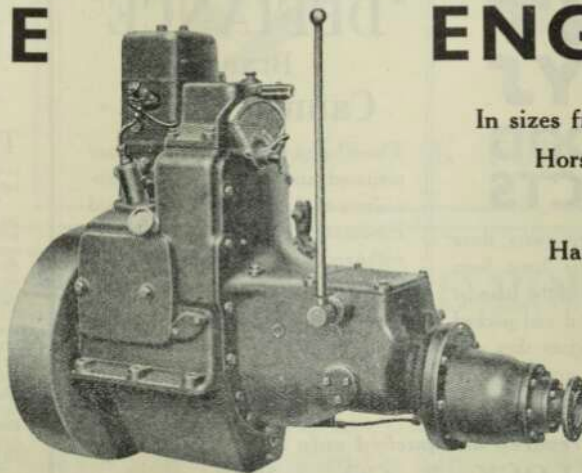
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departing light, to take some photographs of the wild scene.

"Then, wilder yells yet," he added, "and two figures with hideous wooden masks and bodies covered with coloured fringes, ran from the club to a platform specially

prepared for them. As they reached this, and climbed up, there was a long drawn moan from the people, and with one consent the men all fell forward on their faces, and the women fled to their houses. For a minute the figures stood with arms

outstretched, and, marvel of marvels, the setting sun chose that moment to illuminate them with its last beams! Reinhardt himself could not have done the thing better! It was really an experience worth coming to Wogeo for!"

Anthropologists

New Guinea is likely to receive additional anthropological attention soon, as Dr. Reo Fortune (who was there last year with his wife, Dr. Margaret Mead), is returning from London, via Sydney, for that purpose. Dr. Mead, who is a noted author, has resumed her work at the American Museum of Natural History in New York, after lecturing in different parts of the United States.

Miss Camilla Wedgwood, who has been lecturing at the University of Sydney since Dr. Hogbin's departure for Wogeo, will leave for Nauru early in the new year to carry out research work among the natives there.—E.R.

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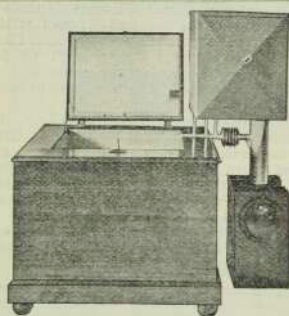
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STUD CATTLE FOR TAHITI GOVERNMENT FARM

From Our Own Correspondent.

PAPEETE, Nov. 1.

Monsieur Bariac, Government veterinary surgeon at Papeete, returned from Australia on the Maunganui in October, bringing with him several stud animals for the Government farm at Mamao, where their services will be available to stock-owners.

The new acquisitions, which were purchased in Australia and New Zealand, include 1 Clydesdale stallion, 1 riding stallion, 2 Berkshire boars, 1 Hereford bull, 1 Friesian bull, and a stud ram. All these animals, including some Plymouth Rock fowls and a number of turkeys bought for private owners, arrived without mishap and will no doubt prove of benefit to the Colony.

M. Bariac, as part of his mission, was also charged with the delivery of a collection of plants, indigenous to French Oceania, to the Horticultural Exhibition at Melbourne.

Japanese Fisheries Boat at Rabaul

From Our Own Correspondent.

RABAUL, Nov. 13.

THE "Hakuyo Maru," which was due to arrive here on November 12, arrived unexpectedly from Ponape (Caroline Islands) on the afternoon of November 9.

The vessel, under direction of the Japanese Imperial Fisheries Institute, is used by that organisation for final-year students taking the four-year course in Fishery at the government institute. During the winter months the vessel cruises amongst the South Sea islands, where the students obtain first-hand knowledge of deep-sea fishing, particularly tunny, of which there is reported to be an abundance off the coast of New Ireland, according to Captain Nakakawa, master of the "Hakuyo Maru." During the summer months the vessel proceeds to the North and East of Japan, touching Alaskan waters and fishing in the Bering Straits.

There are 31 students on board, and discipline seems to be good. Whilst ashore the cadets paid visits to the Botanic Gardens and were entertained by the local Japanese residents. The ship left on November 12, for Madang, from whence it will journey to Manila and then to Japan.

December 19, 1934.

THE PACIFIC ISLANDS MONTHLY

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N.G. GOLDFIELDS NEWS**Growth of Edie Creek Township**

From Our Own Correspondent

EDIE CK., Nov. 3.

EDIE CREEK is gradually becoming a township apart from Wau. Its Progress Association and Sports Club are comparatively old standing institutions. The present commodious Edie Store, with its four Europeans, dates from a year ago, but the Edie Creek Hotel was opened only a month ago—on September 22.

The Hotel is certainly a credit to the proprietor, (Mr. R. Franklin) and, in the opinion of the writer, excels most of the hotels in the Islands. Log fires and comfortable lounges do not seem fitting as part of Islands life, but they give to the Edie Hotel a homeliness appreciated by the mining men. When the new road from Wau is opened early next year this hotel should attract a goodly week-end and holiday trade from Wau and the coast. About 120 residents were the guests of the licensee on the opening night, the cold weather allowing dancing to be enjoyed to the full.

The weather at Edie Creek has been what holiday-makers would call "foul"—in fact we have only had 17 days in which rain has not fallen in the last five months. The miners on the small tributaries do not growl, their water shortage problems are solved whilst this weather lasts, but the tracks are reduced to quagmires.

On September 30, another institution was added to Edie Creek's activities; a Sub-branch of the R.S.S.I.L.A. was formed—the first on the Mandated New Guinea mainland. Within a fortnight all the Returned Sailors and Soldiers in the Edie Creek area were members, beside a number from other centres, making a total membership of 85. When our new Administrator visited Edie Creek on October 9, we found him a League enthusiast, and he gladly agreed to be the first Patron.

Officers elected for the ensuing year were: President, A. H. Cresswell; Vice-Presidents, A. G. Villiers, S. Fitzgerald, F. James; Secretary, B. Rossi; Treasurer-Publicity Officer, H. D. McGilvery; Committee, R. V. Wild, G. R. Courtney, W. Davis, T. P. Skiffington, and R. F. C. Struben.

At the first general meeting the Larkin Case was discussed and a fund was immediately opened to assist in the re-opening of this case.

Mrs. Bowring, the popular hostess at the Kiandi guest house, met with a painful accident on her way up from Wau, when the truck on which she was a passenger crashed below Blue Point, and Mrs. Bowring was thrown 200ft. down the cliff. She was taken to the Wau Hospital, and had several stitches inserted in wounds received. Mr. Jack Bannigan, who was driving, and Mr. Jack Spence, a passenger, escaped unharmed.

Christmas time at the Creek will be full of jollification; there is to be a dinner with a ball following on the Saturday preceding Christmas and a huge Xmas tree for the kiddies on Xmas Eve.

Mr. and Mrs. McGilvery (the former was formerly a pilot for General Airways), have gone South, with their two small daughters. Mr. McGilvery recently purchased the Edie Creek store, and intends enlarging it on his return.

Popular Don McDonald, of Edie Creek, who has been for many years in this part of the globe, has gone South by the Macdhui for a well-earned rest.

Quite the prettiest and best bungalow in New Guinea is the beautifully appointed Wau home of Mr. Normie Neal, M.L.C., and director of Day Dawn. Recently extensive additions were added, and the genial host did his bit and wielded the hammer very effectively, especially with the huge bay window. By the way, the garden around this house is unique; glorious roses, gladioli, carnations, and last but not least many vegetables flourish on what was once the meeting ground of Kukukukus.

The god of luck was certainly with Ernie and Chips Hodley, who drew first and second prize in the local sweep on the Melbourne Cup.

Owing to the Montoro being a week late at Salamaua last trip, we were without meat—and beer—for some days.

Mr. Brian Lane, of Edie Creek, is looking forward to the arrival of his brother, Mr. Niall Lane, by the Montoro on December 20. His other brother, Dermott, intends coming up in January.

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Fashion Hints for Islands Women

By THERESE

SURELY the modern woman has touched the knees of the gods, since all the world seems in league to shower her with gifts that charm. There is no stereotyped style for her to follow, for there are silhouettes innumerable from which to choose. Slim as a reed, bouffant as her Victorian ancestors, Grecian as a goddess, sophisticated as a Medici, whatever she will, success is her portion.

Her choice of colours, too, is as varied as an artist's palette, and with the magic of her supreme artistry she blends them, till the result is glamorous beyond dreams.

Day-time silhouettes are in the main straighter and slimmer than of yore, and to vary this the basque is used to good effect in giving that hour-glass line so much used by the Couturier in the new season's clothes. Smart simplicity is the keynote of the hour. Morning clothes are trim and tailored, but with never a hint of masculinity in their well cut line. Both day and evening skirts are slit to give necessary width, or they go gaily aflutter with soft draperies.

The tunic keeps its well-earned popularity and is always charming, giving as it does such scope for individuality and clever combination of colours.

Capes appear with tremendous success for festive hours and the newest type sports a softly draped cowl collar, or the hood of the religieuse, while some fasten at the back with softly falling bows. Delightfully feminine with their soft appeal, bows are used to advantage on all sorts and conditions of clothes.

The high neckline is fast disappearing, for which many breathe a sigh of relief, since it is becoming to only a favoured few. The low and infinitely more becoming square neck is well in the vogue. Indeed, so very attractive is it that many gowns sport it back and front.

The V décolletage, reaching to the waist, loses its terrifying moments when with it is worn a brassiere of gold or silver lame. The effect is ravishing in the extreme, and simply shrieks sophistication.

Flowers add charm to both afternoon and evening gowns. Trails of forget-me-nots and daffodils cascade softly down the draped bodice of a blue chiffon, which clings lovingly to the knees and foams into frivolous flounces—one, two, three.

Detachable sleeves are a marvellous innovation, and be they long or short are equally desirable. Little short sleeves are banded with exquisite flowers, which hold them cunningly into position. A touch of flattery is given to the classically moulded evening gown by a delicious little ruffle at the square neck, held erect by a spray of half-blown roses.

Cellophane trims are delightful, and a huge bow on a bouffant chiffon gown is entrancing in its fairy-like effect.

Fascinating and intriguing are the scarves that metamorphose into the most delightful wraps. They are heaven-sent for the ingenious woman who regards them as a medium for perfect self expression and drapes them in ways innumerable. Evolved in lame, chiffon, dew sprinkled with diamante or heavily sequinned, tulle ruffled and gathered, there is about them an indefinable charm that is irresistible.

Wing effects are still sought. A ruffle sewn across the back neck-line extending the full length of the half sleeve is caught at either side of the square neck with the new clips of crystal—that glass with the deliciously dull sheen.

Tucks sound the only note of trimming on many of the smart models. Diagonal tuckings meeting on the raglan shoulders and at the sides of the bodice form a fish-bone effect that is distinctly novel. Row on row of gold stitching gives an expensive air to the plainest of frocks and adds an air of distinction.

