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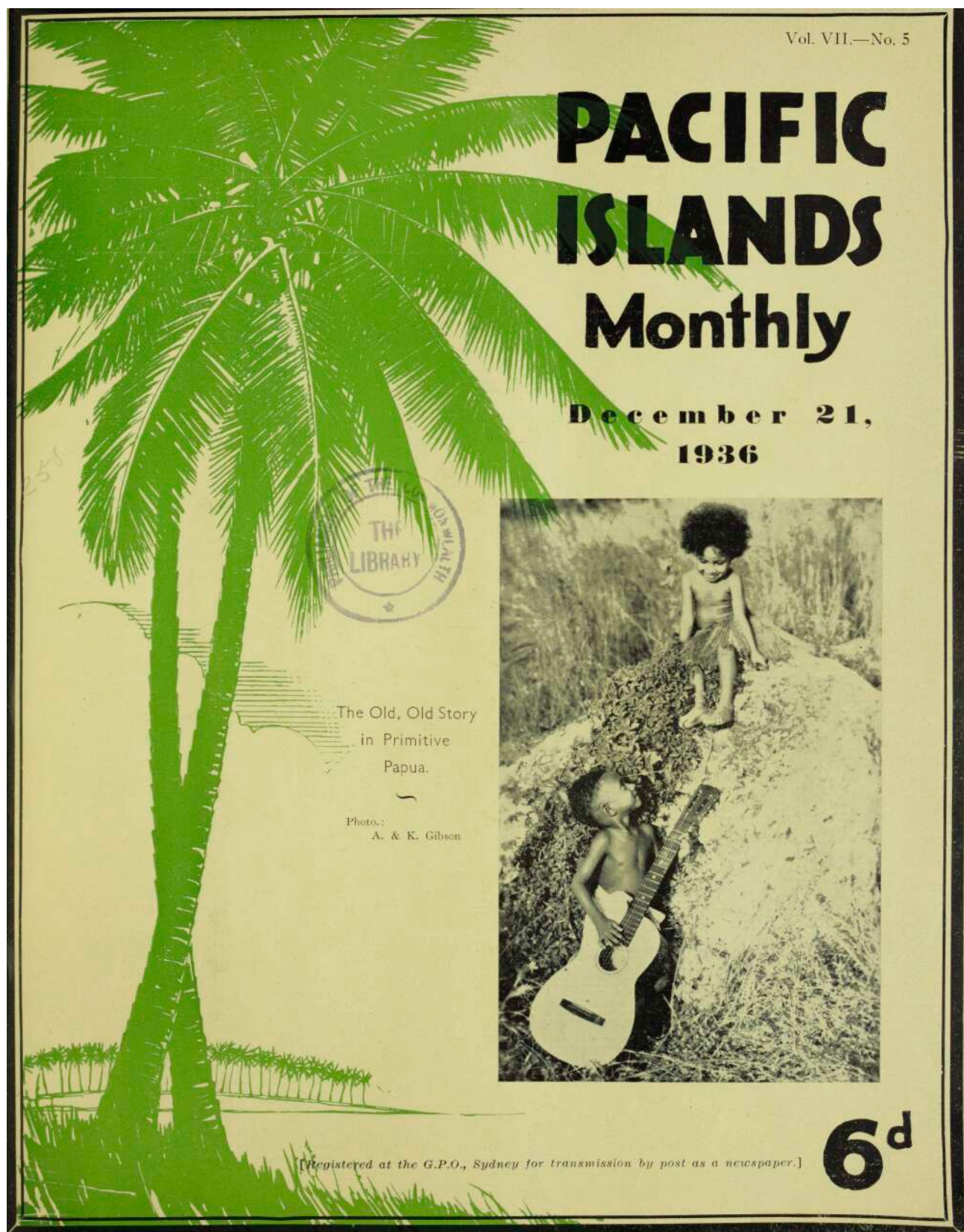
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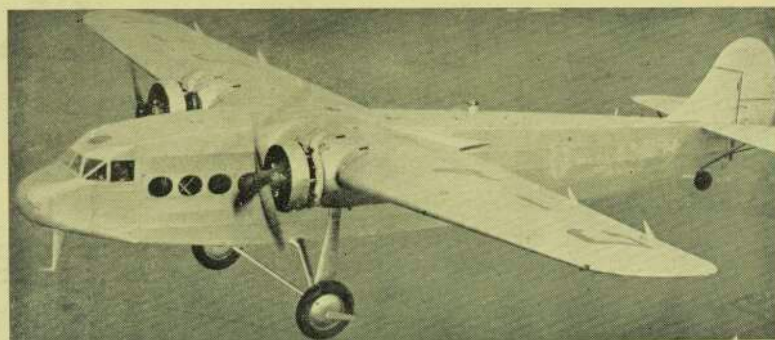
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EFFECT OF CANBERRA CONTROL IN NEW GUINEA

THERE is a growing feeling that Australia is not efficiently discharging her responsibility for the administration of the Mandated Territory of New Guinea. There is discontent, more or less outspoken, in connection with the following matters:—

(a) The Administration appears to have no set policy for controlling, directing and stimulating the development of the Territory's enormously rich resources.

(b) It is difficult to discern any connected and intelligent policy for controlling the "Europeanisation" of the natives—in other words, the Administration is giving the native people little if any help in meeting the shock of contact with Western civilisation. This deficiency is especially noticeable in connection with the education of native children—the Administration's shortcomings in this direction are outspokenly condemned in an article in the *Sydney Bulletin* of December 2.

(c) There appears to be something wrong with the administration of justice. Much has been said recently about the excessive sentences imposed by the juryless Supreme Court in New Guinea. Another and more serious aspect is the

apparent failure of the Department of Justice to discourage petty crime among the natives.

(d) There seems to be no policy under which medical work is controlled and directed. Other Territories have successfully instituted a system of training Native Medical Practitioners—and Papuans, Solomon Islanders and other Melanesians already are doing good work. The New Guinea Administration has done nothing, beyond imparting a little medical training to native hospital assistants in the Territory.

A recent development—a meeting of European residents of Rabaul to protest against dangerous conditions among natives in that area—was given scare-headings in the Sydney newspapers on December 3. The headings in the conservative *Sydney Morning Herald* were: "Crimes by Natives—Against White Women and Children—Alarm in New Guinea"; those in the *Daily Telegraph* said: "Rabaul Native Menace—Meeting Deplores Crimes Against European Women—Alleged

Growing Lack of Discipline." Criticism of conditions in New Guinea has rattled in vain, for a long time past, against the deadwood in Canberra; but even Canberra, we imagine, will be compelled to take notice of that kind of agitation.

In an economic sense, New Guinea has had extraordinary luck. The administrative deficiencies to which we refer existed in New Guinea in the period prior to 1930; but New Guinea received so high a price for its products, especially copra, that it was able to show a reasonably good financial condition from year to year, and so Canberra closed its ears against various attacks. Then came the Depression; and Pacific Territories which were entirely dependent on copra found themselves in desperate financial straits. But, in the meantime, a gold industry had been established in New Guinea, and the N.G. Administration received so substantial a revenue from gold royalties and from import duties which it imposed upon the huge and expensive equipment required for goldmining and transport,

that it escaped serious embarrassment. If it had not been for the courage and enterprise of British, Australian, and American investors in establishing the gold industry in the face of colossal natural difficulties, the New Guinea Administration would have been in a serious condition between 1930 and 1935—and probably, as a consequence, it would have been brought under the analytical examination that is so long overdue.

The Administration's failure to use its considerable revenues to stimulate the development of the Territory's rich natural resources, is conspicuous. It maintains a large and apparently efficient Department of Agriculture; but that valuable organisation has not been used noticeably in extending the planting industry. The experimental plantations at Wau and Lae have been closed up. There has been agricultural and pastoral activity of a remarkable character in the Bulolo Valley, near Wau; but experiments there have been carried out at their own expense by Mr. Wilde, Mr. Barker, and others, and not by the Administration. Years ago—about 1931—expert advice was obtained about copra grading; the planters were assembled and consulted; far-reaching amendments of the Copra Ordinance were formulated and agreed to—and nothing further was done. The same old Copra Ordinance is in existence to-day—and N.G. producers of high-grade copra continue to receive a price which is from £1 to £2 per ton less than what it ought to be. At this moment, as an article in this issue shows, the planters of N.G. are up in arms against the present Administrator's proposal to wipe out the zone trading system, which was introduced some three years ago, after very careful inquiry, as a policy designed to remove certain difficulties surrounding native trading, and to encourage agricultural development.

In our opinion, the trouble in New Guinea does not lie in the rank and file of the Public Service. One of the best things about the N.G. administrative system is the method of selecting young men for appointment to the service. The result is seen in the rank and file of officialdom, which in education, personality, and efficiency, will compare very favourably with any other tropical administration in the world. The trouble lies in sheer fatheadedness, and lack of vision and imagination, among the departmental chiefs in the Territory; and this administrative disability is aggravated and made worse by

a similar fatheadedness and lack of vision in Canberra. Departmental heads in New Guinea seem to be incapable either of formulating policies, or of standing consistently by policies when they are inaugurated.

The capacity of the Administrator, of course, matters a great deal. When Brigadier-General Thomas Griffiths was appointed in 1932, Australia was given an opportunity in New Guinea of establishing a regime that would have reflected great credit upon the Commonwealth in the realm of tropical administration. General Griffiths, within a remarkably short time, introduced policies in New Guinea which provided for the proper economic development of the Territory, and especially for influencing and controlling the native population during that critical period of change from primitive barbarism to European methods of life. General Griffiths showed vision and wisdom in seeking the help of the best elements among the planters and missionaries; and, literally within a few months, he had secured their genuine co-operation.

But, within two years, this experienced and capable Administrator was driven out of New Guinea by the stupidity and incapacity of departmentalism at Canberra. He resigned—and, like a good soldier, he uttered not one word of complaint or explanation. No

one has heard from his lips any explanation of why he abandoned the task which he had taken up with so much enthusiasm in New Guinea. But it soon became clear, through information derived from other reliable sources, that General Griffiths could not endure a system under which practically every decision of his was subject to "office-boy review" in Canberra.

Of the present Administrator, Brigadier-General W. R. McNicoll, little can be said. He has been there only two years and he has been confronted with a task of great difficulty—especially as he was without experience in any phase of tropical administration. It is possible that his hands, also, are being tied by Canberra interference. All that has happened in the last year or two suggests that the Rabaul bureaucrats are again in charge of New Guinea affairs, and the result cannot be other than bad. Some of the reforms and new policies introduced by General Griffiths—especially in connection with native education and native affairs—have been swept away.

Some people believe that within six months the Commonwealth Government will appoint the usual fatuous and useless Royal Commission to investigate affairs in New Guinea. Thus, incompetent officialdom will escape its responsibility for a year or so, while in the meantime the administrative (CONTINUED AT FOOT OF NEXT COLUMN)

M. JEAN MARCHESSOU

New French Governor in the Pacific

ONE of France's most distinguished colonial administrators, M. Jean Marchessou, reached Sydney on November 26 by the *Strathaird* on his way to Noumea, where he will be Governor of New Caledonia and the New Hebrides for two years.

Before being appointed to this important post in the Pacific, he had been stationed in the African colonies for more than 30 years—the last 18 months of which he had spent as Governor-General of the French Congo.

In Africa, M. Marchessou led a number of pioneering expeditions into the interior and made many aeroplane reconnaissance flights over the primitive jungle. He is exceptionally keen on flying, and on arrival in Sydney said that if there were an air service between Australia and New Caledonia he would travel the rest of the way by air.

It is believed that the syndicate which recently proposed to establish an air service between Brisbane and Noumea will have the new Governor's sympathetic support.

Monsieur Marchessou sailed from Sydney for Noumea to take up duties by the *Capitaine Illiaquer* on December 2.



Monsieur Marchessou.

SEARCH FOR OIL IN PAPUA

Operations of Three Companies

From Our Own Correspondent

PT. MORESBY, Dec. 10.

REPRESENTATIVES of the three oil companies, holding large concessions in the west of Papua, have been actively engaged in the preliminary work of the search.

On November 18, the Papuan Oil Development Co.'s vessel *Angas* arrived from Sarawak, Borneo, in charge of Captain Rendall and a Malay crew, and sailed for Daru on December 8 with Dr. C. Schumacher (assistant geologist).

On December 7 a Guinea Airways Junker, fitted with floats alighted in the harbour. It is understood that the plane has been engaged by Papuan Oil Development Co. for two or three weeks' aerial survey over their large concession in the west, over the waterways of the Fly River. The plane left for the Fly River and Daru on December 10, with Dr. C. W. Creek (chief geologist).

The Oriomo Oil Co.'s vessel the *Olive*, arrived in Port Moresby on November 25 in charge of Captain Kingdon. It is to be used for transport work on the company's oil concession in the west. The first base camp will be near the Kikori River and the *Olive* left on November 28 with the first party—Messrs. J. N. Montgomery (chief geologist), S. W. Carey, W. P. Wilson, and B. C. Hides. It is understood that the company will be actively engaged for some time up the waterways of the Kikori.