Attractive double tiered collars of lace with cuffs of the same variety spell charm to the frock whose narrow well cut skirt is given dash by a side slash.

In obedience to fashion's decree that we must sparkle at night the new materials woven with silver or gold thread glitter delightfully. They are designed specially for the cleverly cut gown that moulds the

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figure so seductively. A lame tunic is a dream-like possession that justifies itself for formal and informal occasions alike. The new lames are deliciously soft and supple and lend themselves to clever drapery. They are used to trim our afternoon gowns with results that are particularly pleasing.

An evening cape of tremendous chic is evolved from two squares of lame, the two corners of each square being joined at the back with a large silver button or brilliant clip. The front is held in place by a large loop and bow slotted through buttonholes on either square.

Taffetas and moires still rustle their effective way through the cavalcade of fashion. Coats, afternoon and evening gowns, seek perfection through this delightful medium. With the addition of a wide sash of taffeta, floral mesh voiles make the most charming in-between frocks for informal dances, bridge parties and what nots. In fact, there is scarcely an occasion that this type of material would not serve in the tropics.

Lingerie lines retain bias with that sleek and slinky fit which is more than ever necessary with the straight lines that one's clothes follow.

Stockings are an all-important subject with us, n'est-ce pas? Paris decrees stockings of black silk. Ye Gods! We hold our breaths, determined to compromise, and choose off-black-gunmetal shades with the tiniest tinge of brown to lift them from Stygian gloom, and of a firmness so unbelievably sheer that one can scarcely believe them to be the product of human agency.

From the days when to go stockingless was the mode, we have turned with seemingly haste, and to the well dressed woman stockings are now de rigueur. There are so many fascinating shades from which to choose that their comeback is scarcely surprising.

Knee-high stockings are delightful and reduce the risk of ladders to a minimum. In fact they are an absolute necessity to the slim-fitting gown which has the unhappy knack of making only too obvious the careless disregard of essentials.

Accessories never lose their importance, and so much of the success of one's toilette depends on them that they should receive their full measure of consideration, and not be allowed to take their place along with what we are, alas, too apt to consider the less important details.

Pigskin bags and belts are ideal for the tropics, as are those inexpensive Toya types. The cost of these latter is so negligible that it is possible to possess a wide range of colour schemes to your intense satisfaction.

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B.—36 inch Ferguson's Fadeless Lingerie Lawn—standard quality, obtainable in various popular floral patterns; one is illustrated above. In pastel shades of nil, lemon, helio, pink and white. Usual Price, yard 1/11½. Sale Price, yard

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2/6 PTD. CHIFFON VOILES

C.—36 inch Fadeless Printed Chiffon Voiles, showing in an attractive leaf design on coloured effect background. In bright shades of green, pink, lemon, blue, and helio. This Chiffon Voile washes and wears splendidly. Usual Price, yard 2/6. Sale Price, yard

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EXPLORATION OF NEW GUINEA AND PAPUA

Rapid Penetration of Hitherto Unknown Areas

By R. W. ROBSON.

AN American explorer, Commander Dyatt, who is best known for his expedition in search of Colonel P. W. Fawcett (British explorer, who disappeared in the jungles of Brazil in 1925) has announced that he is seeking the permission of the Australian Government to carry out a year's exploration work in New Guinea. He says he proposes to cover an area of 10,000 square miles, and will be accompanied by a geologist and a surveyor. He would make some study of minerals, but his chief work would be anthropological and geographical.

If Commander Dyatt does not make haste in carrying out his plan of exploration

in New Guinea, he will find very little country left to explore.

The Australians have done a creditable job of work. Two or three years ago there was a very large area in Central New Guinea and Papua, eastward of the Upper Fly and south-westward of the Sepik, which had never been penetrated by white men, and which is still shown on most maps as a complete blank. But during the past two years a good deal of this territory has been opened up, mainly as a result of the enterprise of gold prospectors who are constantly pushing westward from the Morobe goldfield.

It is almost two years since a combined

expedition led by Assistant District Officer J. L. Taylor, representing the Administration, and Messrs. Mick and Dan Leahy, representing gold-seeking interests, got through to Mount Hagen from the upper reaches of the Ramu River. They traversed a magnificent park-like valley or plateau, lying between mountain ranges, over 100 miles long by 50 or 60 miles across. The plateau lies at a considerable height—averaging, I understand, at least 3000 feet—and it carries a thick population of natives who had never hitherto been in contact with white men. These are a particularly fine type of people, who engage in intense agriculture and have a remarkable system of irrigation. The valley or plateau is very well watered by two river systems, which appear to combine to form the headwaters of the Purari River. These streams disappear in a southerly direction, into the unexplored central range between Papua and New Guinea; but there is little doubt that they are part of the mysterious Purari, which flows into the Gulf of Papua on the southern coast of the great island.

The announcement of the discovery of this beautiful land and attractive people has aroused great interest all over the world. It was stated only a few days ago that an American expedition is hurrying to what is called the Mount Hagen area to make films and gather anthropological data.

There is some reason to believe that this region was penetrated by Captain Detzner, the German officer who escaped from the Australians into the interior in 1914 and who wandered there for years in an attempt to get across the unknown central region into Dutch New Guinea. Detzner's book in which he apparently described this Mount Hagen area was discredited; but since we have obtained details of the region, during the past two years, there is a tendency to believe that Captain Detzner's claims were unjustly treated.

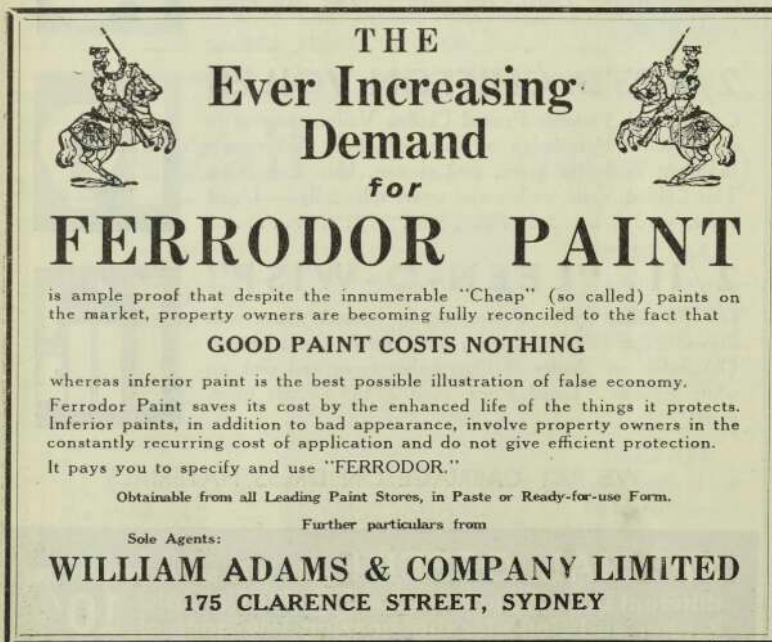
When Messrs. Taylor and Leahy Brothers reached Mount Hagen, with the assistance of aeroplanes, early in 1933, they secured, from the aeroplanes and from the slopes of the high mountain (over 13,000 feet), a glimpse of the country to the westward—an absolutely unknown territory, 100 miles wide, which lies westward and south-westward of Mount Hagen. They described it as even more attractive in appearance than the Ramu-Mt. Hagen region, and said also that it appeared to be densely populated.

At this very moment, an expedition equipped by one of the gold companies and led by Messrs. Mick and Dan Leahy is away out in this country westward of Mount Hagen; and when the Leahy Brothers return we may expect that some very interesting material will be published. The Leahy Brothers are some-



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thing more than prospectors—they are keen observers, possess considerable scientific knowledge, and they are expert photographers.

The Papuan Expedition.

Meanwhile, another expedition has set off. The Lieutenant-Governor of Papua (Sir Hubert Murray) has selected one of the ablest of his young officers, Assistant Resident Magistrate Jack Hides, to lead an expedition up the Fly River to its junction with the Strickland, thence to ascend the Strickland River for at least 100 miles; and then to branch off in a north-easterly direction, in an attempt to penetrate the unknown region that lies on the border of Papua and New Guinea, between the upper waters of the Strickland and Mount Hagen. Mr. Hides was to leave about November 20 on the small vessel "Vallala," which has been specially prepared for the expedition and which will take them up the Strickland as far as she can. Mr. Hides is accompanied by 14 specially selected native police and 25 native convicts from the Port Moresby gaol—the latter being all hillmen from the north-eastern division of the Territory who are under long sentences, and who have learned something of discipline. Such convict-carriers have proved very useful and reliable in expeditions in the past. It is estimated that the Hides expedition will be absent for five or six months, and it is hoped that it will traverse about 300 miles of hitherto unknown Papua and will come out somewhere in the vicinity of Mount Hagen in the central portion of the Mandated Territory.

An expedition led by Mr. G. Massey Baker several years ago discovered a great tributary coming into the Strickland River about 70 miles above its junction with the Fly. This river has never been explored—but it is assumed, apparently with some reason, that it drains some portion of the large unknown region south-westward of Mount Hagen. Mr. Massey Baker's report laid emphasis on the fact that this river apparently comes through markedly auriferous country—he found in it impressive traces of gold. It is understood that a part of Mr. Hides's task is to take a look at this river and if practicable to secure some indication of where it comes from. It is quite possible that the course of this river, if north-eastward, will be generally the track that Mr. Hides will follow.

Mr. Hides already has carried out some notable exploratory patrols through practically unknown territory in Central Papua and he has almost ready for publication a book describing some of his more interesting experiences, for which Sir Hubert Murray has written a special preface.

Dutch Activity

Just westward of the Dutch New Guinea-Mandated Territory border is another unknown region and at the present moment extensive plans are afoot for the investigation of this country by a Dutch expedition. The "official investigation," as it is called, is under the direction of that influential body of Dutch citizens formed last year in The Hague and called the New Guinea Committee. Its representative in Australia is Colonel J. G. Koopman. The Dutch Government, with the assistance of the New Guinea Committee, is now giving very active attention to a survey of the mineral and oil resources of Dutch New Guinea; and the expedition that is now going inland, into the north-east section of Dutch New Guinea, near the Mandated Territory border, is part of a general plan which embraces the use of aeroplanes.

It is interesting to note in this connection that Colonel Koopman is seeking to

co-operate with the Australian authorities and with such institutions as Guinea Airways Ltd., which has provided the gold-fields section of New Guinea with an extraordinarily efficient transport system, and whose aeroplanes co-operating with the various expeditions, have assisted so much in the rapid contraction of the area hitherto described as "unknown New Guinea."

Papuan Customs revenue is still falling. For the first quarter of the financial year to September 30, receipts were down £942. Post office receipts were £439, and Government plantations revenue decreased by £716. Altogether there is a total decline of £2688. The public debt stood at £65,621, all due to the Commonwealth Government.

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'ASPRO'

NIPS FEVER IN THE BUD

TO EXPLORE MT. HAGEN AREA

American Expedition En Route To N. Guinea

FIVE young scientists sailed from New York at the end of November in the 65ft. schooner *Director* for New Guinea, where they will seek to penetrate the newly opened Wahgi-Mount Hagen region in the interior of the N.G. mainland. If successful, they will be the first wholly scientific expedition to explore the new area.

The members of the party are Adam Bruce Fahnestock, entomologist and leader of the expedition; Hugh S. Davis, director of the Tulsa Zoo, U.S.A., still and moving picture photographer; Dennis Puleston, an English ornithologist, who will navigate the schooner; John Sheridan Fahnestock, skipper of the vessel and an ichthyologist; and another American, who will act as radio operator and botanist. They will spend six months on the plateau, studying and photographing the native people and collecting specimens of animal life.

The specimens and data gathered by the expedition will be divided equally among the Tulsa Zoo, the American Museum of Natural History, and the Brown University, U.S.A.

The schooner's itinerary to New Guinea, via the Galapagos Islands, Marquesas, Samoa, Tonga, Fiji, New Hebrides, and Solomon Islands. After completing their work in the Mandated Territory, the party will continue on around the world.

S.S. Laperouse to be Replaced

From Our Own Correspondent.

NOUMEA, Nov. 17.

Messageries Maritime Company has announced that the *Laperouse*, which maintains a monthly service between Sydney, New Caledonia, and New Hebrides, is to be replaced early next year by the twin-screw vessel *Pierre Loti* (3,012 tons).

The *Pierre Loti* (ex Emperor Nicholas, 1st.) was built in Great Britain in 1912. She is 115 metres long, and 16 metres wide; and her engines are capable of generating 5,480 horsepower.

FIJI KETCH ASHORE

The wooden auxiliary ketch, *Helena* (Burns, Philp S.S. Co., Ltd.) ran on Mumbulan reef, north of Naselai, Fiji, while en route to Suva from Levuka early on November 6. The vessel was not seriously damaged, and with the aid of assistance from Suva was refloated three days later. Subsequently she reached Suva under her own power.

Built in 1923, the *Helena* is of 86 tons gross, and 76 feet in length. She had been wrecked previously in December, 1929, during a severe hurricane, but was recommissioned by Mr. W. H. Terry, of Suva.

NEW ADMINISTRATOR BUSY

General McNicoll on Tour In New Guinea

THE new Administrator of New Guinea, Brigadier-General W. Ramsay McNicoll, certainly has lost no time in making the acquaintance of his extensive Territory and its numerous problems.

Soon after his arrival, after a period of intensive office work, he visited the goldfields area and made official calls at Salamaua, Wau, Bulolo, Edie Creek, Otibanda, Bulwa, Ramu, Mount Hagen, Lae, and thus back to Rabaul. The Administrator did not spare himself. He walked most of the distance from Wau to Edie Creek and back—the track being blocked by fallen trees—and he travelled on horseback over the rough bush road from Wau to Bulolo. He used the aeroplanes of all four companies while he was in the district. Mr. "Bob" Gurney, in a single-engine Junkers, took the Administrator from the Morobe goldfield right across the Ramu-Purari region to Mount Hagen. The aeroplane, when returning, became bogged on the Mt. Hagen landing ground, but the following day, after a run-way of bamboo was laid down, the party got safely away. The Administrator had interviews with scores of goldfields people, on a wide variety of subjects.

The Administrator left by the Administration schooner *Thetis*, early in November, on a visit to the Sepik area. He landed at Wewak, and visited Alitape, Vanimo, and the hinterland. Then he proceeded up the Sepik River to Marienberg, Angoram, Ambunti, and beyond. His itinerary thereafter included the Manus district, Kavieng, and back to Rabaul.

SAMOAN COCOA

Growers Want Bonus from N. Zealand

From Our Own Correspondent.

APIA, Nov. 15.

THE markets for copra and cocoa in England and America show no improvement, and, in spite of the approaching Xmas season, the local cocoa market has not been relieved of any noticeable quantities.

Suggestions have been made that New Zealand, which has quite a large cocoa and chocolate manufacturing industry, should step in and give some kind of preference to Samoan cocoa beans, in the same way as, for instance, the Australian Government is doing in regard to cocoa beans and rubber from the Mandated Territory of New Guinea and Papua. In those Territories a subsidy in the form of a bonus is paid to the producers for all produce imported into Australia.

New Zealand should feel some moral obligation to help the threatened primary producers of Samoa—the territory under its mandate. It could take a considerable portion, if not most, of the Samoan cocoa crop, which this year up to date already amounts to about 1200 tons and should, by the end of the current year, reach the record figure of over 1300 tons.

MARRIAGE OF SUVA MAYOR'S DAUGHTER

THE only daughter of the Hon. Alport Barker (Mayor of Suva), Muriel Agnes (Molly), was married recently to Mr. Frank Ryan of Suva, formerly of Timaru, N.Z., in the Suva Holy Trinity pro-Cathedral. The wedding created much interest locally, and 250 guests were entertained at the Town Hall after the ceremony, which was conducted by Rev. H. Harris. Miss Valmai McKenzie, daughter of the manager of Messrs. Burns Philp (S.S.) Co.'s Suva office, was bridesmaid, and Mr. W. E. Hancock was best man.

Among the guests were: The Governor of Fiji (Sir Murchison Fletcher), the Chief Justice, the Colonial Secretary, Sir Henry and Lady Marks, Sir Henry Scott, Mr. and Mrs. R. Crumpton, Mr. D. B. Costello, and Mr. A. H. Witherow.

JONAS M. COE

Interesting Pacific History

Letter to the Editor.

THE paragraph in your August issue, containing an implication of beach-combing, is resented by the members of the Coe family resident in New Guinea.

Jonas M. Coe was a University man, American Consul in Samoa, and for long years held a very high and responsible position with the biggest German firm in Apia, and was an accomplished linguist.

His brilliant daughter, afterwards "Queen Emma," owned the most extensive plantations in N.G., and also steamers and auxiliary schooners to carry produce from her plantations. She and other daughters and sons of Jonas M. Coe pioneered this Territory when natives were dangerous, necessitating an armed guard around their homesteads every night, and some days, too.

William Coe, son of Jonas, was for years Governor of Guam, and was decorated by the then President of the United States for bravery and gallant conduct during the disastrous hurricane, when six warships were wrecked at Apia. He (William Coe) died recently in the Philippines, leaving a large estate. His three daughters, well respected ladies, each manages her own plantation in N.G.—no easy task for anyone these days.

I am, etc.,

PAGO PAGO.

New Guinea,

20 Oct., 1934.

[EDITORIAL NOTE.—The article to which our correspondent refers was a report of a law case in Samoa, affecting the estate of the late Jonas M. Coe. The writer remarked that some of the evidence recalled "the good old beach-combing days." No one who knows anything of Pacific history would associate Jonas M. Coe with beach-combing.]

AN EFFECTIVE RAT DESTROYER

Recent advices indicate that the poison known as "Squilltox" is meeting with success in destroying rats. In the past, rodents have caused great damage to crops and goods in storage in the Islands, but planters who have been using this preparation report that they are rapidly eradicating their plantations of parasitic rats. "Squilltox" is used in the form of baits and is harmless to human beings, poultry, dogs, live stock, etc., but is certain death to rats. The preparation, made by Messrs. Houghton and Byrne, of Sydney, is distributed throughout the Pacific Islands by Burns Philp & Co. Ltd., and is obtainable at all their Islands stores.

December 19, 1934.

THE PACIFIC ISLANDS MONTHLY

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NATIVE ARTS

Interesting Display at Rabaul

From Our Own Correspondent.

RABAUL, Nov. 13.

SOME months ago it was decided to hold an exhibition of native arts and crafts in Rabaul for the purpose of fostering native craftsmanship and to stimulate an interest in the work which the natives do in their own homes.

As a result, the exhibition was opened on November 8, by the Deputy Administrator (His Honour Judge Wanless), and the hall of the Times' building was crowded with interested spectators.

Articles of native workmanship were exhibited from Manus, Morobe, and the New Britain districts. Among articles of primitive manufacture were the very excellently finished spears from the Mount Hagen area. The New Britain display, arranged by Mr. J. H. L. Waterhouse, F.R.A.L., was intensely interesting and well catalogued with explanatory cards, showing the use of each article and describing its manufacture.

There were also displays from the Vunapope Technical School and the Government school at Malaguna; these consisted chiefly of well-finished carpentry and cabinet work and showed what could be done by natives, when given proper supervision.

Mr. H. A. Gregory, A.D.O., in Rabaul, was in charge of arrangements and much credit is due to his organising ability, which provided such a successful exhibition. Credit is due also to Messrs. Schmidt and Burch, of the Malaguna School and to the Sisters of the Sacred Heart Mission who worked so indefatigably in preparing the displays.

Staff Alterations in N.G. Public Service

At the end of October the following alterations affecting the staff of the N.G. Public Service were published by the Central Administration in Bulletin No. 32:—

PERMANENT STAFF

Appointments

N. H. Fisher, Geologist, Dept. of Lands.
J. R. Hyde, Clerk, Dept. of District Services.
S. H. Filan, Clerk, Dept. of District Services.
E. W. Mantle, Acting District Officer.
H. L. R. Niall, Acting Assistant District Officer.
J. Hepburn, Acting Patrol Officer.

Transfers

E. T. Fulton, Patrol Officer, Rabaul to Kokopo.
H. L. R. Niall, Acting A.D.O., Rabaul to Kokopo.
J. A. Costelloe, Patrol Officer, Rabaul to Buka Passage.
S. H. Christian, Medical Assistant, Rabaul to Aitape.

TEMPORARY STAFF

Appointments

W. M. Cochran, Roadmaster, Public Works Dept.
J. R. Thomas, Clerk, Customs Dept.
A. I. Anderson, Typist, District Services Dept.
R. Nicholl, Chairman, Lands Dept.
H. J. Streeter, Carpenter, Public Works Dept., transferred from Manus to Salamaua (en route Wau).

N.G. POLICE FORCE

E. E. Walker appointed Warrant Officer, 2nd class.
A. E. Halley, Warrant Officer, 2nd class, transferred from Rabaul to Salamaua (en route Edie Creek).
S. Reilly, Warrant Officer, 2nd class, transferred from Salamaua to Rabaul.

HOW DOES ONE COOK YAMS?

Letter to the Editor.

I REMEMBER a "Punch" joke of my far-off youth, when pineapples were as little known a luxury as Alligator-pears are to-day, where a suddenly wealthy ignoramus says to the fruiterer:—"Yer can keep the change if yer tell us 'ow ter cook 'un!"