Representatives of Island Exploration Co. (Messrs. N. Osborne, S. P. O'Driscoll, and H. Prentice) left for Daru on November 28 by the *Royal Endeavour*. Messrs. Miller and Reed are already there. It is understood that the company is expecting a vessel shortly to do transport work over their large concession.

Mr. Leigh Lightbody, of Messrs. Burns, Philp and Co. Ltd., Rabaul, arrived in Sydney from New Guinea by the *Neptuna* in the middle of December.

conditions in the Mandated Territory will just drift on.

It is deplorable that there should be troubles of this description in New Guinea and Western Samoa, which are both administered under mandate by British Dominions. The present troubles are due directly, in each case, to democracy's curse—namely control of administrations by muddling and inexperienced politicians. "Office-boy interference" in Canberra drove out the only Administrator who seemed likely to make an outstanding success of New Guinea; while the N.Z. "goodwill mission's" attempted application of socialistic principles in Samoa has started a glorious political row in that territory.

This muddling will go on indefinitely—that is the British way. It would be amusing, perhaps, if it were not for the tragic fact that these Administrative failures under the Mandates system sooner or later will receive pointed attention in foreign countries.

The Pacific Islands Monthly has pleasure in extending to its readers in the South Seas, at this season of goodwill, its best wishes for their happiness and prosperity. May the prices of copra, and rubber, cocoa and coffee, and sugar, continue to rise—and rise!

STORMY DEBATE

Over New Fijian Vessel

THERE was some lively debate in the Fiji Legislative Council recently when the official estimates were under consideration.

Hon. Alport Barker referred to the amount of £3000 set down as the cost of a new vessel for the Lau Islands. He declared that the *Seniceva* which was built in Fiji for that purpose and launched last year was found to be unsuitable owing to defects in her design.

He expressed the opinion that the Director of Public Works (Hon. W. Wise) was not competent to design a vessel—he might be a first-class civil engineer, but naval architecture was a profession by itself.

The Acting Director of Public Works retorted that he had travelled in Fiji waters since a boy and he was ready to say that the *Seniceva* was a stout, seaworthy vessel. He said that many points raised by Mr. Barker did not exist in fact. Defending Mr. Wise, Mr. Ragg pointed out that in him they had the most efficient and cleverest Commissioner of Works who had ever set foot in Fiji.

After further stormy discussion, the Colonial Secretary said that although no final decision had been made as to the plans for altering the *Seniceva*, the vessel was not going to be used for Lau, as she was definitely unsuited for conditions there. Before any structural changes were made in her for use elsewhere, a naval architect would be consulted.

PACIFIC MAIL CONTRACT

No Decision Yet—B.P. Carry On

ALTHOUGH tenders closed for the Pacific Islands mail contract on September 30, a contract has not yet been let by the Commonwealth Government.

The Pacific Islands mail steamers are continuing to run, under a temporary arrangement made between the Government and Messrs. Burns, Philp & Co. Ltd. This affects the lines running between Sydney and Papua, New Guinea, Solomon Islands and New Hebrides.

We understand that two tenders were submitted—one by Messrs. Burns, Philp & Co. Ltd., and the other by an English firm, Messrs. Nelson and Co.

NEW GUINEA INTER-ISLAND SHIPS

Tenders for the carriage of mails by the inter-island steamers, in New Guinea, were invited, and closed on December 15, and it is likely that a contract will be made without delay.

A proclamation by the Administrator, gazetted on December 15, proclaims Rabaul, Salamaua, Lae, Kavieng, Madang, Kieta, Wewak, Boram and Lorengau as ports at which oversea vessels may take on or discharge passengers or cargo. Under the shipping Ordinance it is an offence for oversea vessels to trade between these ports without licence.

There had been many protests against this new law, because it automatically shuts out, from small-port trading, the two ships of the N.D.L. Line, *Bremerhaven* and *Friderun*, which have been running for years between Hong Kong and the New Guinea ports.

It is reported that this difficulty will be removed by the sale of the *Bremerhaven* to Messrs. Colyer Watson and Co., who are agents in New Guinea for N.D.L. The *Bremerhaven*, it is stated, will be transferred to the British register, with European officers and, probably, a native crew (instead of Chinese); and she is expected to run only between New Guinea ports large and small; while the *Friderun* will continue her present service between Hong Kong and main New Guinea ports, where she will connect with the *Bremerhaven*.

WAU'S NEW GOLF LINKS OPENED



The newly laid out links of the Wau Golf Club were opened in November by the President (Mr. E. A. Feldt). After Mrs. Feldt had driven off the first ball, club competitions were held and resulted as follows: Men's Handicap, G. M. Broad; Associates, Mrs. C. K. Norris; Open Putting, Mrs. R. Courtney. The photo. shows the group of members and associates at the opening of the links.

Careless Whites and Primitive Natives

[Elsewhere, there are published references to the meeting held recently in Rabaul, where the European community expressed alarm about the growing cheekiness and lack of discipline among natives in and near the town.]

The following is part of a letter, written by a leading resident of Rabaul, who puts the case for the natives. All our information is to the effect that the native menace in Rabaul is more serious than our correspondent admits, and our sympathies are with the Europeans who held the meeting.

Nevertheless, there is something to be said for the natives. Our correspondent is perfectly correct when he directs attention to the vicious practice—permitted by the Administration over long years—of assembling hundreds of primitive men in "labour lines," far removed from their villages and womenfolk, and expecting them to behave like docile, unsexed animals. He is not so correct when he charges the Rabaul Europeans with drunkenness and profligacy. The great majority of Rabaul householders behave with proper restraint before natives.]

LETTER TO THE EDITOR.

THE thinly-disguised purpose of the meeting was manifest to all.

In spite of previous failures, one more attempt is to be made to bring pressure on the Administration, and perhaps on Canberra, to re-introduce the barbarity of permitting the white man to flog the native, under the so-called pretext of "firmness and kindness." This is, or is thought to be, the panacea of all evils, real or imaginary.

What are the true facts of the case? Isolated cases, deplorable in themselves, have been collected and clumsily pieced together in order to create the erroneous impression that the present Administration is either inert or incompetent, and that this Territory is unsafe for European women. Undue prominence is given to what natives are alleged to have attempted against whites. Yet dead silence shrouds the sins of the European against the native.

In Rabaul and its environs to-day there are 805 Europeans, and, besides numerous Asiatics and half-castes, between 3000 and 4000 natives. Large numbers of these natives have been drawn from distant and widely different parts of the Territory. They are suddenly introduced into a form of life with which they are entirely unacquainted. Naturally, they do not know the white man's language and he is ignorant of their's, so the only medium of communication is the nebulous "pidgin." Unfortunately, numbers of these native servants are married men separated from their wives, and this is a perpetual temptation to incontinency, solely through the white man's mismanagement.

In Rabaul, native servants are distributed according to the master's salary. Some homes have two, others three, while the "nobility" can usually retain four—a cook boy, a house boy, a wash boy, and a boy for the grounds.

The first duty of the cook boy is to bring morning tea to the bedside of the yawning master and mistress. Next, prepare the bath. In many households, the occupants are not over-scrupulous as to how they are attired in going to and from the bathroom. Again, a boy is often sent to a bedroom, while persons are still in bed. Husbands often censure their wives for want of proper care before native servants, and wives likewise blame husbands, but still the practice continues.

Entertaining—cocktail parties during the day and beer parties at night—is a part of the artificial tropical life, where the natives' services cannot be dispensed with. Native servants in some households not infrequently witness most irre-

sponsible behaviour among Europeans. This is no more than the bare truth—I have seen it during long years in Rabaul.

Temptations largely of the Europeans' making are perpetually placed before natives. With what result? If a native stares twice at a female, displaying a large area of fleshly charms, or even if she merely imagines he stares, the indiscretion, magnified beyond all proportion, is told from one end of Rabaul to another. The next process is that the offender is hurried to the District Office, charged with what he does not understand, and interrogated according to the usual fashion: "E true, 'e no true?" If the native answers, even without understanding it, "E true," another piece of evidence has been secured that the Territory is not safe for European women.

No one interested in native welfare can ignore the exhibitions of drunkenness, immorality, concubinage and other indiscretions too frequently displayed before the natives. Little wonder they are so often perplexed, and sum up the white man's vaunted civilisation as a huge lie.

If the group recently formed to advocate certain measures against the defenceless native changed its name and ideal into a League of Public Decency, and demanded a higher standard of propriety from Europeans, then something might be accomplished which would benefit black as well as white. Example is the best teacher.

HIGH CHIEF ATA, OF TONGA



High Chief Ata, of Tonga, acted as Premier of the protectorate during the absence of Queen Salote and her Consort, Prince Tugie. He was photographed on the gangway of the *Matua* on October 25 when going to meet the Queen. High Chief Ata will visit Sydney early in the New Year.—A. Hettig, photo.

Mr. A. Bellhouse, a well-known chemist of Wau, New Guinea, announced his engagement to Sister Mary Lewis in November. They will be married late in December and will proceed to Australia to spend their honeymoon.

N.G.G. Development

Rumours of Rich Values In Mountain Near Wau

From Our Own Correspondent

WAU, Dec. 6.

IT is believed that a development of major importance is under consideration by New Guinea Goldfields Ltd.—namely the sluicing of The Crater Mountain.

"The Crater" lies hard up against the north-west side of the town of Wau—its lower slopes actually provide the division between Wau and Koranga and Nami Creeks, where the Golden Ridges mill is situated.

The company has been drilling on "The Crater" for some time, and it is currently reported that tests by the Keystone already indicate seven years of profitable work. Drilling operations, however, are far from complete. The report is persistent that investigation, to date, shows highly encouraging values.

To sluice "The Crater," a water-race of about 20 miles would have to be brought from the Upper Bulolo, around the back of Wau. All this preparatory work, it is said, would cost £100,000.

Such a development, of course, would give great impetus to the development of Wau.

THE WEWAK "RUSH"

From Our Own Correspondent

WAU, Dec. 6.

SEVERAL firms have been investigating the trading possibilities of the new goldfields at Wewak. If the present number of miners remain, big business should be done, and it will be a matter of the "early bird catching the worm."

There is a good deal of the "wait and see" attitude prevailing about Wewak at the moment. Although only a few miners have returned to Wau, it would seem that the area is definitely a prospecting one at the moment, and that no exceptional values have been found.

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PROSPERITY RETURNS TO SOUTH SEAS

What Rise in Copra Prices Means to Planters and Traders

THERE was jubilation in Pacific Islands planting and trading circles during the month when news was received from London that the copra quotation had risen again, the London price, c.i.f., for what is known as "Hot-air Dried, Rabaul" grade being now well over £20 per ton. (See details on page 77). Both of the lower grades (South Sea Smoked and South Sea Sun-Dried) have risen in proportion.

Those planters who work on Australian and New Zealand currencies are enjoying also an exchange premium of 25 per cent.

Coconut planters must go back to the middle of 1930 to find quotations equal to those ruling to-day.

A New Guinea planter now in Sydney, who produces a high grade of Hot-air Dried copra, said that the latest prices, converted into Australian currency, meant that his copra was worth over £20 to him on the beach at his plantation near Madang. He said that to appreciate what this meant one need only remember that some three years ago he had been forced to accept £13/10/- per ton for the same copra at the same place—and he could not get his stores off the boat until he had delivered an equivalent value in copra.

Copra prices have been rising steadily month by month since the middle of 1935; but in the first week of October they began to jump in sensational fashion. Since October 2, the London quotation for Rabaul Hot-air Dried copra has risen from £14/10/- per ton to £21/5/- per ton on December 11—which, with exchange added, is equal to a rise of well over £8 per ton in Australian currency.

Students of the market are inclined to think that the rise over the past ten weeks has been too rapid to be permanent; yet they admit that some of the factors which have brought about the rapid change in the market are plainly in sight—such as a shortage of fats in America caused by drought; a marked reduction in world stocks of vegetable oils and fats; and especially a growing freedom in international trade brought about recently by the devaluation of French and Italian currency.

The London c.i.f. price for high grade copra in 1924-1925 was almost constant at

£30 per ton, c.i.f. For 1926 and until the middle of 1928 the price was in the vicinity of £28 per ton; but from that point it declined until in April, 1934, it had reached the calamitous level of £8 per ton.

South Seas planting interests do not expect prices to return to the 1924-28 levels; but they appear to be well satisfied with the prospect of the present prices being held.

Already, as a result of the new level of copra prices, economic conditions in the South Seas have greatly improved, and there have been a number of inquiries received from prospective purchasers of coconut plantations.

Other South Seas products have similarly improved in value. The London quotation for Plantation Smoked rubber which was at 6½d per lb. a year ago is now around 9d per lb. This has so improved the economic outlook of Papua that it was announced last month by the Commonwealth Government that the 2d per lb. bounty that had been paid to Papuan rubber growers for some years was now being diverted into a rubber stabilisation fund, to be held by the Government and used for the assistance of rubber growers in the event of the market falling again.