This little parable rises always in my mind when I get my numerous inquiries regarding the subject indicated at head of this letter. Owing to the publicity given to my introduction of Trobriand yams to Australia (assisted by the "P.I.M.," the "Sydney Mail" and the "C.P. Gazette") Mr. A. H. Joubert, of the Tweed, has now distributed yams to over seventy growers in Queensland and N.S. Wales. They can readily be grown; but, as old Randolph put it, "God sent us meat; but the Devil cooks!" Our wiser ancestors steamed food that they did not roast; and the gentle "savage" of the Islands still understands how to cook fish and vegetables—an art that we have lost. It still remains legal amongst us to boil such Heaven-sent provender! The yam is excellent food—but I fear it may be spoiled in the kitchen.

Will any experts do the yam-movement the service of enlightening us, through these columns, as to the best ways of cooking yams in our poor modern appliances? "And your petitioners will ever pray!"

I am, etc.

ARTHUR J. VOGAN.

Sydney. 6/12/1934.

SMALLER LOSS FOR PAPUAN RUBBER CO.

Koitaki Para Rubber Estates, Ltd., with a gross profit of £1020, discloses a net loss of £91 for the year ended June 30 last, as against a loss of £1767 the previous year. The company's plantations are in Papua.

The debit at profit and loss is increased to £6605. Average selling price of rubber for the year was 76.72, against 76.31 per lb. the previous year. Since the close of the financial year, the price has remained fairly steady at approximately 77 per lb.

Capital is £75,218, of which £211 is preference. Plantations, less amortisation and depreciation, are valued at £69,119, and there are shares in other companies valued at £3005.

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COOK IS. NOTES

Mild Outbreak of 'Flu at Rarotonga

From Our Own Correspondent.

RAROTONGA, Nov. 13.

IN the early part of October, days of blazing hot sun were experienced and residents concluded that the good old hurricane weather had arrived. But towards the end of the month, old man southerly put in an appearance, and the inevitable happened—flu swept through the villages.

Several schools on the island were closed down for some days and numerous Europeans were obliged to fight out the epidemic at home with Aspro and hot-water bottles. Apparently the outbreak was of a mild form, as no serious cases resulted.

OLD RESIDENTS LEAVE

Mr. and Mrs. Kingsbury, who have been resident at Rarotonga for some 12 years, were farewelled at the Bowling Club grounds on October 31, together with their daughter Miss D. Kingsbury. His Honor, Justice Ayson, presented them with a cheque, on behalf of the community.

Miss Kingsbury was an official of the Administration for 8 years and high tribute was paid by the Resident Commissioner to her work and popularity.

NEW P.O. ASSISTANT

Mr. W. D. Thompson, of the New Zealand post office department, arrived recently, to take over the position of assistant in the local post office.

ROCKEFELLER WORK COMPLETED

The Rockefeller sanitation scheme for the Cook Islands has been completed and the overseer returned to New Zealand by the R.M.S. Maunganui on November 5. The work was commenced two years ago and covered five islands of the Group.

FRUIT SEASON OVER

What is termed the "fruit season" at these islands is finished for this year. The last of the oranges went forward in August and a cargo boat has taken the remainder of the tomatoes. Bananas will be the only item of export until next May. November to May are the lean months of the year for the Cook Islands.

DEATH OF MRS. MACKNIGHT

The serious illness of Mrs. Macknight, wife of Dr. Macknight, who was stationed temporarily at the Cook Islands as relieving Chief Medical Officer, culminated in her death on October 8. The departure of Dr. Macknight to New Zealand under circumstances so tragic made a deep impression on the feelings of local residents, who quietly gathered at the jetty at nightfall to pay silent farewell to a broken-hearted man.

The late Mrs. Macknight was taken to New Zealand for burial.

NEW SEA-BATHS AT NOUMEA

From Our Own Correspondent.

NOUMEA, Dec. 4.

New modern baths were opened at Anse Vata, Noumea, on December 1. The baths are constructed on the most up-to-date lines with 50 bunks and fresh water showers. A large tea-room is attached, which can be used as a banquet hall or ball-room.

Bathing heretofore has always been in the open from the beach, and though no case has ever been reported of sharks, one feels the monsters must be lurking in this area.

Trade in Cook Is.

RAROTONGA, Nov. 7.

TRADE and business at present are not good, but people are not altogether denuded of funds.

Imports flow steadily into the Group—not in so great a volume as formerly, but in fair quantity. The preference seems to be for the low-priced article rather than quality, with little interest in the source of manufacture.

The fruit trade maintains a demand for plantation implements and motor vehicles. There is also a growing activity in sport in the Group with a corresponding demand for sports goods from tennis racquets to sails for canoes; from musical instruments to rubber shoes, and light, out-of-door, sporting garments.

The days when Islands people spent their money on luxuries, holiday jaunts, and private entertaining have been left behind.

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SAMOAN AFFAIRS

Estimates — Tobacco Industry — New Medical Service — Govt.'s Agriculture Policy

From Our Own Correspondent.

APIA, Nov. 15.

AFTER a lengthy interval a meeting of the Legislative Council of Samoa was held on November 6, at which several matters of importance were discussed. The meeting, the first for the current year, was marked by the first appearance of four new official members, Dr. Monaghan (Chief Medical Officer), Messrs. Crowther (Treasurer), McKay (Native Affairs), and Norrie (Crown Solicitor), who were welcomed to the Council by the Administrator, General H. E. Hart.

The Administrator gave a retrospective review of the Administration activities. While the last financial year showed a small Budget surplus, the estimates for the current year 1934/35 provide for a deficit of £2,581, owing to rebates of cocoa and copra export duties, granted to producers in consequence of the fall in market prices.

The Administrator referred to a new organisation of the medical service in the outer districts of Savaii and Upolu. New districts are created, each in charge of a native medical practitioner, who tours his district regularly and examines and treats school children free of charge for the common diseases of yaws, hookworm, eye trouble, and other ailments.

Reference was also made by His Excellency to the visit to Samoa of Mr. H. W. Simmonds, Government Entomologist, of Fiji, and his valuable work and assistance in the fight against plant disease and insect pests. Several parasites and natural enemies have been introduced to Samoa as a result of Mr. Simmonds's reports and suggestions.

Several questions on matters of importance to the European residents were referred to the Council by the Hon. A. R. Coboerft. He pointed out the need for better Government inspection of dairies and killing cattle, owing to the prevalence of tuberculosis. Mr. Coboerft also requested the Administration to make representations to the N.Z. Government to

grant Samoan residents the same reduced round trip fares on the Maui Pomare as is allowed New Zealand tourists.

Questions were also asked regarding European children attending Government schools, and the high one-way rate of exchange between New Zealand and Samoa. In regard to the latter question it was suggested that exemption from exchange should be arranged in cases of bona fide business transactions in which suspicion of speculation could be eliminated.

Tobacco cultivation was the next subject. Assistance of tobacco growers by subsidy and exemption of export duty were considered. Expert advice was asked for to find out the possibilities for this new industry in Samoa. The Secretary (Mr. Turnbull) pointed out that at present it was very doubtful whether the commercial results of tobacco growing would justify a Government subsidy.

Next the prevalence of unemployment among European residents was discussed and the Administration was asked for relief work or some adequate measure of assistance. Closely connected with the unemployment question is the development of agricultural resources, and a question was asked by the Hon. A. R. Coboerft calling for a straightforward statement in regard to this by the Administrator. Was it the Administration policy to encourage agricultural development or were they rather inclined to discourage an extension of agricultural activities by European settlers?

To this the Secretary replied that it

was not the policy of the Administration to discourage any agricultural development of the territory. Alienation of native land, however, was prohibited by the Berlin Treaty of 1889, and native land

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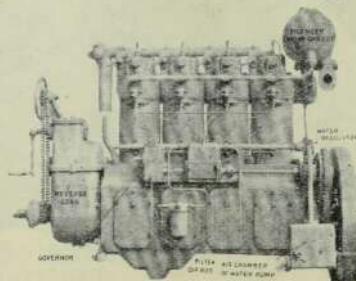
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could not be made available to European planters for sale or subdivision. Land is available, however, for selection from the New Zealand Reparation Estates, in sections suitable for local residents.

A bill titled the "Samoa Status Ordinance" was then introduced by the Hon. I. H. Carruthers. This bill is designed to define the status of Europeans of part Samoan blood, who are at present unable to inherit land from their mother's Samoan family, take seats and votes in Samoan village councils, and such like, owing to their being considered under the law as Europeans. The new measure will enable these people to declare themselves native Samoans and so enjoy the privileges which they are now debarred from. The bill was passed without amendment.

Various other bills of minor importance were passed in due course, and the Council was then adjourned until November 27.

Samoa News

Scientist for Puka Puka Is.

From Our Own Correspondent.

APIA, Nov. 17.

DR. BEAGLEHOLE, a young New Zealand-born scientist, who arrived in Apia from Pago Pago, has left on a voyage to remote Puka Puka Island (one of the Cook Islands) which is visited from time to time by the Makoa from Apia. Dr. Beaglehole, who has studied at Yale University, U.S.A., for several years, intends to devote himself to research studies on the Island for six months. He is an anthro-

pologist and ethnologist, and his special purpose is to find new material regarding the origin of the Polynesian race. The Puka Puka people have definite racial peculiarities.

SAMOAN REPRIEVED

The death sentence of the native Samoan murderer Slaus of Tuanai, has been commuted to imprisonment for life.

STORE DESTROYED BY FIRE

The first serious fire for years in Apia broke out on October 29, when the store of Mr. Theodore Brunt, at Tanugamanono, was completely destroyed. The fire, the origin of which is unknown, broke out shortly after midnight, and spread so fast that Mr. Brunt's son narrowly escaped being suffocated.

DEATH OF MR. HIMPHILL

Mr. J. Himphill, an American naval pensioner, who a few years ago had acquired property near Apia, and settled down to live there, died suddenly on October 24, at the age of 50. By his genial manner he had made many friends during the short time of his residence, and his sudden demise was generally regretted.

SAMOAN COFFEE PRAISED

That Samoan coffee, which has been produced in small quantities up to the present, is of splendid quality and would fetch a good price in the New Zealand market, was stated in a letter written recently to Mr. F. M. Jahnke, pioneer Samoan planter, by Mr. Berendsen, Secretary of External Affairs in the New Zealand Cabinet. Mr. Jahnke was the first to import seeds of Robusta coffee from Ceylon to Samoa, and he also grows Arabian and Liberian coffee on his plantation.

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FIJI'S PUBLIC WORKS

How Government Will Spend £182,500

From Our Own Correspondent.

SUVA, Nov. 26.

AT the Budget Session of the Legislative Council held during October, the Governor announced that the Secretary of State for the Colonies had approved of a further loan being raised by Fiji for certain major public works, the completion and improvement of the main road around Viti Levu and the construction of new Government offices at Suva.

The expenditure on roads will be made partly on reconstructing a section of about 100 miles on the north-western coast of the main island. This road was made by the local Road Boards at low cost years ago, but lacks the necessary foundation to carry the present volume of traffic. Nowadays something like 2000 passengers a month travel between Lautoka and Suva, mainly in 18-passenger lorry-buses.