A good deal of coffee and cocoa is now being produced in Papua and New Guinea, and the prices of both those commodities have advanced considerably in recent months. Recent advices from Western Samoa (the principal cocoa producer in the South Seas) stated that cocoa was then worth £60 per ton on the beach in Apia, compared with less than £30 per ton a couple of years ago, and that Samoan planters were seeking labour in every direction in order to harvest a particularly large crop of cocoabeans.

The effect of the depression in the South Seas was to wipe out a considerable number of non-economic plantations, which were over-capitalised or inefficiently operated; and it is claimed to-day that as a result of this, combined with the present profitable level of prices, economic conditions in all the territories in the South Pacific are better than they have been for two or three decades.



Mrs. F. Stewart, of the Hotel Bulolo, Wau, New Guinea, and her son, Moresby Goffon. Mr. Goffon and his cousin, Mr. Baldie (formerly of Papua) recently joined the Royal Air Force.

RABAUL CITIZENS' PROTEST

Against Growing Incidence of Native Crime

RABAUL, Dec. 2.

CONVENED by Mr. J. C. Mullaly, M.L.C., a public meeting of nearly 250 local residents, of whom 50 per cent. were women, last night adopted a resolution "viewing with alarm the growing incidence of crimes and attempted crimes by natives against European women and children."

The meeting urged the New Guinea Administration "to introduce the most drastic measures, if necessary by amendment of legislation, to combat the menace."

Expressing apprehension at the continued lack of discipline among natives in their attitude towards Europeans, the gathering deplored "the present inadequate methods of the Administration in dealing in particular with charges laid against natives for minor offences."

The following committee was appointed to investigate and draw up recommendations: J. C. Mullaly, Dr. N. Watch, G. Thomas, G. Furter, R. L. Clark, F. O. Greenwood, H. J. Washington, D. S. Hore-Lacy, J. T. Allan, J. Edwards, V. Pennefather and Capt. Duncan.

It subsequently decided to form a "Citizens' Association of New Guinea," and to make certain recommendations to the Administration.

These recommendations include "the appointment of a thoroughly qualified expert from the British Colonial Service to take control of the Native Affairs Department of the N.G. Public Service and lay down a comprehensive native policy for the Territory; the appointment of a police magistrate, conversant with native customs and language, to replace the present office of Stipendiary Magistrate to deal with native court cases in the Rabaul District; the banishment to an isolated area for 10 years of any native convicted of crimes and offences against European females; the introduction of more drastic punishments against such offenders; provision for whippings ordered by judges against these offenders to be carried out in public in the presence of other natives; greater discretionary powers than at present for District Officers and police officers in their investigation and punishment of minor offences committed by natives; and the rigid enforcement of pack drill, and of regulations relative to 'loitering' by natives within township boundaries."

Copra Records Over 50 Years

FIFTY years ago, when the late W. E. Reed founded his Islands trading firm (which is now carried on by his sons) he began to keep an exact record of copra prices, which he transferred to graphs. Mr. Reed has been dead these several years, but those graphs still adorn the walls of his offices, and are a source of interest and information to many people. The following figures have been copied from the graphs.

It should be noted that the price given is the price of sun-dried copra, in bags, f.o.b., Sydney; whereas the price usually quoted nowadays is the London, c.i.f. price.

	Highest Per ton f.o.b., Sydney	Lowest Per ton f.o.b., Sydney
1885	£13 0 0	£12 0 0
1886	11 15 0	10 10 0
1887	11 15 0	10 15 0
1888	11 5 0	9 10 0
1889	10 0 0	8 5 0
1890	13 10 0	10 0 0
1891	12 10 0	9 10 0
1892	11 0 0	9 10 0
1893	13 5 0	10 10 0
1894	11 15 0	10 0 0

	To 1900—About the same as 1894.
1901	14 0 0
1902	15 10 0
1903	13 0 0
1904	15 0 0
1905	14 15 0
1906	21 10 0
1907	22 15 0
1908	16 10 0
1909	21 0 0
1910	24 5 0
1911	23 10 0
1912	23 0 0
1913	27 10 0
1914	26 5 0
1915	23 10 0
1916	26 15 0
1917	27 5 0
1918	28 10 0
1919	36 15 0
1920	44 0 0
1921	28 15 0
1922	26 0 0
1923	26 0 0
1924	25 5 0

It is well worth noting that copra always has risen, when there has been war, or threats of war, and has fallen when the international horizon has been clear.

PAPUA'S SEARCH

Anxiety for Champion Party

From Our Own Correspondent

PT. MORESBY, Dec. 11.

ANXIETY is being felt for the safety of the Bamu-Purari expedition, in charge of Assistant Resident Magistrate Ivan Champion, who left Daru on May 1 accompanied by Patrol Officer C. T. J. Adamson, 12 native police and 30 carriers, to explore the unknown regions of Western Papua, with the object of ascertaining what population existed in the large valley systems to the north of the headwaters of the Bamu River (south of the border of Papua and the Mandated Territory).

Their route lay from the headwaters of the Bamu, westward to the Leonard Murray Mountains, thence N.E. across the waterways of the Upper Kikori (Ryan); across the limestone rungs diagonally to the recently discovered lake (seen from the air by the Government aerial survey in February last, and named Lake Marguerite); and thence across the Waga Furari valley (discovered by Mr. Jack Hides last year), to Mt. Gilua, on the border, where their intention was to strike east to the headwaters of the Purari, and eventually make their way south to the coast.

Ivan Champion expected to reach the headwaters of the Purari, either at the end of September or October; for in his last dispatch, dated May 25, from the slopes of the Leonard Murray Mts., Wawoi River (tributary of the Bamu), he stated that there would be no need for anxiety if his party did not put in an appearance at the end of September or even October, and that if it were possible for his party to secure ample supplies of native foodstuffs, he would stay in the district as long as possible in order to get in touch with the natives and to make a thorough patrol of the surrounding country.

The party, at that date, were 190 miles up stream, with 100 days' full rations in hand for two white men, 12 police and 30 carriers. Surplus carriers, picked up from Bamu, were being sent down to the coast under police escort, further river transport being impracticable owing to rapids and gorges.

LYSOL TIN AS CLUE

From May to November no further news was received. There was some concern when the Administration received a wireless message from the manager of Port Romilly Saw-mills (Mr. C. McKinnon), on the Wame River, on November 21, to say that a Lysol tin had been picked up on the Doai River by a shooting boy on November 20, similar to those issued by the Government; and that it undoubtedly had floated down from the Upper Purari. The tin suggested that the party had somewhere reached the headwaters of the Purari, and that they had struck trouble, either in the rapids, or in Hathor Gorge, at the junction of the Erewa and the Purari; or else that they were making overland from some point above-stream.

Mr. McKinnon, getting into touch immediately with the Government station at Kikori, where the Lysol tin was recognised as a Government issue, dispatched canoes up the main branches of the Purari to search for further floating goods or for any signs of the returning party. On November 28 he reported by wireless that a police built raft had been picked up 25 miles up the Ivo-Purari, which on examination appeared to be of recent construction and European design.

The Government then made immediate

arrangements, on December 1, for a launch to proceed up the Purari as far as possible, in charge of Mr. S. H. Chance, A.R.M., with police and stores, with instructions to work overland on foot if the party were not encountered.

The launch which was equipped with a wireless telephone receiving and transmitting set, by the courtesy of Amalgamated Wireless Ltd. and operated by Mr. McKinnon (who accompanied the party) reached Bevan Island on December 6, approximately 150 miles up stream, where Mr. Chance noticed similar rafts to the one found floating down-stream on November 28, among the villages near the island. He considered the possibility of its being of native construction and, upon investigation, came to the conclusion that this was so and that they were following a false clue.

AERIAL SEARCH ARRANGED

In view of this, the Government at once decided to extend the search and, getting in touch with Guinea Airways, made arrangements on December 7 for flights to be made over the headwaters of the Purari from Mt. Hagen in the Mandated Territory. Mr. R. G. Speedie, A.R.M. and Mr. S. G. Middleton, A.R.M. were to go on the flights and immediately on the completion of the flights would proceed on a relief expedition from Mt. Hagen, if no signs of the Champion party were seen.

The two flights are to be undertaken, both from Mt. Hagen, the first in the direction and over Lake Marguerite, where Ivan Champion intended an extensive patrol, and the second, south, over the Waga Furari, down the Purari as far as Gleeson Islands, above Bevan Island, and approximately above Mr. Chance's operations up-stream from Port Romilly.

Mr. Speedie, who was stationed at Kai-ruku, Yule Island, arrived in Port Moresby by plane on December 7, and, completing his arrangements for the relief party, left for Wau on December 11 by Guinea Airways Ford, accompanied by Mr. Middleton for their flights from Mt. Hagen.

That no signs of the Champion expedition may be seen from the air is considered likely but, the chance is worth considering; moreover, flights over this vast area will greatly assist Mr. Speedie, not only in deciding upon his best possible route, but in showing him the character of the country through which he will have to push with the greatest possible speed.

In the meantime, Mr. Chance is working up the Purari in canoes, as far as possible, and he will strike overland on foot, to above Hathor Gorge, hoping to get in touch with the returning party before Mr. Speedie sets forth from the Mandated Territory on his long journey south into Papua.

THE SEARCH BY AIR

(By Radio—Our Own Correspondent)

PT. MORESBY, Dec. 15.

MESSRS. SPEEDIE and Middleton, accompanied by Mr. Lett, to-day, in a Guinea Airways Ford aeroplane, flew from Mt. Hagen, in the Mandated Territory. They searched the headwaters of the Purari River, as far south as Bevan Island, but without result.

Increasing rain and cloud over the mountains then forced the party to fly south-eastwards, over Central Papua, to Port Moresby. They propose, to-morrow, to return to the search, and examine areas further to the westward.

M. Charles Legras, a municipal councillor of Noumea, New Caledonia, visited Sydney in December, en route to New Zealand.

Late News in Brief

ALTHOUGH Commonwealth Government in 1926 provided £250,000 as bounties for producers of cocoa, manila coir and sisal fibre, sago, vanilla, kapok, unground spices, bamboos, and rattans in New Guinea and Papua, only £8783 has been claimed. A committee, representing Australia, New Guinea and Papua, will examine the position.

The murder of a native woman in Papeete, Tahiti, some months ago, led eventually to the arrest of a white man, a wandering gardener. A great sensation has now been caused by the arrest of one of the most prominent and wealthy French residents of Tahiti on a charge of having instigated the murder.

Messrs. George Bambridge and Charlie Brown, of Papeete, have established a pineapple plantation and cannery in Tahiti; and 10,000 shoots have been planted.

A new law forbids Europeans to stay more than 48 hours in Maiao, Rapa, and the Marquesas Islands (French Oceania). Nuka Hiva and Hiva Oa are excepted.

The Queen of Tonga, Dame Salote Tubou, returned to Tonga at the end of October, after a visit to Australia. She is now much improved in health.

The Marquesas Islands are suffering a severe drought—no rain for eight months.

Commonwealth Government announces that any tea grown in Papua will be admitted under duty of only 1d. per lb., instead of 3d.

Police Chief Carlyon, of Rarotonga, Cook Is., by clever detective work, discovered that a Tahitian had entered Jagger and Hervey's store and stolen £54. Money recovered; thief got five years.

A tablet in memory of the early missionaries of Tahiti, presented by Mr. W. W. Bolton, was installed and dedicated in Moorea, in November. (Report in next issue.)

PROPOSED CENTRAL PACIFIC CRUISE

THE Methodist Missionary Society of Australasia has issued a prospectus for a special cruise in the Central Pacific next year. It is proposed that T.S.S. *Katoomba* shall sail from Melbourne on May 12, Sydney on May 15, and visit Nukualofa and Vavau (Tonga), Apia (Western Samoa), Suva (Fiji), and return to Sydney on June 4.

The proposed round-trip fare, from Sydney, ranges from £24 to £38 according to cabins. The organising secretary is Rev. Richard Piper, 139 Castlereagh Street, Sydney.

Mr. W. M. Reid, Islands merchant of Sydney, returned to Australia after a business visit to Tahiti by the Makura on December 12. He was accompanied by his wife.

Mr. M. B. Blake, who spent the last couple of years on the Morobe goldfield, New Guinea, returned last month to his home on Norfolk Island. There are indications that Norfolk Island's economic troubles are coming to an end.

SAMOAN CENSUS

Fewer Europeans, but Many More Samoan-Europeans and Natives

From Our Own Correspondent.

APIA, Nov. 24.

A CENSUS of the whole population of the Mandated Territory of Western Samoa was taken on November 4, and preliminary figures relating to the European population are now available:

	1936	1926
Europeans	382	446
Europeans of mixed blood (including Chinese-Samoans)	3051	1845
	3433	2291

The Europeans, 382, include 264 males and 118 females. The Europeans of mixed blood include Samoan wives, Samoans of European status and Chinese-Samoans, and there are 1542 males and 1509 females, a total of 3051. The total population of European status thus amounts to 3433.

While the white population (with which is included a small number of 16 Chinese residents) shows a comparatively large decrease against the last census (446 in 1926), owing mainly to mortality amongst the old white residents, lack of new immigration, and a reduction in the number of white Government officials, there is a large increase in the mixed-blood class. Even if Samoan wives and Samoans of European status are deducted, the remaining figure of 2754 shows an increase of nearly 50 per cent. over the 1926 figures.

The results of the native Samoan census are not yet available, though a large increase of the native population may be confidently predicted.

There are about 500 Chinese labourers and 80 Melanesian labourers in the Territory at present.

The census of April, 1921, showed European population (which evidently included Samoan-Europeans), 2066; native Samoans, 33,336; indentured Chinese, 1290; indentured Pacific Islanders, 465.

It is believed that the native Samoans now number 50,000.

CAPITAL, £100,000

Papuan Trading Co.'s New Issue

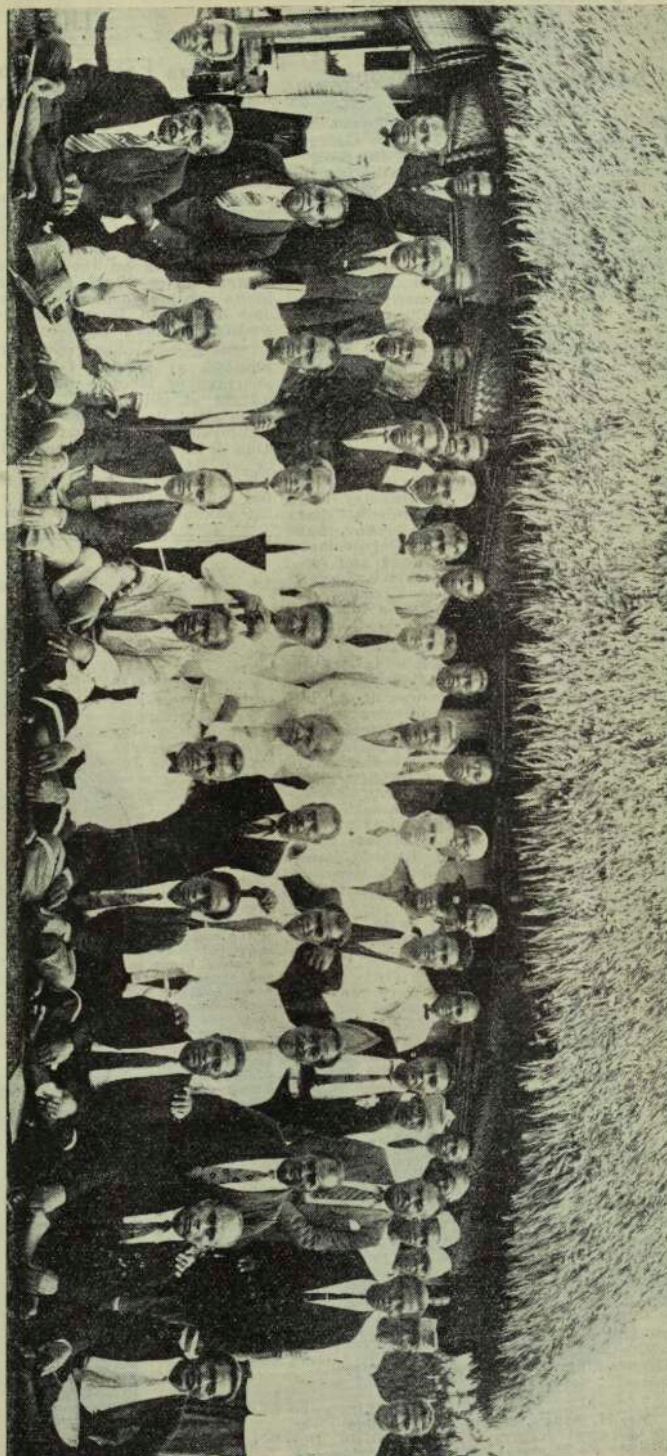
THE issued capital of Steamships Trading Co. Ltd., Papua, is being raised to £100,000 by the issue, to the public, of 28,189 7 per cent. cumulative preference shares and 25,635 ordinary shares. The prefs. are being offered at 28/- and the ordinaries at 30/-, representing premiums of 8/- and 10/- respectively.

The issued capital of the Company (who are general merchants, shipowners, planters, carriers, general agents) was £54,176 (in 28,811 prefs. and 24,365 ordinaries) and it is disclosed that in the year ended June 30 last, the profits were equal to 14.5 per cent. on the total capital employed. The directors are Captain A. S. Fitch, Mr. L. Tracey, and Mr. E. V. Crisp, all of whom are active executive heads in the rapidly-growing business.

What with higher prices for copra, rubber and coffee, the development of the gold industry on Misima, and the expenditure of a very large sum in the search for oil (which very possibly will be discovered), Papua's economic outlook is vastly improved. There should be a bright future for Steamships Trading Co. Ltd. which, under good management, actually improved and strengthened its position during the depression.

The Fono of Faipule (Samoan native parliament), which sat at Mulinu'u, Apia, from September 30 to November 4. The photograph was taken in front of the Fono house, a large Samoan fale. In the centre, standing, from left to right, are: Mr. C. G. R. McKay (secretary of Native Affairs); Hon. Malietoa, O.B.E.; Mr. A. C. Turnbull (Acting Administrator); Alipia (Speaker of the Fono).

—Photo: Tattersall's Studio, Apia.



Prince Taufa'ahau Honoured

Kava Ceremony in Sydney

PRIOR to his departure for Tonga, in December, Crown Prince George Taufa'ahau was the guest of the Polynesian Club of Sydney at a gathering in his honour. *Kava* was made with the appropriate Samoan ritual by the chief-tainess Lefagaaoalii (Mrs. Alfred Page) and presented to the Prince (who, on his return to Sydney, will enter the University as a law student). Others to whom the ancient drink was given were: Captain Gerhard Heyen, formerly of Butaritari, who spoke on the Gilbert Islands; Mr. R. W. Robson, editor of the *Pacific Islands Monthly*; and Messrs. L. J. Moran (president) and Eric Ramsden, executive members of the club.

The president (Mr. Moran) briefly welcomed the Prince, and wished him a happy stay in Tonga during his holidays.

In his reply, Prince Taufa'ahau emphasised the importance of preserving what is best in the traditions of the Polynesian people. "I am proud of my ancestry, and I am sure," he said to club members, "that you are proud of yours, too." For that reason it was essential that Polynesians resident in Sydney should meet and exchange ideas. "I am particularly happy to be here," the Crown Prince concluded, "because this club represents an ideal!"

The Prince promised to convey the club's greetings to Queen Salote (who holds the post of patroness), and he also agreed to nomination as a member.

Captain Heyen, in the course of one of the most interesting addresses club members have heard since its foundation, traced the history of the Gilbert Islands from native traditions, through the early whaling phase, touched upon the first missionary associations, "blackbirding operations," and finally their proclamation as a British colony (after a period as a Protectorate) in 1915. The inhabitants he described as "honest and likeable," and the language, though the roots were of Malay origin, was similar to the Polynesian tongues.

The president accepted with thanks several weapons from the Gilbert Group, which Captain Heyen presented to the club.

With Prince Taufa'ahau were Mr. and Mrs. B. Lamacraft (the father of the latter was at one time British Consul in Tonga), Mr. Harold Rabone (whose grandfather was one of the pioneer Wesleyan missionaries in the kingdom), Mrs. Heyen, and Miss Dora Busby (great-niece of Mr. James Busby, one time British Resident at the Bay of Islands, N.Z.).

Also present were Mr. and Mrs. Walter Petch, and members of their family. Mr. Petch was at one time schoolmaster on Pitcairn Island, and Mrs. Petch is a descendant of Fletcher Christian, of *Bounty* fame.

About 160 people attended the gathering, which will be the last of the year. The club has met with so much success that members now have their own clubroom in Jamieson Street, Sydney. Visitors from the Islands who desire to attend club meetings are requested to communicate with the president, care of the *Pacific Islands Monthly*, Union House, Sydney.

Mr. H. Alday, of the New Guinea Public Service, returned to Rabaul in December by the *Malaita*. He is a member of the District Services and Native Affairs' Department.

DEARTH OF LABOUR IN FIJI

Planters Feel Effect of Gold- mining Industry

A SIGNIFICANT warning that copra-producers in Fiji are likely to experience difficulty in securing their labour requirements in the future was contained in the bulletin issued to members of the Coconut Planters' Union Limited on November 7.

Commenting on the economic and industrial effect of the goldmining industry in its relation to planting, Messrs. Brown and Joske, Ltd. (managing agents for the Planters' Union) said:—

"The main problem confronting coconut planters at present is undoubtedly the shortage of labour. This is due to the advent of goldmining. At the Emperor mine alone the average number of Fijians employed is 450. No particulars are available of the number employed at Loloma or at Mt. Kasi, nor at the prospecting concerns, but it would appear likely that the total number of Fijians employed by the goldmining industry is over 1200.

"In addition, a large number of Fijians are engaged on road construction for the Government. Although, of course, the number is not so large as in 1932, when over 1100 Fijians were employed on the construction of the trans-insular road.

"The Emperor mine estimates that by September, 1937, it will be milling 12,000 tons of ore per month, as against about 2,000-2,500 tons at present. It estimates further that it has enough ore in sight to keep the mill supplied at the rate of 150,000 tons per annum for more than five years. Loloma reports ore reserves in sight for at least four years when in full swing.

"It is clear, therefore, that in view of the mining development programme, coconut planters will find it difficult to secure their labour requirements for the next few years."

Mr. W. Mirow, who has extensive plantation interests in the Mandated Territory, returned to Sydney after a short visit to Rabaul by the *Neptuna* in mid-December.

Mr. B. Hill, who conducts a legal business at Wau, on the New Guinea goldfields, arrived in Sydney from Salamaua by the December *Neptuna*.



European residents in Fiji have discovered the advantages of the cool, well ventilated bura, or native house, and several have been built recently—thatched roof, and walls of plaited cane. Upper: Bura built for Mr. E. G. Theodore at Tavua goldfield. Lower: Bura built for Mr. and Mrs. Hugh Ragg, at Ba.



TROPICALITIES

SCENE: Lounge of s.s. *Montoro*, November, 1936.

Wide-eyed young thing from Melbourne, who has completed round trip to New Guinea and Papua: "Oh, Captain, you do have a wonderful life! How you must love it—sailing around in this dear old ship in those beautiful tropical seas!"

Captain "Sandy" Campbell (who is finishing a voyage which included a fire among cargo; sundry clawings among New Guinea's half-charted coral growths; a "scrape" on the Barrier Reef when trying to find the passage to Cairns in a dead calm; a miraculous escape from being blown ashore in a southerly buster in the Brisbane River; and a little dirty weather off Byron Bay): Iphm!

(Which is the only way in which a lowly Sassenach can spell a Scottish snarl.)—R.W.R.

AMONG those who were presented to the Crown Prince of Tonga at the Polynesian Club's reception in December was Madame Yvonne Despres, writer and traveller, and examiner in her native language. One of her first questions to Prince Taufa'ahau was whether he was acquainted with French. "Oh, somewhat," replied the Prince. "I have just been sitting for my entrance examination to the University." It was subsequently discovered that the Prince's French paper was one of those corrected by Madame Despres! The future King of Tonga is determined, not only to become thoroughly acquainted with the customs and traditions of his own land but, in order to bring a scientifically trained mind to bear upon them, to study anthropology when he enters Sydney University.—"Eriki."

THE Germans who remained in New Guinea after the war, and the Australians now in occupation of the country, have become very good friends. That is not surprising. The Germans are good pioneers. There are few better Australians in Australia than the descendants of the German colonists who settled in Victoria and South Australia.

Conditions in New Guinea have quaint repercussions, sometimes. They tell of an Australian and a German who were engaged in a convivial argument in Salamaua.

Finally, the Australian, quite forgetting he was talking to an ex-enemy, burst out with:—

"Gorstruth, I'm one of the blokes wot went to the war so that you blokes could stay at 'ome and 'ang on to your bleedin' jobs!"

The German, who had served in the German line in France, stared in amazement, and then shouted: "Vot! And you say dot to me!"

WITHIN the faded folds of early Colonial newspapers lie many a forgotten story of Pacific adventure. Readers of the *Sydney Herald* learned towards the close of 1831 of the experience of a young man named John Mathews on the island of Malaita. Even within recent years Malaita has been regarded as one of the most savage and barbarous islands in the Solomons; among a population of 40,000 natives, the Church of England can only claim 1,600 converts.