The construction of a new road between Sigatoka and Suva will absorb part of the new loan. This means a new stretch of about 85 miles along the southern coast, through the pastoral district of Navua. Thus the circuit of Viti Levu will be completed, and it will be possible to drive 320 miles from Suva round the main island, through the prosperous sugar growing centres of Penang, Ba, and Lautoka and back to Suva.

Sigatoka, three hours' drive from Suva, will become the week-end resort of the harassed civil servants and the care-free merchants of Suva. It possesses a really good natural golf course, whilst the beach at Cuvu (close by) is a perfect gem and typically tropical.

There is a very real need for new government buildings in Suva. The present offices are of the old-fashioned type, wood and iron, half a century old. Rickety and decayed, a strong gale would scatter their remains like autumn leaves over all Suva. One hears that a somewhat insubstantial section of the town is to be compulsorily resumed and that the total cost is to be in the neighbourhood of £125,000.

To provide for the above works, recourse will be had to the surplus funds of the Colony, augmented by a loan raised in London. Cable advices received by the Fiji Government report that this loan has been issued in London—£182,500 (sterling), redeemable in 1960-1970, with sinking fund of 1 per cent. per annum.

The striking feature is that this loan has been issued at £99, bearing the very low rate of interest of 3 per cent. Once again, fortunate Fiji!

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NEW GUINEA PERSONAL NOTES

RABAU, Dec. 3.

Two deaths are reported from the goldfields. Mr. Frank O'Connell, who crashed in the "Canberra" plane and was badly burnt, succumbed in the Cottage Hospital at Salamua; and Mr. E. Roach, one of the old-time miners, has passed away, after a lingering illness.

Mr. Frank Pryke, who has been an inmate of the Namanula Hospital in Rabaul for some time, is now making a good recovery.

Mr. S. R. Young, the licensee of the Kokopo Hotel, has proceeded to the goldfields, for a change.

Dr. Atcherley, who has been making investigations for suitable mining areas for the Equatorial Gold N.L., is reported to have struck good dirt in the Ramu area. He is leaving for South for the purpose of obtaining machinery for developmental work.

Mr. J. H. L. Waterhouse, F.R.A.L., who has been in charge of the Government school at Nodup, left on m.v. Malaita for a well-earned holiday. He expects to be away for about three months.

Mr. and Mrs. J. H. Jones, of Kavieng, are proceedings on furlough by the "Macdhui." Mr. Jones has been acting as District Officer at Kavieng.

Miss Maud Howsen, previously of Sydney, has opened a dress-making establishment in Rabaul. Mrs. H. H. Page, wife of the Government Secretary, is expected to arrive from South by the Neptun. She will spend the Christmas holidays here and then return to Sydney.

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- . . . 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.

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THE annual session of the Advisory Council of the British Solomon Islands Protectorate opened at Tulagi on October 23. Members present were— Official: His Honour the Resident Commissioner (Mr. F. N. Ashley) President; Secretary to the Government (Capt. N. S. B. Kiddson); Treasurer (Mr. F. E. Johnson, I.S.O.); Commissioner of Lands (Mr. S. G. C. Knibbs). Non-official: Mr. D. MacKinnon, Mr. G. E. Clift, Major F. R. Hewitt, M.C. The fourth member, the Bishop of Melanesia, was absent on a visit to New Guinea.

The President read a telegram received from the High Commissioner for the Western Pacific in which his Excellency expressed of his interest in the Protectorate, and in the recommendations of the Advisory Council.

His Honour, before entering upon a detailed survey of the administrative work carried on during the past year, made a statement of the action taken on matters discussed at the previous meeting.

On that occasion the non-official members submitted strong recommendations that the Courts should be empowered to order flogging as part of the sentences passed upon natives convicted of committing offence against women. In response, the High Commissioner had approved a King's Regulation which provides for a flogging for any person convicted of indecent assault upon a female.

The Native Passes Regulation, which was adversely criticised, has been repealed, except on Rennell and Bellona Islands.

The recommendation that fees for store licences be reduced was not accepted, but his Excellency is prepared to give favourable consideration to abolishing these licences altogether when conditions improve, and revenue loss is of less vital importance.

The recommendation that the minimum rate of wages to labourers be reduced from £1 to 10/- per month was approved, and the amended scale comes into operation on 1st December. The rate of wages is to be re-investigated towards the end of 1936, or earlier.

The recommendation that employers should be relieved of the obligation to pay the tax of natives in their employ (the tax is collected from the natives when not under indenture, but from their employer when they enter into a contract of indenture) was not agreed to, but his Excellency approved a flat rate of 5/- being imposed in place of present rates which vary from 5/- to £1 per annum.

DECREASING POPULATION.

On the problem of decreasing native population, His Honour said that an investigation was proceeding to ascertain

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how far faulty nourishment and consequent diminished virility might be responsible; and thus far reports showed that, with the possible exception of a few small areas, there was at least no shortage of good local foods.

Last year the natives of the Protectorate, with only few exceptions, paid their tax; but this year, it was forecast, they might have some difficulty in doing so owing to the low price of copra.

COPRA INDUSTRY.

Referring to conflicting reports and opinions on the future of the copra industry, His Honour said it was difficult to arrive at any definite conclusion. It was fully realised that the plight of the smaller companies and individual planters was desperate, and many schemes to render assistance had been and were being considered, without, so far, a practical and equitable method having materialised.

It was forecast that revenue from imports will realise the amount budgeted for, but the export tax on copra will be much less. Rigid economy in all departments of the public service is being exercised. Officials who have been recently retired or transferred to other colonies will not, for the present, be replaced. The granting of fares to wives of officials proceeding on leave, except when travelling with their husbands, will be discontinued.

The two entomological officers continued unremittingly their investigation of diseases and pests which afflict the coconut palm, and much useful information has been acquired without, however, enabling them to arrive at a definite conclusion regarding the cause of "nutfall" and poor crops on many estates. The officers are now engaged in carrying out manurial experiments on randomised, replicated plots, from which important information should be obtained.

Business on the agenda was then proceeded with. The following is an outline of the most important matters discussed:

ASSISTANCE TO PLANTERS

It was submitted that the most useful and permanent benefit would accrue from the erection on plantations of hot-air drying mills; giving improved quality of copra, and better prices than smoke-dried. There was some divergence of opinion as to whether the cost of materials and the erection of mills should take the form of a free grant to planters, or be advanced as a loan with nominal or no interest. Further action was deferred pending investigations as to the most suitable type of mill.

The draft of a new Regulation to amend and consolidate existing labour regulations was examined at length and, with recommendations for certain amendments, agreed to.

A proposed new ration scale for native labourers was discussed, and the scale proposed by the acting senior medical officer (Dr. Crichton) who has had long experience of conditions in the Protectorate, was recommended.

TRADING CONDITIONS

An application by the South Sea Evangelical Mission for permission to sell school requisites without taking out a store licence was opposed by non-official members on the ground that so long as traders, who kept a store, were compelled to take out a licence at a cost of £10 per annum, no exemption should be granted. Government members voted in favour, and non-official members against.

A non-official member moved that certain obligations should attach to the issue

of trading licences. He pointed out that the Administration, apparently holding the view that European traders were not giving adequate services to the natives

of the Protectorate, had recently removed all restrictions as to the number of licences that might be issued to Chinese. Experience now showed, he alleged, that



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Chinese traders only dealt in those branches of trade which promised an assured profit, and so far from improving the service to the native community they were, in at least one large district of the Protectorate, flatly refusing to purchase copra while the price was low and speculative, and thus, in places where Asiatics had secured a monopoly of trade, the natives could not dispose of their produce, which was necessary if they were to meet their tax payments. All European traders, it was claimed, were purchasing copra in the areas in which they carried on their trading operations.

It was agreed unanimously that two sessions of the Advisory Council be held each year in order that all draft legislation be submitted to ascertain members' views before being enacted.

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MINING NOTES**BULOLO AND PLACER****REPORTS**

Advice has been received that at the annual general meeting of Placer Development Ltd., held in Canada, on November 26, all resolutions were passed.

Regarding the final Bulowat Burnside purchase consideration, the chairman (Mr. C. A. Banks) stated that the company had been offered by Bulolo Gold Dredging Ltd., 20,000 fully paid shares in that company as a final payment for the Bulowat Burnside areas, which offer had been accepted by Placer company.

He stated that the 20,000 fully paid Bulolo shares being allotted as final payment for the above areas was less than previously contemplated on account of the development of the large volume of deep gravels in the original area.

Addressing shareholders in Bulolo Gold Dredging Ltd., Mr. C. A. Banks said that, subject to the approval of the shareholders of the two companies being obtained at general meetings to be held at an early date, Placer Development Ltd. had agreed to transfer to the Bulolo company the whole of the Arnold property in consideration of allotment of 5000 fully paid Bulolo shares.

Mr. Banks stated that the new 4000 horsepower hydro electric plants had been completed.

BULOLO GOLD DEPOSITS LTD.

The directors of Bulolo Gold Deposits Ltd., report that the company has granted to Placer Development Ltd. an option to purchase its leases and rights in the Wau-Koranga area, New Guinea. During the term of the option the company will continue its sluicing operations for its own benefit. The manager at Wau advised that the last clean-up yielded 53oz gold.

ALLUVIAL GOLD (OCEANIA) LTD.

Alluvial Gold (Oceania), Ltd., in its annual report, states that prospecting activities in the Mandated Territory have been disappointing. A premium of £4951 obtained on the subscription of New Guinea Alluvials, Ltd., paid for the prospecting expenditure in New Guinea. The company also promoted Gold Mines of Papua, Ltd., in which it was allotted 40,000 fully paid shares of 5/- each. Expenditure for the period from March 7, 1933, to March 31, 1934, was £5477, against which share considerations of £14,951 left a surplus of £9474. Creditors at March 31 stood at £822. Besides a holding of £10,000 in Gold Mines of Papua, Ltd., the assets include £6000 paid to Investigations, Ltd., on account of purchase of leases at Barrytown, New Zealand.

VALUE OF GOLD SAMPLES

Samples of gold from the N.G. property of Equatorial Gold Exploration Syndicate are reported to be of better quality than usual in other parts of New Guinea, proving to be 90.9 fine and so worth about £7/15/- an oz. instead of £6 an oz., the usual value for gold from other areas in the territory.

BRITISH N. GUINEA GOLD

Shareholders of British New Guinea Gold N.L. were asked, at an extraordinary meeting, held on December 6, to increase the nominal capital from £5000, in 1000 shares of £5 each, to £25,000 in 5000 shares of £5 each, shareholders to be entitled to apply for four additional contributing shares for each share held, at £2 a share. Alternatively it was proposed that the capital be increased from £5000, in 1000 shares of £5 each, to £30,000, in 30,000 shares of £1 each, and thereby convert the £5 shares to five fully-paid shares of £1 each, each shareholder to receive five bonus shares of £1 each for each share held. The managing director (Mr. C. Lexius-Burlington), in his lengthy report, stated the expedition has secured valuable options until the middle of December on approximately 300 acres of Edie Creek alluvial gold ground, which should average 3½ a yard on the £4 standard of fine gold valuation over at least a third of the area from a depth of 12 feet of wash, making a total of 1,936,000 yards of pay material. In addition, within one of the company's own gold-mining leases which have been secured, the lode shows up as a 50-feet width ore body where Edie Creek has cut through it. The exploration and development of the large areas, he added,

December 19, 1934.