Mathews was a member of the crew of the whaler *Alfred* when the vessel was fishing off Malaita in 1830. A dispute arose with the natives, a result of which was

the death of the commander and several of his crew. Mathews was wounded, and captured alive. The following year he was able to send a message cut on a piece of bamboo to another vessel. Captain Harwood, of the *Hashmy*, later reported in Sydney that an attempt would be made "to purchase this unhappy fellow from the natives." Eventually, the schooner *New Zealander* arrived at Sydney with a letter from Mathews; it had been enclosed in a carved coconut and sent to the vessel.

Poor Mathews was then in sore straits. "Be kind to the natives as my life is in their hands," he wrote. "They keep me close and will not let me come near the ship." He advised his countrymen to make the bearer of the letter a present. "Something showy," he said. "Be careful of the natives; they are forming a plan to take the ship. Do not come on shore without firearms. They are cannibals!" Mathews added a postscript: "If you will send me a shirt and a pair of trousers I will be much obliged. I am in a state of nature ...!"

Whether efforts to secure his liberty were successful or not, history does not relate.—"Eriki."

MR. W. H. CAPORN, now a resident of Sydney, tells how one day when he was a trader in the New Hebrides he gave a native a lesson in manners. A native houseboy brought in a coconut from a neighbour, dumped it down on the table and said, very abruptly: "Master send you this coconut!" Mr. Caporn rose and said: "I think I must teach you better manners. You sit down in my chair, and I will bring in the coconut and show you how a message should be delivered." The boy sat in the chair; and Mr. Caporn came through the door, stopped at a respectful distance, made a low bow, and said: "Sir, my master presents his compliments, hopes you are well, and requests your acceptance of a small present."

"Give your master my thanks," replied the boy unexpectedly. "There is 2/- for yourself, and tell him also that I am now ready to buy his coconuts." Mr. Caporn

saw the humour in the situation, gave the boy his 2/-, and thereafter took an interest in him; with the result that he now is himself a successful trader in the Islands.

AN interesting link with the history of Samoa has been secured for the Auckland War Memorial Museum by the Mayor, Mr. Ernest Davis. One of the steering wheels of H.M.S. *Calliope*, which steamed out of Apia harbour during the great hurricane of March 16, 1889, has been through the Mayor's efforts, obtained from the Admiralty, and entrusted to the safe keeping of the citizens of Auckland. New Zealanders have always felt a sense of pride in the achievement of H.M.S. *Calliope*, as she was using Westport coal at the time.

Cheered by the crew of the United States doomed war-vessel, *Trenton*, the *Calliope* steamed out in the teeth of the gale, with but a few feet to spare, and passed through the narrow reef to safety and the open sea, where she rode out the storm. Other vessels that were lost at that time included the U.S.S. *Trenton*, *Vandalia*, and *Nipsic*, and the German *Adler*, *Eber* and *Olga*. The iron hull of the *Adler*, high on the reef, defying sea, time and charges of dynamite, is still the most conspicuous object on the water front at Apia.—E.R.

AN ecclesiastic dignitary, well known in the Solomons, tells a good story of how, some years ago, an attack of gastric malaria caused him to lie up—or down—at a planter's house. It happened to be "steamer day" at one of the usual ports of call. At a very early hour next morning, a gentleman, whose head was not in very good condition, strolled into the dignitary's bedroom by mistake. Observing a patient in bed, and violently ill, he exclaimed: "It's—hic—alright, brother! Just carry on! We all get the same after steamer day!"—A.M.A.

Mr. J. B. C. Bramell, son of Mr. B. W. Bramell, a former Commissioner for Native Affairs in Papua, joined the Papuan Public Service in November as a Patrol Officer. He has been sent to the Government station at Kerema, in the Gulf Division.



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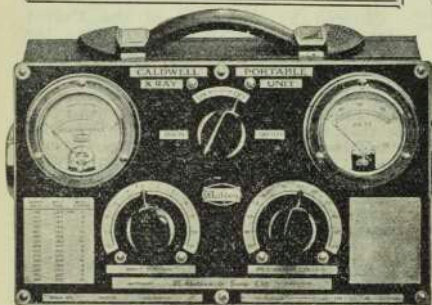
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ABOUT ISLANDS PEOPLE

Mr. Arthur Milner sailed from Sydney for Pawa, Ugi, Solomon Islands, by the December Malaita. He is a worker for the Melanesian Mission.

Mr. R. C. Laycock, a well-known resident of the Solomon Islands, sailed from Sydney for Tulagi by the Malaita on December 12.

Mr. and Mrs. J. R. Halligan sailed from Sydney by the Morinda in December for Norfolk Island, where Mr. Halligan, who is Officer-in-Charge of the Territories Branch of the Prime Minister's Dept., will be Acting-Administrator for several

months. Mrs. Halligan, prior to marriage in November was Miss Marjorie Grosvenor, confidential typiste to the Prime Minister.

Mr. W. E. Links, one of the most popular members of the staff of Burns Philp (S.S.) Co. Ltd., who recently was acting-manager in Apia, returned to Samoa in mid-December after a furlough in Sydney. A good deal of his time (and money) was spent in Macquarie Street, where modern surgery made a remarkably successful job in supplying what was virtually a new jaw. Dislocation of steamer services, due to the American strike, made it necessary for Mr. Links to chop some three weeks off his leave.

Mr. and Mrs. R. Bruce, of Melbourne, and formerly residents of the New Hebrides, have taken over a well-known guest house, namely, "Glencoe House," at Cowes, on Phillip Island, Victoria. This is an ideal holiday resort, in a cool situation, and it may be of interest to Islands residents who come to Australia for a restful holiday.

Mr. D. A. J. Rutherford has completed his term of office as superintendent of schools in Western Samoa, and has returned to New Zealand. Mr. Rutherford was an enthusiast in all matters relating to the education of Samoans and local-born Europeans, and the work he did in the Territory was exceedingly valuable. He was personally very popular, and his departure was a source of regret to a very large circle of friends.

Mr. Ken Garden, the youngest flying instructor in Australia—he is only 21 years of age—left Sydney by the Montoro on December 2 for Port Moresby, Papua. He will join Mr. Ward Williams' gold-seeking expedition in Western Papua as pilot of one of the party's two 'planes.

Miss Edith Carr, who had lived for many years in the Ba District, Fiji, died suddenly in Auckland, New Zealand, on November 3. Affectionately known as "Aunt Edie" by her many friends on Viti Levu, she was the last surviving member of the Carr family who went to Fiji 40 years ago.

Mr. John L. Froggatt, entomologist of the Department of Agriculture, New Guinea, arrived in Sydney from Europe early in December and will sail for Rabaul on December 22. Mr. Froggatt has spent his nine months furlough very profitably in visiting several European countries where he secured much information about the latest methods, technique, and apparatus in the science of entomology. Mr. and Mrs. Froggatt returned to Australia via the Panama Canal and New Zealand.

Miss Camilla Wedgwood, of the University of Sydney, who has carried out scientific investigation of the native races in Nauru and New Guinea, will be one of the Australian delegates to the Advancement of Science Congress in Auckland, New Zealand, next January. Her particular interest will be the anthropological section. Two other delegates who have Islands connections will be Miss Elsie Brammell, M.A., assistant ethnologist at the Australian Museum, Sydney, whose father was a prominent member of the New Guinea Public Service until his retirement some years ago, and Dr. H. Ian Hogbin, who is well-known for his researches on Ontong Java. Dr. Hogbin is now engaged on a new book which will deal with the clash of religions in the Solomon Islands, and notably on Malaita, where he was for some time.

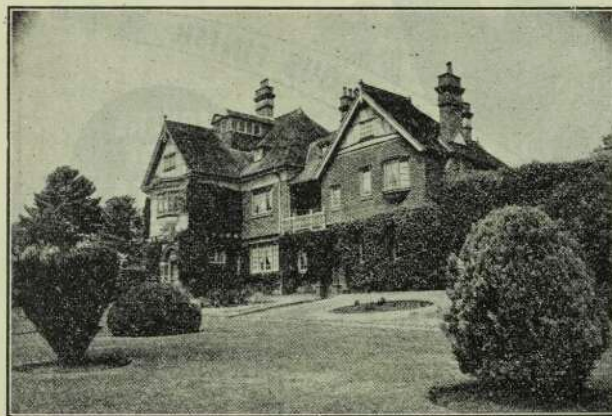
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ABOUT ISLANDS PEOPLE

Mr. G. L. Beebe arrived in Sydney with his wife and daughter from Port Moresby by the Montoro on November 24. Mr. Beebe has been in Papua for some time as Chief Commonwealth Auditor and has now been transferred to Canberra, his post in the Territory having been taken over by Mr. R. Mackay.

Dr. Jacques Simon Cramer, who gained his professional training in Scotland, arrived in Fiji recently to be a District Medical Officer.

Mr. Joseph Christian, a descendant of Fletcher Christian, leader of the famous Bounty mutiny in 1789, arrived in New Zealand recently from Pitcairn Island by the Remuera. He intends to remain in the Dominion for six months.

Mr. S. G. C. Knibbs, Commissioner of Lands and Crown Surveyor in the Solomon Islands, returned to Tulagi from leave by the Malaita from Sydney on December 12.

Mr. and Mrs. V. Koschade, of the Lutheran Mission Society, arrived in Sydney from New Guinea by the November Montoro. They later went on to South Australia to spend Christmas with their people at Callington.

Rev. W. A. Dickie, who has been in the Solomon Islands since he joined the Melanesian Mission in 1934, left Sydney on his return to the Group, after furlough by the December Malaita.

Mr. J. Ward Williams, leader of an expedition seeking gold in Western Papua, arrived in Port Moresby from the base camp on the Upper Fly River by his company's Sikorsky amphibian on December 1. He joined the Macdhuil for Australia on December 11. The Sikorsky left Pt. Moresby on December 4 for Lae, New Guinea, to receive an overhaul before returning to the Fly base in Papua.

Mr. Roy Vicary, of Cuthbert's Misima Goldmine Ltd., Misima Island, Eastern Papua, who last year sailed from Victoria to Papua via Lord Howe Island, with a companion Mr. R. Moffat, in their self-designed and self-built yawl Gitana 11, has become engaged to Miss Norma Russell, of Brighton, Victoria.

Mr. J. H. L. Waterhouse, of the New Guinea Education Department, arrived in Sydney from Rabaul by the Malaita on December 3. Mr. Waterhouse has for some time carried out much excellent work at the native school at Nodup.

Mr. H. G. Carter, director and consulting engineer of the Rabaul Electricity Limited, returned to Sydney from New Guinea after a business visit to New Britain by the Macdhuil on December 16.

Mr. Philip Coote, manager of Messrs. Burns, Philp and Co. Ltd., Rabaul, arrived in Sydney from New Guinea by the Neptuna on December 15. During his absence Mr. L. N. Tribolet is acting as B.P.'s Rabaul Manager.

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Mr. D. F. M. Rutledge, Patrol Officer in the Papuan Service, has been appointed officer-in-charge of the police escort attached to Mr. Ward Williams' mining party in Western Papua. He has relieved Mr. M. J. Healy, who has now been transferred to Kerema, in the Gulf Division.

Mr. R. J. Lever, an English entomologist, who is attached to the B.S.I. official staff as field research worker, arrived in Sydney in December on furlough by the Malaita.

Mr. J. O. Smith, of Wunawutung Plantation, outside Rabaul, New Guinea, arrived in Sydney to spend Christmas with his family by the Malaita on December 3.

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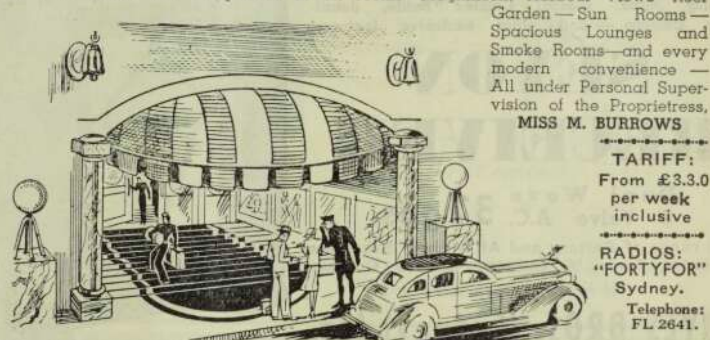
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REPORT THAT JAPANESE STOLE TROCHUS SHELL

IT was reported from Rabaul (New Guinea) on December 11: Landing on the Cartaret Islands, where the schooner *Dawaun* was wrecked, Japanese from a big sampan took off 11 bags of trochus shell, part of the *Dawaun's* cargo, at the point of a revolver.

This report was made by the native chief to Captain Parry, of the inter-island vessel *John Bolton*, who has just visited the Cartaret group.

Mr. J. B. Sedgers, of Messrs. W. R. Carpenter and Co. Ltd., Salamaua, arrived in Sydney from New Guinea by the December Neptune.

MR. GEORGE CHESTER, who served a term in a N.S.W. prison camp for injuring a native labourer, and who luckily returned to the New Guinea gold-field and started life again, is making good in a small "show" on the Lower Watut. He and his partner, A. G. Villiers, have put in 225 feet of pipeline, and are washing out a satisfactory amount of gold.