THE PACIFIC ISLANDS MONTHLY

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fully justifies increasing the capital to £50,000. An amount of £2000 will cover the Government lease rental fees for next year and pay the option fees due from mid-December for a further 6 months' extension of the option period.

EQUATORIAL GOLD EXPLORATION

Equatorial Gold Exploration (New Guinea and New Britain) Syndicate N.L. advise that they have pegged out a claim over another large dredging area, where a few preliminary samples gave approximately 2/- a cubic yard. Tests of the alluvial area held under option by the company on the Ramu continue to be satisfactory. At an extraordinary meeting, held on December 3, shareholders were asked to sanction an increase in

the capital to £8000 by raising the nominal value of each of the 800 shares from £5 to £10.

NEW TERRITORY (N.G.) INCREASE CAPITAL

During November, shareholders of New Territory (New Guinea) N.L., agreed to increase the capital of the company from £5,000 to £10,000, by raising the nominal amount of each of the 1000 shares from £5 to £10 each. The chairman (Brigadier-General Wisdom) said that New Guinea offered a promising field for prospecting, and one which offered rich rewards. The larger capital was required to continue active prospecting in an area not formerly explored by the company's prospectors.

RAMU (N.G.) GOLD SYNDICATE

The abridged prospectus of the Ramu (New Guinea) Gold Syndicate N.L. was published in Sydney in November. The capital is £5000, in 1000 shares of £5 each. Of these 700 are offered for public subscription and 300 fully paid are held in trust for the vendors and promoters, but not to be allotted until the property has been tested and acquired. The objects of the syndicate are to despatch a mining engineer to test, and, if approved, acquire areas in the watershed of the Ramu River, stated to contain payable gold, which are under option to the syndicate. The legal manager is Mr. L. E. Stringer, 243 Collins Street, Melbourne.

OROVILLE DREDGING CO.

Oroville Dredging Co. Ltd., a mining company incorporated in Great Britain, has been registered in Papua as a foreign company, with capital of £740,000 in 3,700,000 shares of 4/- each. Public officer is Mr. J. G. Smith, and the registered office is c/o J. G. Smith, Port Moresby. The company is connected with New Misima Gold Mines, Ltd., which is working the valuable Aumuna mine on Misima Island, Eastern Papua.

BULOLO DREDGE PRODUCTION

Production of the four dredges of the Bulolo Gold Dredging, Ltd., for November, compares with that of the previous two periods as follows:—

Nos. 1, 2, 3, and 4	Sept.	Oct.	Nov.
dredges			
Cubic yards	930,100	863,000	835,800
Bullion, oz.	15,787	16,122	15,537
Gold, fine oz.	10,983	11,200	10,742
VALUE—			
Aust. currency*	£93,355	£95,200	£91,307
Per cubic yard	/24.08	/26.47	/26.21
Working profit	£66,079	£67,830	£64,132

* At £A8/10/- per fine ounce.

Accompanying Father F. Lyons, of the Sacred Heart Mission, Papua, two native Papuans attended the Eucharistic Congress held in Melbourne in December.

The last Maui Pomare took a full list of passengers from Samoa to New Zealand, including: Mr. H. Newton (inspector of produce) and family; Mr. Turnbull (secretary to the Administration) on an official trip to N.Z.; Messrs. Irwin (police), Mitchell (customs), and Sapsford.

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MISSIONARIES AND ANTHROPOLOGISTS

A lengthy reply by Mr. W. C. Groves to "A Catholic Missionary," on the subject of "Missionaries and Anthropologists" has been received, but pressure on space compels us to delay publication of this article until next issue.

Mr. Groves very vigorously traverses the whole field of argument between missionaries and anthropologists in relation to the ultimate welfare of native peoples.

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THURSDAY ISLAND NOTES

From Our Own Correspondent.

THURSDAY IS., Nov. 17.

THE Blue Funnel steamer Ulysses anchored at the entrance to our harbour recently to allow its world tourists to visit the Quetta Memorial Cathedral and other places of interest here.

At the monthly meeting of the T.I. branch of the Royal Geographical Society, Mr. H. G. Simpson, Vice-President, gave a lecture on Captain King, the explorer. Contrary to a common supposition, he pointed out, there is no evidence that this explorer ever saw Thursday Island, much less named it. King named Donkin's Hill in North Australia after the inventor of preserved meats, which have become so well-known to tropical residents.

Referring to the activities of Japanese sampans in this part of the world, the Lord Bishop of Carpentaria has publicly expressed his opinion that all foreign-owned vessels engaged in the marine industry in these waters should be treated as poachers by the Government, otherwise the Australian craft working hereabouts should not be expected to pay taxes and licence fees. The export trade in M.O-Pearl shell, trochus shell, and beche-de-mer is worth about £250,000 annually to Australia and this deserves adequate Government protection.

Mr. J. L. Dunwoodie has been made a member of the Town Council in place of Mr. A. Filewood, who has resigned. Mr. Dunwoodie has already served for several years in a similar capacity, but lately has been taking a rest from municipal affairs.

Rev. MacDermott, chief of the Hammond Island Mission, has returned to his duties after a holiday in the South for illness.

Rev. A. S. Lowe has arrived from Forbes, N.S.W. He has been appointed chaplain to the Mitchell River Mission.

Mr. Taylor is here from Groote Eylandt suffering from fever. Miss Cross, from the same mission, is off to Sydney for furlough.

Mr. H. Rowan, from Lockhart River Mission, is at T.I. seeking dental attention.

Mr. Willy Turnbull, of Hicks Island, has gone to Badu Island for a few months, while Mr. and Mrs. Murphy are on holidays.

Mr. C. Mills and the Misses G. and J. Hennessey returned recently from vacations in Australia.

Dr. Vernon, M.C., of Daru, Papua, has brought his cutter over for repairs. Mr. and Mrs. Harvey, of Daru, are also here with their infant for medical treatment.

Mr. Hawkes has arrived from Gladstone to take the place of Mr. Ward in the local police force.

Quite an exodus has occurred of residents going South on vacation, including Miss S. Armbrust, Mr. Charles Mills, Mr. W. Ewart, Mr. and Mrs. Wilson (of Mapoon), and Mr. and Mrs. Mortenson, junr.

Mr. and Mrs. Butler have arrived for duty on Murray Island. Mr. and Mrs. Frith will now return to Mabuiag (Jervis) Island.

MINING IN PAPUA

From Our Own Correspondent.

PT. MORESBY, Dec. 7.

Activities on the Lakekamu Goldfields are steadily increasing, and the community there is growing quickly.

Several Europeans have passed through lately to join Mr. Nason-Jones, and it is reported that 200 native labourers are on their way to enlarge and complete the Bulldog landings for Guinea Airways, at Lakekamu.

It is reported that prospectors of the Oroville Dredging Co. Ltd. (a company recently registered in Papua, with a capital of £740,000 in 3,700,000 shares of 4/- each, and incorporated in Great Britain) intend to operate in the near future from a base on the Palmer Junction of the Fly, and to work gradually eastwards, prospecting as they go.

The report of New Misima Gold Mines Ltd., for September shows 1312 tons of ore put through the mill, yielding 973 tons of sand and 339 tons of slime for gold bullion valued at approximately

£3610/14/2, Australian currency. Two dividends of 1/6 per share each have been declared.

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THE PACIFIC ISLANDS MONTHLY

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Market Quotations

Range of Prices

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

Copra

London. Price on—	South Sea, Hot-air Dried, Sun-Dried. Per ton c.i.f.	Plantation, Rabaul. Per ton c.i.f.
January 16, 1931	£14 7 6	£14 12 6
February 27	£14 12 6	£14 17 6
March 24	£14 10 0	£14 12 6
April 27	£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	£16 7 6	£16 10 0
March 25	£14 17 6	£15 0 0
April 29	£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
September 2	£13 17 6	£14 0 0
October 7	£14 5 0	£14 7 6
November 11	£14 7 6	£14 10 0
December 16	£14 2 6	£14 5 0
January 6, 1933	£13 10 0	£13 12 6
February 3	£12 5 0	£12 7 6
February 24	£11 15 0	£11 17 6
March 3	£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 6
October 20	£8 15 0	£9 0 0
October 27	£9 0 0	£9 2 6
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 30	£7 7 6	£8 0 0
April 6	£7 5 0	£7 15 0
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
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
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
October 19	£8 2 6	£9 2 6
October 26	£7 15 0	£8 12 6
November 2	£7 15 0	£8 15 0
November 9	£7 12 6	£8 12 6
November 16	£7 17 6	£8 15 0
November 23	£8 2 6	£9 0 0
November 30	£8 7 6	£9 2 6
December 7	£8 15 0	£9 12 6
December 14	£8 15 0	£9 10 0

Rubber

London Price on—	Para per lb.	Plantation Smoked per lb.	London Price on—	Para per lb.	Plantation Smoked per lb.
January 1, 1932	4½d.	3 5/16d.	March 2	4½d.	4.93d.
February 5	3½d.	2½d.	March 16	5d.	5.15d.
March 4	3½d.	2 5/16d.	April 6	5d.	5.43d.
April 1	3½d.	1½d.	April 27	5½d.	6.06d.
May 13	3½d.	1 13/16d.	May 4	5½d.	7d.
June 10	3½d.	1 11/16d.	May 11	6d.	6.56d.
July 22	3½d.	1 15/16d.	May 18	6d.	6.18d.
August 5	4d.	2½d.	May 25	5½d.	5.93d.
September 2	5½d.	2½d.	June 1	5½d.	6½d.
October 14	5d.	2.40½d.	June 8	5½d.	6.56d.
November 11	5d.	2.65½d.	June 15	5½d.	6½d.
December 2	5d.	2.59d.	June 22	5½d.	6½d.
January 6, 1933	4½d.	2.43d.	July 6	5½d.	7.06d.
February 10	4½d.	2½d.	July 13	5½d.	7.06d.
March 10	4½d.	2½d.	July 20	5½d.	6.88d.
April 14	4½d.	2.34d.	July 27	5½d.	7d.
May 5	4½d.	2.81d.	August 3	5½d.	7.18d.
June 2	5½d.	3.56d.	August 10	5½d.	7½d.
July 7	5½d.	3.71d.	August 17	5½d.	7½d.
July 28	5½d.	3.84d.	August 24	5½d.	7½d.
August 4	5½d.	4d.	August 31	5½d.	7½d.
September 1	5d.	3.78d.	September 7	5½d.	7½d.
September 29	4½d.	4d.	September 14	5½d.	7½d.
October 13	4½d.	4d.	September 21	5½d.	7.31d.
October 27	4½d.	3.90d.	September 28	5½d.	7.31d.
November 10	4½d.	4.09d.	October 5	5½d.	6½
November 24	4½d.	4.28d.	October 12	5½d.	7d.
December 8	4½d.	4.09½d.	October 19	5½d.	6½d.
December 22	4½d.	4½d.	October 26	5½d.	6½d.
January 5, 1934	4½d.	4.28d.	November 2	5½d.	6½d.
January 26	4½d.	4.8d.	November 9	5½d.	6½d.
February 2	4½d.	4.84d.	November 16	5½d.	6½d.
February 23	4½d.	5.03d.	November 23	5½d.	6½d.
			November 30	5½d.	6½d.
			December 7	5d.	6½d.
			December 14	5d.	6½d.