The photographs in the adjoining column show: Upper: Pipeline and race, middle: Natives at work on the claim; lower: Mr. Chester in front of his shack.

Mr. G. E. D. Sanders has been appointed District Officer of Malaita, in the British Solomon Islands.

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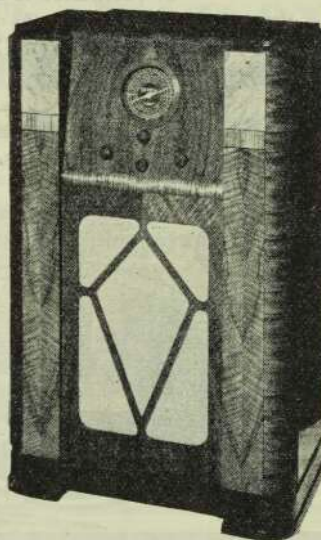
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TWO NEW SHIPS OF 25,000 TONS

Suggested for Sydney-N.Z.- Suva-Vancouver Run

AFTER discussions and arguments extending over five weary years, the Governments of Australia and New Zealand (and, presumably, Fiji) are at grips at last with a plan for meeting American competition in sea-borne transport in the Pacific.

The Union line, between Sydney and 'Frisco, via Wellington and Tahiti, has been discontinued, but it is proposed to use very modern liners on the other run (Sydney-Auckland-Suva-Honolulu-Vancouver) to compete with the Matson liners *Monterey* and *Mariposa*.

The Imperial Shipping Committee's report, which was made available in December, suggests the building of two fast modern liners, of 25,000 tons, with accommodation for 750 or more passengers, and costing about £1,250,000 each.

While the committee does not make any specific recommendation regarding subsidies, it reports exhaustively on the matter of costs and the probable repercussions of steps that might be taken to establish a modern British shipping service in the Pacific.

The Commonwealth Government will "carefully consider" the report of the committee, and there will be consultations between the Governments regarding the policy to be determined. The committee was asked to report as a result of discussions between the Empire Governments concerned after the Canadian-Australasian Line had applied for financial assistance to enable it to continue the Trans-Pacific service with modern vessels.

The committee reported that the two fast luxury liners *Mariposa* and *Monterey*, with which the Matson Line replaced its older vessels in 1932, were built with the assistance of the United States Government. Mail payments to the Matson Line had averaged more than 1,000,000 dollars annually during the three years 1932 to 1935, compared with only 135,000 which would have been payable on the poundage rate. For construction purposes, the Oceanic Steamship Company, which owns the Matson Line, was advanced approximately three-quarters of the cost. The advances were 5,850,000 dollars for the *Mariposa*, at two per cent. interest, and 5,827,000 dollars for the *Monterey*, at less than 1 per cent. interest.

Lines affected by the Matson competition, stated the report, were the Canadian-Australasian Line (Sydney to Vancouver, via New Zealand), with the *Aorangi* (17,500 tons, launched in 1924) and the *Niagara* (13,500 tons, launched in 1913), and the Union Royal Mail Service (Sydney to San Francisco, via New Zealand). This line, owned by the Union Steamship Co. of New Zealand Ltd., had the *Makura* (8,000 tons, launched in 1908) and the *Maunganui* (7,500 tons), launched in 1911).

In estimating the possibilities of future passenger traffic, the committee assumed that the Union Royal Mail Line would be discontinued and that the Canadian-Australasian Line would be equipped with two vessels equal in speed and amenity to the two Matson ships. The two proposed new ships would be built to carry approximately 350 to 375 first-class passengers, 250 cabin class, and 150 to 175 third-class. They would have a minimum deadweight cargo capacity of 4,000 tons, with a cubic capacity of 7,000 tons, at 50 cubic feet to the ton, including 1,500 tons of refrigerated space, which would be cap-

able of extension to 2,000 tons. The ships would be comparable with the existing Matson Line vessels, and the total cost would be about £2,500,000 or more. Each ship would sail once a month on a schedule based somewhat on the following: From Vancouver and Victoria to San Francisco, Honolulu, Suva, Auckland, Sydney, and Melbourne, returning via the same ports, excluding San Francisco.

"An increase in the passenger traffic necessary to occupy the four vessels to the extent to which the Matson liners were occupied in 1935 is not unlikely," states the committee. "In arriving at this conclusion the committee has not overlooked the development of air transport."

The committee anticipates that the recovery in the cargo quantity and revenue

of the Canadian-Australasian Line of the past few years will continue in harmony with the growth of Empire trade. There should be no difficulty in securing a reasonable amount of cargo southward, but on the northward voyage there is expected to be a deficiency for a long time.

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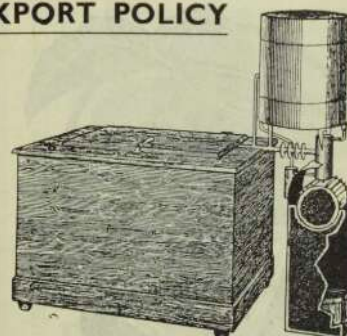
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A well-known sight in Wau, T.N.G. The town's milk-cart (made in Wau) with the two milkmen, Bruno and Otto, on the box seat.

FIJI LIMERICKS

[Mr. A. F. Ebert, now a resident of Kent, England, amused himself, when he was in Fiji, in composing limericks on Fijian place names. He writes: "All the characters in these exercises are purely imaginary. There is no reference to any person, living or dead. If any caps accidentally fit, they need not be worn."]

HEADS I WIN.

There was a young man of Levuka,
So proud of his prowess at snooker
That if a chap licked him
He turned round and kicked him,
Or dotted him on the bazuka.

THE PACIFIC SLOPE.

There was a young man of Lautoka
Whose wife was as black as a poker;
He became, for his sins,
First, the father of twins,
And second, a sugar-boat stoker.

HOW TO STOP FEVER BEFORE IT GETS YOU DOWN...

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

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-- Write to Department A.

BEAUTY HATH CHARMS.

There was a young girl of Nausori
With the figure and face of a houri;
You ought to have heard her,
On trial for murder,
Plead guilty—"You're not!" said the jury.

THE AMERICAN BARRINGTON.

A subject of President Hoover
Made a speech to the Customs at Suva.
He drawled, "Wall, I guess,
That I love the U.S.—
So I'm leaving her just to improve her."

THE BAND PLAYED "ALOHA OE."

A nut-wallah near Vunilagi
Was inclined to be—let us say, slangy.
He answered his boss
In a tone rather cross,
And departed on last week's *Aorangi*.

COULD YOU DO THIS?

There was an old man at Lekutu
Who drank more than I could (or you,
too).
He built a large house
With the corks of carouse,
Which was clever—I wish it were true,
too.

WHO'D LIKE HIS JOB?

An impudent lad at Nasea
Earned over a thousand a year;
He received it, I'm told,
Not in bank notes or gold,
But in thundering kicks on the rear.

HE RODE A HORSE.

A hot tempered husband at Nadi
Hit his wife with the nearest thing hadl,
Because she had told him
His car wouldn't hold him
Unless he grew rather less badi.

THE MOTTO OF FIJI

A passenger off the *Tofua*
Called out for a bottle of Dewar.
But he sat there and cursed
Till he perished of thirst,
For they thought he had shouted
"Malua!"*

OR "IT'S A CAR"

There was a young fellow at Ba
Who purchased a second-hand car.
His stock of Fijian
Was only a wee 'un—
He used to say proudly "Sa ca!"*

FOR THIS RELIEF—

An Indo-Fijian named Chauthi
Decided to take off his dhoti.
The knots were so tight
That two days and a night
Elapsed 'ere he muttered "Sa oti!"*

DUKE OF CLARENCE (FIJI STYLE)

R.I.P.—the remains of John Jonah,
A rabid, monotonous meaner.
He was seized by the mob,
Given one for his nob,
And drowned in a tub of *yaqona*.

*Malua means "presently." Sa ca (pronounced "sa tha") means "that's bad." Sa oti means "it is finished."

Mr. J. K. McCarthy, of the N.G. District Services and Native Affairs Department, reached Sydney early in December by the *Malaita* from Rabaul.

Mr. A. L. Hope, of Messrs. W. R. Carpenter and Co.'s establishment at Pondo, New Guinea, arrived in Sydney on leave by the *December Neptuna*.

Mr. R. C. Ollerenshaw, well-known Rabaul solicitor, arrived in Sydney on furlough by the *Neptuna* from New Guinea on December 15.

NEW GUINEA AIR SERVICES

Bureaucracy Wants New Route Via Thursday Is. and Daru

AUSTRALIAN ministers and departmental heads have been talking a good deal about aviation in New Guinea; but what has been said does not seem to mean much.

The Civil Aviation Board, for instance, has recommended the establishment of a weekly air service for mails, passengers, and freight between Australia and New Guinea, connecting Sydney and Salamaua by way of Brisbane, Rockhampton, Townsville, Cairns, Cooktown, Horne Island, Daru, and Wau.

Horne Island is near Thursday Island, and Daru is near the mouth of the Fly River in the extreme west (and undeveloped) end of Papua.

The identity of the genius who planned out this route is a source of curiosity to everyone connected with New Guinea and Papua. The idea apparently is that, if aeroplanes fly from the tip of Cape York Peninsula across to the western end of Papua, they will have a much shorter sea crossing than from Cairns or Cooktown across to Port Moresby. But the designer of the plan apparently overlooked the fact that from Cooktown to Cape York is practically desert; while from Daru to Wau, around the top of the Gulf of Papua, the aeroplanes will have to cover over 300 miles of useless, trackless tropical jungle. The value of the service to Papua would be almost nil, because there would have to be a feeder service from Wau southwards to Port Moresby.

The water-hop from the Australian coast, near Cooktown, to Port Moresby, has no terrors for good machines. It is no longer than the water-hop between Darwin and Timor, which the aeroplanes of the Anglo-Australian air mail service have been crossing regularly without an accident for over a year.

However, the pundits apparently are still arguing, for although it was announced early in November that tenders for this service "would be called for next week," tenders have not been called yet.

It is to be hoped that wiser counsels will prevail and that the route for the new service will be the natural one via Townsville, Cooktown, and Port Moresby, which will allow first-class machines (and none other should be contemplated) to reach the settled end of Papua and the goldfields of New Guinea, from Brisbane, in one day.

THAT "MERGER" AGAIN.

It was announced at the end of November that as soon as his duties will permit, the Controller-General of Civil Aviation (Captain E. C. Johnston) will leave for New Guinea to try to arrange the merger of the aircraft companies operating there.

This announcement appeared to take the New Guinea companies by surprise. The merger plan was regarded by them as dead; but, apparently, the Civil Aviation Board is of opinion that a greater measure of control over the operations and freight rates of the various companies, as distinct from the technical supervision already exercised, would be desirable.

At present there are only three air transport companies operating in the Mandated Territory. Guinea Airways Limited and Holden's Air Transport Services Limited are now virtually one concern, some amalgamation of interests having taken place; Carpenter Airways and Pacific Aerial Transport Company Limited have amalgamated and are now one company under the title of Mandated Airlines Limited; and the third concern is Mr. E. J. Stephens' service.

According to the Civil Aviation Board these companies on June 30, operated the following aircraft:—Guinea Airways and Holdens, 21; Carpenters and P.A.T. Co., 7; and Stephens, 1. These numbers have since been increased, and now are approximately as follows:—Guinea Airways, 23; Mandated Airlines, 8; and Stephens, 3. On June 30, there were in New Guinea 5 licensed "A" pilots, 28 licensed "B" pilots, and 42 licensed ground-engineers.

A correspondent in the Watut district, New Guinea, writing in the *Rabaul Times* recently said: "I do not think there can be any further reduction in aerial freight rates; no one could growl at them now. There should be an end of the compulsory merger bogey, and the bitter feeling engendered by that proposal."

(Continued overleaf.)



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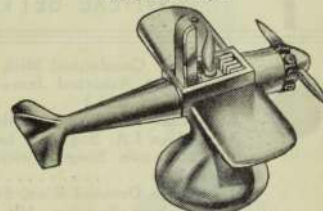


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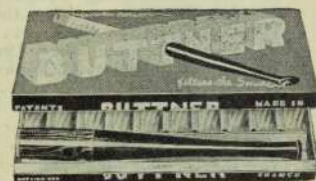
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SYDNEY TO WAU.

During the month two interesting flights from Australia to New Guinea were made by aeroplanes operated by the two major aviation companies concerned with the proposed Sydney-Salamaua air service.

On November 28, Pilot T. O'Dea and Assistant Pilot L. H. Ross, with two passengers, took off from Brisbane at 4.15 a.m. in Guinea Airways' Lockheed Electra monoplane for the N.G. goldfield. Traveling via Townsville, Cooktown, Port Moresby, Wau, and Salamaua the party landed at Lae (G.A.'s headquarters) at 3.15 p.m., averaging 180 miles an hour for the 1,800 miles. This flight established a record between Brisbane and Port Moresby of 9 hours 20 minutes.