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Bridge-deck Cruiser "Sea Elf"

Melanesian Mission Ketch "Patteson."

Part of Lars Halvorsen's Works at Neutral Bay, Sydney.

ISLANDS PRODUCE

Coffee

The following quotations were obtained on December 17:

Robusta, f.a.q., imported from Java on firm conversion of exchange, c.i.f., prompt shipment, Sydney: Quote No. 1, 32/6 per cwt.; quote No. 2, 39/- per cwt.

Kenya, f.a.q., immediate shipment, c.i.f., Sydney, per cwt.; No. 1 quotation, grade "B," 61/-; grade "C," 55/-; Triage, 41/-; No. 2 quotation: Grade "B," 62/-; grade "C," 55/-; Triage, 41/-.

Mysore, f.a.q., prompt shipment, c.i.f., Sydney, per cwt.: Quote No. 1, grade "A," 73/-; grade "B," 69/-; grade "C," 66/-; Triage, 61/-; Quote No. 2: Grade "B," 70/-; Triage, 62/-; Quote No. 3: Arabian (Ader), Hodeidah, f.a.q., immediate shipment, c.i.f., Sydney—Quote (a): No. 1, pure, 68/- per cwt.; quote (b): 69/- per cwt.

Kapok

Based on an exchange conversion of 12 gulden to the Australian £, the Australian c.i.f. prices current during December were: Prime Samarang, 5 1-16d. per lb.; prime Japara, 5 7-16d. per lb.

Cocoa

Quote No. 1: Cocoa beans, £26-£32 per ton.
Quote No. 2: Acera, good fermented, 21/9 per cwt., c.i.f., Sydney.

Ivory Nuts

No. 1 Quotation: £11/- per ton, f.o.b., Sydney.
No. 2 Quotation: £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
Trocac shell, No. 2 grade	£73
Trocac shell, No. 3 grade	£61
(b) Trocas shell, No. 1 grade	£85
Trocac shell, No. 2 grade	£73
Trocac shell, No. 3 grade	£61

All quotes are f.o.b., and on the Australian £.

Green Snail Shell

Good quality green snail shell was quoted in Sydney in mid-December at £27-£28 per ton.

Cotton

The London c.i.f. prices of cotton as quoted in the Sydney Morning Herald during the past month were: November 23, 6.62d. lb. December shipment; November 30, 6.72d. lb., January shipment; December 7, 6.75d. lb., January 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.

Exchange Rates

The following exchange quotations, gathered in Sydney, show the rates existing in Sydney on December 17:

FIJI—THROUGH BANK OF N.S.W. AND BANK OF NEW ZEALAND.
Australia on Fiji on basis of £100 Fiji: Buying £A111, selling £A113/10/-.

Fiji-London on basis £100 London, Buying. Selling.
Telegraphic transfer .. £F110 15 0 .. £F112 0 0
On demand £F110 12 6 .. £F111 17 6

WESTERN SAMOA—THROUGH BANK OF N.Z.

Exchange, Australia, on Western Samoa, basis £100 Samoa—selling £A113/15/-, buying £A110/15/-.
Exchange, Samoa on London, basis £100 in London:—

	Buying.	Selling.
Telegraphic transfer	£110 7 6	112 2 6
On demand	110 2 6	112 0 0
30 days	109 18 9	111 17 6
60 days	109 15 0	111 15 0
120 days	109 11 3	

DIRECT TELEGRAPHIC TRANSFER, SELLING RATES.

Quoted by
BANK OF NEW SOUTH WALES
in Australia.

Australia on Papeete.

	Francs to £
Average for week ended 26/11/34	59.43
Average for week ended 3/12/34	59.34
Average for week ended 10/12/34	59.98
Average for week ended 14/12/34	58.92

Australia on Noumea.

	Francs to £
Average for week ended 26/11/34	59.23
Average for week ended 3/12/34	59.14
Average for week ended 10/12/34	59.78
Average for week ended 14/12/34	58.72

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 et Indo-Chine, Noumea: On December 17, when the Australian £ was nominally worth 59.50 francs, £100 Australian would purchase a credit in Noumea of 5950 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.

A rubber smoke house on Kanosia Estate, Papua, the property of Messrs. Clarke and Whiting, was burnt to the ground with all the contents on November 3. There were 10,000lbs. of rubber in it, but the premises were insured.

New Britain Express Delivery.

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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.; Kuaro Shipyards; Mamai Plantations.

BRANCHES:—In Papua: Hanuabada, Sivitot, Aroma, 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.

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December 19, 1934.

THE PACIFIC ISLANDS MONTHLY

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Shipping Services in the Pacific

Sydney—Papua—New Guinea Service.

Proforma—Subject to alteration without notice.

	Macdhu	Montoro
Sydney ..	Dec 19	Jan 9
Brisbane ..	Dec 21	Jan 11
Townsville ..	Dec 24	Jan 14
Cairns ..	Dec 27	Jan 17
Pt. Moresby ..	Dec 28	Jan 19
Yule Is. ..	Dec 30-31	Jan 21-22
Samarai ..	Jan 1	Jan 23-24
Woodlark Is. ..	Jan 1	Jan 26
Rabaul ..	Jan 1	Jan 27-28
Lindenhafen ..	Jan 1	Jan 30-31
Pondo ..	Jan 4	Jan 31
Kavieng ..	Jan 5-6	Jan 31
Murru ..	Jan 7	Jan 31
Madang ..	Jan 8-9	Jan 31
Salamaua ..	Jan 11	Jan 31
Lae ..	Jan 13	Jan 31
Finschafen ..	Jan 14	Jan 31
Madang ..	Jan 15	Jan 31
Alexis ..	Jan 17	Jan 31
Lombrum ..	Jan 19	Jan 31
Lorengau ..	Jan 21	Jan 31
Kavieng ..	Jan 23	Jan 31
Pondo ..	Jan 25	Jan 31
Rabaul ..	Jan 27	Jan 31
Salamaua ..	Jan 29	Jan 31
Samarai ..	Jan 31	Jan 31
Pt. Moresby ..	Jan 31	Jan 31
Cairns ..	Jan 31	Jan 31
Brisbane ..	Jan 31	Jan 31
Sydney ..	Jan 31	Jan 31

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

Sydney—Rabaul—Hongkong

	Nankin	Nellere
Yokohama ..	Dec 16	Jan 19
Nagoya ..	Dec 17	Jan 20
Kobe ..	Dec 20	Jan 23
Moji ..	Dec 21	Jan 24
Hongkong ..	Dec 28	Jan 31
Manila ..	Dec 31	Feb 3
Rabaul ..	Jan 8	Feb 11
Brisbane ..	Jan 14	Feb 17
Sydney ..	Jan 16	Feb 19
Melbourne ..	Jan 21-Feb 2	Feb 23-Mar 2
Hobart ..	Feb 4	Mar 4
Newcastle ..	Feb 7	Mar 7
Brisbane, dep. ..	Feb 13	Mar 13
Townsville ..	Feb 15	Mar 15
Rabaul ..	Feb 18	Mar 18
Manila ..	Feb 23	Mar 23
Hongkong ..	Mar 3	Mar 31
Shanghai ..	Mar 6	Apr 3
Moji ..	Mar 11	Apr 11
Kobe ..	Mar 15	Apr 12
Osaka ..	Mar 17	Apr 14
Nagoya ..	Mar 18	Apr 15
Yokohama ..	Mar 20	Apr 17

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

Hongkong—New Guinea—Solomon Islands Service

	Bremerhaven
Hongkong ..	Dec 30
Madang ..	Jan 14
Salamaua ..	Jan 14
Rabaul ..	Jan 14
Kavieng ..	Jan 14
Manus ..	Jan 14
Tulagi ..	Jan 18
Kieta ..	Jan 22
Madang ..	Feb 2
Rabaul ..	Feb 5
Hongkong ..	Feb 20

NORDDEUTSCHER LLOYD, Agents.

London—Sydney—New Guinea

	Salamaua	Rabaul	Salamaua
London ..	Jan 15	Mar 30	June 17
Teneriffe ..	Jan 30	Apr 13	June 25
Dakar ..	Feb 2	Apr 16	June 28
Sydney ..	Mar 15-16	May 2	Aug 8-9
Gladstone ..	Apr 11	May 16-18	M 31-Jn 2
Townsville ..	Apr 9	June 4-7	Aug 14-17
Rabaul, arr. ..	Mar 26	June 14	Aug 24
Madang, dep. ..	Mar 22*	June 27	Sep 6
Batavia ..	Apr 30	July 8	Sep 17
Dakar ..	June 1	Aug 13	Oct 10
London ..	June 15	Aug 23	Nov 2-5

*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 via Kapa Kapa, Abau, and Baibara, return by same route; then Port Moresby to Daru via Hisiu, Yule Is., Kukipi, Oroko, Kikori and back via Oroko, 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 Services

S.S. Malake, 736 tons (Burns, Philp (South Sea) Co., Ltd.), under contract with Fiji Government. Regular four-weekly itinerary comprises: Two trips each Suva to Levuka, Savu, 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, Naisereuaga, Lekutu, Galoa, Nabouwalu, and Levuka. Latter trip occupies about 10 days.

pieces about 10 days.

M.S. Tui Kauvaru (Morris, Hedstrom Ltd.) operates from Suva to Levuka, calling at Lautoka and Ellington. Voyage takes 4 days.

M.V. Tui Cakau (Morris, Hedstrom Ltd.) operates from Suva and makes regular inter-island trips throughout the Colony.

Solomon Islands—N.G. Service.

Proforma—Subject to alteration without notice.