Flying the largest British machine yet seen in Australia, Mr. Richard Mant, chief pilot for Mandated Airlines Ltd. left Sydney on December 1 for New Guinea in the Avro 642 monoplane recently assembled at Mascot for Messrs. W. R. Carpenter and Co. Ltd. With his wife and 10-months-old son, Gordon, as passengers, Mr. Mant made the flight in easy stages, arriving at Wau on December 3, after calls at Brisbane, Rockhampton, Townsville, Pt. Douglas and Pt. Moresby.

FIJI'S TRADE

Substantial Increase In Nine Months' Turnover

From Our Own Correspondent.

SUVA, Nov. 28.

AN increase of £265,227 in the trade of Fiji for the nine months ended September 30, compared with the same period last year, is shown in returns just issued. The total trade for the period was £2,448,668, compared with £2,183,441 up to September 30, 1935.

The figures were:

	1935	1936
Imports	£ 911,805	£ 1,099,697
Exports	£ 1,271,636	£ 1,348,971
Total	£ 2,183,441	£ 2,448,668

The balance of trade in favour of the Colony is therefore £249,274. It is anticipated that there will be a big export of sugar in the last quarter so that the favourable balance should be greatly increased by December 31.

Figures in connection with imports were as follows:—

	1935	1936
Value	£ 911,805	£ 1,099,697
Duty	£ 256,879	£ 302,897
Wharfage	£ 7,406	£ 9,237
Tonnage Duty	£ 2,228	£ 2,414

The increase in the value of imports is due, no doubt, to the large quantities of valuable mining machinery brought into the Colony by the big companies operating on the Tavua goldfield.

Export Figures are as follows:—

Sugar.—1936, 80,382 tons (1935, 91,085); value: 1936, £808,211 (1935, £908,787).
Copra.—1936, 24,013 tons (1935, 20,589); value: 1936, £266,170 (1935, £172,441).
Bananas.—1936, 114,640 cases (1935, 105,468) 1936, 14,920 bunches (1935, 8,383); value, 1936, £63,526 (1935, £44,974).
Molasses.—1936, 16,012 tons (1935, 10,521); value: 1936, £16,012 (1935, £19,521).
Gold.—1936, 12,007 ounces (1935, 3,958); value: 1936, £92,205 (1935, £31,150).
Trochus.—1936, 162 tons (1935, 239); value: 1936, £12,443 (1935, £16,090).
Other Articles.—Value, 1936, £90,314 (1935, £92,673).
Totals.—Value: 1936, £1,348,971 (1935, £1,271,636).

"JOSEPH CONRAD" SOLD

THE tiny full-rigged ship *Joseph Conrad*, which sailed through the South Seas earlier in the year and which endeared herself to the hearts of all ship-lovers in the Islands, has been sold in New York.

The beautiful little sailer was purchased by Mr. Huntingdon Hartford, 23-year-old son of the founder of the Atlantic and Pacific Tea Company. He will convert her into a yacht with more-power for private cruising.

Alan Villiers, owner-master of the *Conrad*, is now writing a book describing the ship's adventurous voyage around the world. He says that after a lecture tour in the United States he will return to Polynesia.

Mr. William Albert Robinson, the young American writer, who has made his home in Tahiti, was a passenger in November, by the Orama as far as Colombo, where, it is believed, he will commence another open boat voyage. Mr. Robinson's latest book "Voyage to Galapagos" has met with considerable success.

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Australian I.A. Sugar, 70lb. bags		13/- bag
Australian I.A. Sugar, 3 bag lots		12/6 bag
Mixed Crown Soap, Unwrapped, 60s. or 72s.		20/- case
Australian Dressed Rice, 56lb. bags ..		9/- bag
Rosa Baking Powder, 1lb tins	1/6 tin	17/- doz.
Rosa Pure Coffee, 1lb. tins	2/4 tin	26/6 doz.
Riverstone Sheep Tongues, 12oz. tins ..	1/2 tin	13/6 doz.
Rex Ox Tongues, 12oz. tins	1/11 tin	22/- doz.
Rex Pye, 16oz. tins	9½d tin	9/3 doz.
Rosa Worcester Sauce, 19oz. bots.	9d bot.	8/6 doz.
Capital Mango & Papaw Chutney, 11oz. bottle	8½d bottle	8/3 doz.
S. & A. Dried Tomatoes (Powdered) ½lb. tins	2/6 tin	29/- doz.
I.X.L. Riced Potatoes, 6lb. tins (equals 36lb. fresh)		1/6 lb.
Dandy Maize Starch, 5lb. parcels		7d lb.
Rosa Sandsoap, large cakes	3½d cake	3/- doz.
Yoga Tea, Choice Ceylon Blend, 6lb. tins		12/- tin

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WAU'S ONLY CHURCH



The little Anglican Church in Wau, T.N.G.—at present, the only consecrated place of public worship in the goldfields town.

Right Rev. P. N. W. Strong, the recently appointed Bishop of New Guinea, who was consecrated in London in October, will reach Adelaide from England on January 2 by the *Mongolia*. He will travel overland from South Australia to Ballarat, Victoria, to take part in the summer school of the Australian Board of Missions, after which he will leave for Papua. Bishop Strong expects to be enthroned in Papua on January 25—St. Paul's Day.

A FRIENDLY ACT

French Search for Missing Australians

WHEN the launch *Viking*, with six men aboard, disappeared in November, between Sydney and Lord Howe Island, Mr. Nicolas Hagen, merchant, of Noumea, New Caledonia, gave instructions that his small steamer *Neo Hebridaïs* should search the reefs in the vicinity of Norfolk Island.

This friendly and generous act on the part of the well-known Frenchman was much appreciated by the authorities in Sydney, and early in December the Chairman of the Lord Howe Island Board of Control sent the following letter to the Sydney agent for Mr. Hagen's vessel, the *Neo Hebridaïs*:

"Now that the search for the *Viking* has been abandoned, the Board of Control wishes to offer to Mr. Nicolas Hagen, to the Master and ship's company of the *Neo Hebridaïs* and to your firm, an expression of its warm appreciation for the efforts put forward in an endeavour to locate the missing boat and its crew of six persons.

"The Board of Control voices the feelings of the entire Lord Howe Island community when it states that the search (especially in the Middleton and Elizabeth Reefs region), although negative in result, gave great satisfaction, as compared with the position that would have existed had this area been left unexplored.

The Board of Control values more than words can say this praiseworthy endeavour made by a French ship. Particularly is the courtesy and promptitude displayed by Mr. Hagen and your firm appreciated.

"That the search was unsuccessful is in no way the responsibility of those who so

cheerfully took part, and in this sense you may rest assured that the *Neo Hebridaïs'* participation is valued in a heartfelt way by all residents on the little Island and elsewhere."

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Relieve Backache and Lumbago's excruciating pain. For 16 years Genuine Vincent's A.P.C., prepared on the scientific, hospital formula, has given quick, safe relief from pain. Be sure to get Genuine Vincent's A.P.C., recommended by the Medical Profession. Powders and Tablets. 1/6d. and 2/6d. Trial size 2d each.

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FOR SAFETY'S SAKE, SAY "VINCENT'S"



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TOOHEYS
PILSENER

"Here's To'ee"



SOLOMON ISLANDS NEWS

From Our Own Correspondent

TULAGI, Nov. 20.

FOR two or three years of the depression, since the S.S. *Mitiaro* was laid up and finally sunk, several small ships privately owned have carried on freighting in the Group. The situation is now slightly altered, as Messrs. Levers' M.V. *Kurimarau* has taken over some of the heaviest inter-island trips, and Messrs. W. R. Carpenter and Co. are using their own ships.

It is an advantage to shippers to get rid of their accumulation in one load, but it also means that larger storage has to be provided, and communication with centres is less frequent, as the larger vessel can take a three months' accumulation, whereas the smaller vessels had to come more frequently, giving an incidental mail and news service that was much appreciated.

Exactly what niche will be filled by the vessels rendered more or less idle under the new conditions is not yet known. They gave a good service at a time when no other freighting system could have been carried on, and it remains to be seen whether new arrangements will in every case be perfectly satisfactory.

OLD SETTLER ON FURLOUGH

One of the real old settlers of the Solomons, Mr. Henry Kuper, whose romantic career—the last quarter-century spent on fascinating Santa Anna Island—has provided him with experiences and adventures of changing interest, has at last taken a holiday.

Instead of doing the prosaic trip South, Mr. Kuper went to the East in the *Bremerhaven*, and instead of coming back by the return trip, he decided to remain in the Orient for a few weeks longer. Evidently he is enjoying his trip, and should have a fund of fresh tales to tell when he returns.

FOOD SHORTAGES

Merchants in the Group seem to have been slipping lately in their importations of some rather important items. It is not so long ago since for two or three successive steamers the beer supply and the rice supply failed a week or so after the vessel's arrival from Sydney. Now for two successive steamers flour has been out of stock weeks before the new supply came in.

Harassed residents believe that it should be possible to estimate requirements a little nearer than that.

BISHOP AND MRS. BADDELEY'S SON

The birth of a son to Bishop and Mrs. Walter Baddeley, of the Melanesian Mission Society, on November 16 has caused quite a flutter of pleasure in all circles.

The lad arrived unexpectedly at Siota Mission Station, and it is hoped that he will be called after Siota or its patron saint.

Congratulations have been showered upon the happy parents.

A NEW INDUSTRY?

Though European traders do not buy a wide variety of produce from natives, Chinese in the away-from-Tulagi stores include amongst their purchases live snakes. What they do with them is not certain. A few of their suppliers state with contempt that they cook and eat them, but the more reliable say that they prepare medicine from "two small feller something inside" the snake.

The latter sounds more likely, but many of us would not be too keen on being treated by a Chinese doctor using his own drugs. Whether the Chinese buy them for personal use, or whether extract of snake in commercial quantities figures in our exports, is a matter that only compilers of Blue Books are aware of.

AMENDED RATION SCALE FOR NATIVES

The amended ration scale recommended at the last meeting of the Advisory Council was the measure of most general interest to whites and natives.

While Europeans recognise that it is essential to have a native diet that will ensure the health of employees, it is not certain that natives will welcome the change. While fresh vegetables cost more to grow or to buy than do imported food-stuffs, the native is inclined to imagine he is fed on these things for economy.

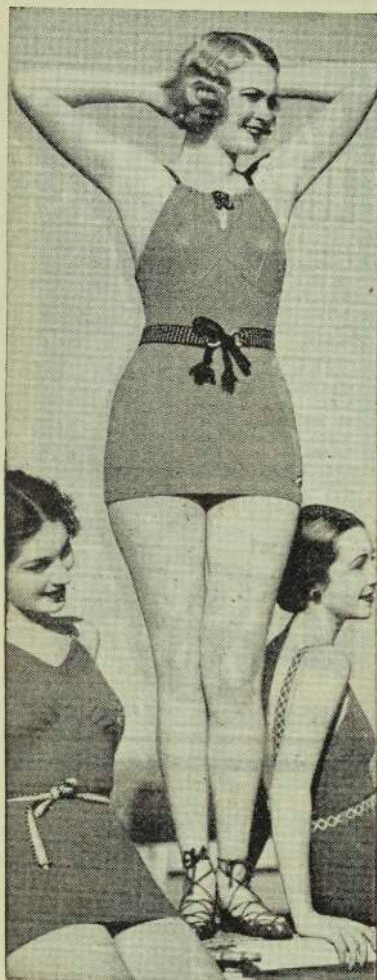
An attempt some time ago by a large employing company to provide corn meal had to be discontinued owing to the opposition of the natives. In that case the diet was merely approved by the Government. Now it is prescribed, and acceptance may be readier.

"MAKURA'S" MISHAP ON FINAL PACIFIC TRIP

MAKING her final voyage across the Pacific on the San Francisco-Sydney route, the Royal mail steamer *Makura*, on November 27, reported a mishap which had temporarily disabled one of her engines.

The accident occurred north of Tahiti, and she proceeded on one engine at reduced speed until her engineers effected the necessary repairs. The vessel arrived at Papeete several hours late, but picked up the lost time on the run to Wellington.

The *Makura* reached Sydney on December 12. Three days later she sailed out of Sydney Harbour for the last time, on her way to Wellington, N.Z., where she will be taken over by Chinese buyers.



Jantzens are not only cut to give you lovely lines—they're knitted that way, too! The magic of Jantzen-Stitch gives them permanent elasticity—and that means season-long smartness. Above, centre, is Style 37, done in one of Jantzen's new fabrics. There are two other new fancy fabrics and lots of new designs and colors.



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Also Military Clothing, Belts, Haversacks, Blankets, etc.—suitable for Islands Trade.

Write—D. F. FAITHFULL, 23 Prince Wales Avenue, Regents Park, Southampton, ENGLAND.