	M.V. Malaita
Sydney ..	Dec 19
Brisbane ..	Dec 21
Townsville ..	Dec 24
Tulagi ..	Dec 28-29
Makambo ..	Dec 30
Gavutu ..	Dec 31
Suva ..	Jan 1
Kaukau ..	Jan 2
Rere ..	Jan 3
Aola ..	Jan 4
Rere ..	Jan 5
Teneru ..	Jan 6
Lunga ..	Jan 7
Kookoom ..	Jan 8
Mamara ..	Jan 9
Domma ..	Jan 10
Aruligo ..	Jan 11
Lavoro ..	Jan 12
Yandina ..	Jan 13
Banika ..	Jan 14
Ufa ..	Jan 15
Lingatu ..	Jan 16
Faiani ..	Jan 17
Younger ..	Jan 18
Pepesala ..	Jan 19
Kaylan ..	Jan 20
Meringe ..	Jan 21
West Bay ..	Jan 22
Somata ..	Jan 23
Rendova ..	Jan 24
Jack Hr. ..	Jan 25
Hathorn ..	Jan 26
Stanmore ..	Jan 27
Vila ..	Jan 28
Gizo ..	Jan 29
Faisi ..	Jan 30
Kieta ..	Jan 31
Arigau ..	Jan 31
Teopasino ..	Jan 31
Numa ..	Jan 31
Rabaul ..	Jan 31
Soraken ..	Jan 31
Kieta ..	Jan 31
Faisi ..	Jan 31
Gizo ..	Jan 31
Tetipari ..	Jan 31
Russell Group ..	Jan 31
Tulagi ..	Jan 31
Brisbane ..	Jan 31
Sydney ..	Jan 31

BURNS, PHILP & CO. LTD., Agents.

Sydney—Norfolk Island—New Hebrides

	Per S.S. Morinda
Sydney ..	Dec 20
Lord Howe ..	Jan 3
Norfolk Island ..	Jan 5
Vila ..	Jan 7
Bushman's Bay ..	Jan 10-11
Malo ..	Jan 12
Tangoa ..	Jan 12
Segond ..	Jan 13
Aoba ..	Jan 14
Vila ..	Jan 14
Norfolk Is. ..	Dec 24
Lord Howe Is. ..	Jan 17
Sydney ..	Dec 28

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NORDDEUTSCHER LLOYD, BREMEN

Hongkong, New Guinea, British Solomon Islands Service.

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French Eastern Pacific Service

By ships running between Marseilles and Noumea, via West Indies and Panama Canal.
From Panama—

Papeete ..	Verdon	Cephee
Raiatea ..	Feb 9-11	Apr 5-7
Vila ..	Feb 12	Apr 8
Noumea, arr.	Feb 22	Apr 18
To Panama—	Feb 24	Apr 20
Noumea, dep.	Mar 5	Apr 29
Vila ..	Mar 8	May 2
Raiatea (opt.)	Mar 16	May 10
Papeete ..	Mar 17-19	May 11-13

MESSAGERIES MARITIMES CO., Agents.

Sydney—N.Z.—Fiji—Samoa—**Hawaii**

Honolulu ..	Mariposa	Monterey	Mariposa
Pago Pago ..	Dec 17	Jan 14	Feb 11
Suva ..	Dec 22	Jan 19	Feb 16
Auckland ..	Dec 25	Jan 22	Feb 19
Sydney, arr.	Dec 28	Jan 25	Feb 22
Melbourne ..	Jan 4	Feb 1-2	Mar 1-2
Sydney, dep.	Jan 9	Feb 6	Mar 6
Auckland ..	Jan 12	Feb 9	Mar 9
Suva ..	Jan 15	Feb 12	Mar 12
Pago Pago ..	Jan 16	Feb 13	Mar 13
Honolulu ..	Jan 21	Feb 18	Mar 18

OCEANIC STEAMSHIP CO., MATSON LINE, Agents.

Sydney—N.Z.—Cook Is.—**Tahiti**

Papeete ..	Manganui	Makura	Manganui
Rarotonga ..	Dec 29	Jan 26	Feb 23
Wellington ..	Jan 1	Jan 29	Feb 26
Sydney ..	Jan 7	Feb 4-5	Mar 4-5
Sydney, dep.	Jan 12	Feb 9	Mar 9
Wellington ..	Jan 17	Feb 14-19	Mar 14-19
Rarotonga ..	Jan 26	Feb 23	Mar 23
Papeete ..	Jan 28	Feb 25	Mar 25

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

Saigon—Java—Noumea Line

Saigon ..	Per S.S. Van Rees.	May 7
Batavia ..	Feb 12	May 11-13
Samarang ..	Feb 16-18	May 14
Port Moresby ..	Feb 19	May 17
Samarai ..	Feb 28	May 23
Rabaul ..	Mar 2	May 25
Vila ..	Mar 4-5	May 27-28
Noumea ..	Mar 11	June 3
Sydney ..	Mar 13-15	June 5-7
Port Moresby ..	Mar 20-22	June 12-14
Batavia ..	Mar 29	June 21
Saigon ..	Apr 9-May 2	July 2-4
	May 6	July 8

ROYAL PACKET NAVIGATION CO. LTD.

Sydney—N.Z.—Fiji—Hawaii

Honolulu ..	Aorangi	Niagara	Aorangi
Suva ..	Jan 9	Feb 6	Mar 6
Auckland ..	Jan 18	Feb 15	Mar 15
Sydney ..	Jan 21	Feb 18-19	Mar 18-19
Sydney, dep.	Jan 26	Feb 23	Mar 23
Auckland ..	Jan 31	Feb 28	Mar 28
Suva ..	Feb 5	Mar 4-5	Apr 1-2
Honolulu ..	Feb 8	Mar 8	Apr 5
	Feb 15	Mar 15	Apr 12

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

Sydney—N. Hebrides—Noumea

Sydney ..	Per S.S. Laperouse.	Jan 5
Noumea ..	Jan 9-11	Jan 9-11
Tanna ..	Jan 13	Jan 13
Vila ..	Jan 14	Jan 14
Epi ..	Jan 15	Jan 15
Luganville ..	Jan 15	Jan 15
Le Dart ..	Jan 15	Jan 15
Surenda ..	Jan 15	Jan 15
Hog Harbour ..	Jan 30-31	Jan 30-31
Hongkong ..	Feb 2-5	Feb 2-5
Haiphong ..	Feb 8-10	Feb 8-10
Saigon ..	Feb 8-10	Feb 8-10
Santo ..	Feb 27	Feb 27
Pt. Sandwich ..	Mar 1-3	Mar 1-3
Vila ..	Mar 7	Mar 7
Noumea ..	Mar 7	Mar 7
Sydney ..	Mar 7	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 ten 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 Service

The Waipahi will leave Sydney for Fiji on Wednesday, December 19. She will call at Lautoka (arr. December 27); Suva (arr. December 29, dep. January 3); Auckland (arr. January 8), and return to Sydney direct. On her next trip to Fiji the Waipahi will leave Sydney on Wednesday, January 16. The call formerly made at Nukualofa, Tonga, has been omitted for the present.

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

N. Caledonian Services

S.S. Mawatta and S.S. Neo Hebrida (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, Touarou, N. Goye, Kuakue, Thio, Nakety, Canala, Kouaoua, Houailou, Monco, Ponnerhouen, Tieti, Poindimie, Wagap, Touho, Kokigone, Hienghene, Tao, Oubatch, Pouebo, 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, Tangadiou, Paagoumene, Nehou, 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.), Chepenche and We (Lifu Is.), Fajajou, St. Joseph and Banout (Ouvea Is.). Calls are made occasionally at Isle of Pines and Walpole Is.

Samoa Inter-Island Service

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

French Oceania Inter-Island

S.S. Tooya (597 tons) makes regular trips from Papeete, through Leeward Group (Raiatea, Huahine, Borabora, etc.) about every four weeks, and also regularly visits Tuamotu and Gambier Archipelagoes.

MESSAGERIES MARITIMES CO., Agents.

Sydney-N. Guinea-Hongkong

	M.V. Neptun.		
Melbourne	Dec 1	Feb 5	
Sydney	Dec 5	Feb 9	
Salamaua	Dec 15	Feb 16	
Rabaul	Dec 17	Feb 18	
Sandakan	Dec 26	Feb 26	
Manila	Dec 28	Feb 28	
Hongkong, arr.	Dec 31	Mar 3	
Hongkong, dep.	Jan 5	Mar 6	
Manila	Jan 7	Mar 8-10	
Sandakan	Jan 12	Mar 12-15	
Rabaul	Jan 20	Mar 23	
Salamaua	Jan 22	Mar 25	
Sydney	Jan 29	Apr 1	
Melbourne	Feb 1	Apr 6	

B. B. WILTSHIRE, General Agent.

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

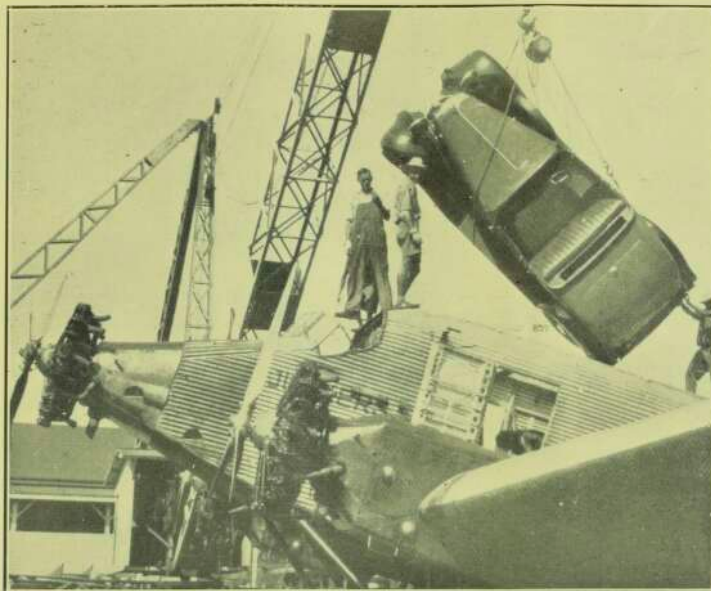
SALAMAU, WAU, SYDNEY, 7 Wynyard St.—Phone: B 4515

December 19, 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	MORESBY*
BULWA	PURARI
GABANZIZ	RAMU
GARINA	SALAMAU
JUNI	SANGAN
KAJABIT	SUNSHINE
KIDJURA	SURPRISE CK.
KOKODA*	UP. WATUT
KABUNA*	WAGAU
LA	WAHGI
LA	WAMPIT
MT. HAGEN	WARONA
MARILINAN	WAW
MENYAMYA	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.

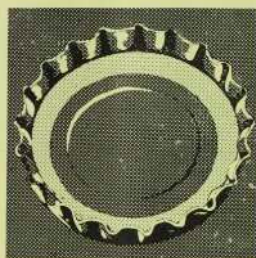
Guinea Airways Ltd. launched its unique aerial service seven years ago, with one machine and a handful of men. To-day, it operates a fleet of modern aeroplanes, and employs large European and native staffs. Its machines, running on regular schedules, have carried men, machinery, dredges, building material, foodstuffs, motor-trucks, livestock, over the mountains of New Guinea, without accident and without delay.

GUINEA AIRWAYS LTD

LAE - SALAMAU



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feature of
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is the "SPOT" crown seal*



Resch's Pilsener is protected against tropical heat by this specially designed "Spot" Crown Seal. It ensures perfect freshness in all climates.



**RESCH'S
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PILSENER**

P.38-27