Hitch in Plan to Link U.S.A. and N.Z. by Air

Reciprocity Clause in Agreement Delays New Pacific Service

From Our N.Z. Correspondent

AUCKLAND, Dec. 1.

MORE than a year has now elapsed since the signing of an agreement between Pan-American Airways and the New Zealand Government for a trans-Pacific air service, but no indication of an early commencement of the line has so far been given.

Under the terms of the agreement, the service is to be in operation not later than the end of December, although the Minister for Transport is empowered to extend the starting time a year should any unforeseen difficulties be encountered.

In the absence of detailed surveys of the southern portion of the route, which the agreement lays down as between San Francisco and Auckland, it is certain that the service cannot be started before the end of this year. No announcement has yet been made of any application for an extension.

The original agreement provided the company with facilities and the right to operate an air service between the two countries, for 10 years, with at least two machines from each terminal each month. It was agreed that no discriminatory tariff would be imposed on aircraft of the company landing at Auckland during the period.

British rights were safeguarded by a reciprocity clause, which has since been the subject of lengthy negotiations. This

provided that if a British company should fail to obtain similar facilities from the United States Government for a trans-Pacific service, the Pan-American agreement could be cancelled after 12 months' notice.

P.-A. Airways subsequently objected to certain of the terms of the agreement, especially the reciprocity clause, and the matter has been discussed between its representative, Mr. Harold Gatty, and the N.Z. Government.

There are grounds for believing that the British Government and the former N.Z. Government did not see eye to eye on the reciprocity clause, and that Britain jumped at the chance of renewing its representations when, after the matter had apparently been closed, it was re-opened through the new Labour Government referring to it again over the reciprocity clause.

The whole question was discussed, it is understood, during the recent conference at Wellington between representatives of New Zealand, Great Britain, and Australia on air matters.

U.S. Experts on Way to Fiji and New Zealand

HONOLULU, Dec. 9.

THE Niagara, which arrived to-day, has on board Pan-American Airways' technical experts and equipment for installation at Suva and Auckland, in preparation for experimental flights between New Zealand and the United States.

Twenty-nine cases of equipment have been unloaded for trans-shipment to Kingman Reef, and will be picked up by the Pan-American Airways freighter, *Northwind*.

Officials of the air line hope that a start will be made early next year.

EASIER NOW FOR RABAU'S DRIVERS

From a Special Correspondent

RABAU, Nov. 10.

A FURTHER 90 chains of bituminous sealing were recently completed on the roads of Rabaul. Altogether this surface extends for over 250 chains, and has met with much approval by local residents and car drivers.

The roadways of Rabaul have always been one of the town's chief attractions—for mile upon mile they circle the seashore and branch off inland at different points to reach some place of interest or beauty. The new road to Toma, in the hills, which gives direct access from Rabaul, has also been improved. This road leads to the proposed new aerodrome, running through beautiful country.

Mr. D. R. McDonald, who has been in Fiji for some years as Deputy Registrar-General of the Supreme Court, sailed from Sydney for Tulagi, British Solomon Islands, by the *Malaita* on December 12. He has been appointed Chief Magistrate and Legal Adviser in the Solomons.

WILLIAM FINAU

Photographer

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Write for booklet.

Mr. A. Griffiths arrived at Thursday Island from Sydney at the end of November to join the staff of the Customs Department, replacing Mr. Gegan who has returned to Brisbane.

POLYNESIANS AND CHRISTIANITY

Fascinating Story of What Happened in N.Z. 100 Years Ago

WHEN my friend Eric Ramsden suggested that I read and review his new book I privately moaned. Ramsden is a lively writer, with a good sense of the dramatic; but *Marsden and the Missions*—well, I ask you!

The man who thought of that title had no idea of selling books. I was yawning before ever I opened the attractive covers. I often had heard of Bishop Marsden—a very worthy but an exceedingly dull person, I thought—and I had not the least desire to read about the gentleman.

But *Marsden and the Missions* actually is one of the most "readable" books that ever has come off an Australian press. Missionaries went to "convert the heathen" of New Zealand. The Maoris, however, had a culture and a social order worthy of the proud Polynesian race, and they were not in the least conscious of being heathens and barbarians. They met the Europeans with courtesy and hospitality, but they were not prepared, at a word, to abandon their familiar ancient gods and accept a strange new code—which often was thrust at them with startling unctuousness.

The book tells, with fine flashes of drama and of humour, of how Christianity eventually was accepted by the Maoris, and of how the Maoris gave proof of their high racial standard, inasmuch that they survived the shock of impact with European culture. One of the most interesting things in the history of colonisation may be seen in New Zealand to-day, where

Maoris and Europeans are living happily together as neighbours and where the Maoris, although they have had less than a century in which to absorb European standards of life, thought, education, and morality, are steadily increasing in numbers.

Mr. Ramsden's book, in its searching analysis of conditions around 1840, explains much of the mystery of the Maori metamorphosis and, in that respect alone, it is exceedingly valuable. No student of the Polynesian people, and no historian of the Pacific, can afford to be without it. It is one of the best documented books I have ever seen. Ramsden gives his authority for every statement; he must have searched thousands of ancient documents and tomes.

Marsden, no doubt, was a dear old soul, and one is filled with admiration of his determination, piety, and proselytising zeal. And the other missionaries were praiseworthy pioneers of their church. But, to me, these are the least important aspects of the book. They provide merely an interesting background for Mr. Ramsden's quick-moving, fascinating story of the struggle between two social systems, and of how the Maoris adapted themselves to the genius and the kindness, the raciality and the fanaticism of the white man.

Personally, I never tire of reading about those early nineteenth century missionaries, who marched into the tropics, grimly and uncompromisingly determined to thrust their stovepipe hats, frock coats, non-conformist codes and Victorian Sabbath consciences down the throats of the "unhappy heathen," and thus save them from eternal damnation. I never know whether to laugh at the extraordinary picture they present, or admire their stern sense of duty and readiness for self-sacrifice.

That is the dilemma with which one is

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confronted in Mr. Ramsden's book. One reads, for instance, of the indignation and sorrow of one typical evangelist when he found that a chief had a dozen wives. The facts that the wives were quite happy and that polygamy had been practised for scores of generations did not seem to the white man to have any bearing upon this "terrible sin."

And, Presbyterian though I am, I confess that I chuckled in malicious glee when I found in this book, as in other books, accounts of the frenzy into which these early missionaries fell when they found their fields being invaded by the teachers of the Roman Catholic Church. They seemed to lose all control over themselves—at any rate, they certainly let themselves go in the vituperative writings which they left. "On the Roman Issue," says Ramsden, "both Anglicans and Wesleyans were absolutely united. They both hated and feared the Frenchmen in their 'frightful hats and long black robes.' To-day, to us, it all seems so petty and so funny: which does serve to show how far the world has travelled in one hundred years."

The book is commended to historians and students of South Seas sociology—it is an authoritative work which must find a permanent place on their bookshelves; and it is commended, also, to the ever-growing army of readers who are tired of shoddy novels, and who seek something vivid, in a historical or geographical setting, about that most fascinating of all subjects, the development of the human race.—R.W.R.

MARSDEN AND THE MISSIONS, by Eric Ramsden. Published by Angus and Robertson Ltd., Sydney. Price 12/6.

"RUSH" TO WEWAK

Wau Miners Find Promise in New Goldfield

From Our Own Correspondent

WAU, Nov. 22.

IT has been known for over 18 months that there was gold in Wewak, in the Sepik District, North-west New Guinea, but until last month the potentialities of Wewak as a field of importance were never taken seriously. "Gold is there but not in payable quantities," was the general opinion.

In October, Wau, although still prosperous, but no longer booming, had a few unemployed miners cooling their heels, and they, in spite of indifferent reports, decided to go to Wewak to see for themselves. Contrary to official reports their advice to Wau was encouraging, and many other miners joined the "rush" or sent agents to peg ground on their behalf.

Towards the end of October it was reported that there were 60 men on the field and the November steamer took 40 more up north. One ambitious miner chartered a plane for his sole use and transported his natives and mining gear by it, thus saving several days.

Latest reports are still encouraging, and it looks as if the "rush" to Wewak has only just begun.

Captain L. Austin, of the Papuan Public Service, arrived in Sydney by the Montoro at the end of November. He is stationed at Sangara.

Mr. B. W. Faithorn, A.R.M. at Kokoda, Northern Division of Papua, arrived in Sydney on sick leave in November. He is being relieved at Kokoda by Mr. S. Elliott Smith, who previously was stationed at Buna.

POPULAR CHINESE CONSUL

Mr. C. L. Cheng, of Suva

From Our Own Correspondent.

SUVA, Nov. 28

NUMEROUS social gatherings lately have been a tribute to the popularity of Mr. C. L. Cheng, Chinese Vice Consul at Suva, who leaves shortly on transfer to China.

Two different groups of Mr. Cheng's friends have made farewell presentations to him at social gatherings, one a Mah Jong evening, which game Mr. Cheng did a great deal to make popular in Suva.

The most important function, however, was that given by a fellow countryman, Mr. C. H. G. Honson, one of Suva's leading merchants. A week ago at their palatial home, Mr. and Mrs. Honson entertained 350 guests at what has been described as one of the best and brightest parties held here for many years. The guests spent the evening in dancing, and Mr. and Mrs. Honson spared no efforts to make the occasion a joyous one.

Mr. Honson and the Acting Colonial Secretary (Dr. V. W. T. McGusty) both

expressed regret at Mr. Cheng's impending departure and at the same time welcomed his successor, Mr. C. T. Tsiang, who has taken up office.

The dean of the local consular corps, Sir Maynard Hedstrom, also gave a farewell party for Mr. Cheng, when a presentation was made on behalf of the members of the corps.

Miss E. Lindsay, who had been in Australia on sick furlough, returned to Fiji by the November Monterey to continue her work as a nurse at the Methodist Mission's Hospital at Ba, among the Indian women and children.

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Miss Cathleen Deck, member of the pioneer Deck family of B.S.I. missionary fame, sailed from Australia by the Malaita in the middle of December on her way to One Pusu, the South Sea Evangelical Mission's main station in the Solomons. Miss Deck, who has laboured in the Group for 30 years as a missionary, recently returned to Sydney from a health-recruiting trip to Hawaii.

Mr. H. V. Seale, mining engineer, sailed from Sydney in December for Port Moresby to inspect a gold property in Papua for a Sydney syndicate.

Mr. and Mrs. L. Logan returned to Port Moresby, Papua, from Sydney by the December Montoro. Mr. Logan is Headquarters Officer in the Papuan Armed Constabulary.

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BILL PARKES—OLD "RED BILL"

There passed away, some time ago, up on the Edie Creek goldfield, a fine character known to all old-hands as "Red Bill." Born at Echuca, Victoria, he drifted around many of the mining fields of Australia, and was one of the earliest miners on Kalgoorlie and Coolgardie, in W.A. He was early on the Yodda and Lakekamu gold-fields, in Papua, and he walked overland to Edie Creek when that field was discovered.

I was in Rabaul on one occasion and was told that Bill was in Namanula Hospital. I called on the patient. I was ushered in by one of the nurses and, after a breezy welcome, and in reply to my enquiry as to how he was getting along, he went into detail, as follows: "You see, Frank, it's like this. I've never been in one of these places before—not where there were women in charge. By cripes, they're the ones to straighten you up. I said to the Matron yesterday, 'What about a drink, Matron?' She looked at me for a while, as if considering, and I began to feel quite hopeful. Then she said: 'No, I don't think you'd better have one. I'm very sorry.' By cripes, she wasn't half as sorry as poor Old Bill."

I offer this belated epitaph to a good, straight old-timer, with a cheery smile and a keen sense of humour.

WE miss his frame so gaunt and thin,
His winning breezy style,
The humorous stories he could spin,
His pleasant friendly smile.
Now we will never see him more—
He's climbed his last long hill—
And he has paid his final score,
Our good old mate, Red Bill.

A miner of the good old sort,
Beloved by all the crowd—
A tough, hard-living game old sport,
Of whom we all were proud.
When he had lots of cash to spend
He'd never put on frill!
A stickler as a mate and friend
Was cheery old Red Bill.

His oldest friends who knew him best
Will miss him most of all,
And when they take their final rest,
They hope he'll make a call.
To hear him tell a cheery tale
Would all your worries kill:
A tonic, it would never fail
When told by old Red Bill.

Now he has left this land of gold
Some better fields to try,
His final swag he's quietly rolled—
To mining said "Good-bye."
Good luck to him—where-e'er he go—
To the brim your glasses fill—
Be he above or down below,
The Best to old Red Bill!

—FRANK PRYKE.

TAHITI AND COOK IS. FAMILIES UNITED

THE marriage has taken place in Rarotonga, Cook Islands, of M. Henry Vidal, a member of a well-known Papeete family, to Teaira, the youngest daughter of Thomas Snow and Tuhurangi Samuels, of Maraerenga, Rarotonga. Rev. B. Challis officiated at the picturesque old London Missionary Society Church in Avarua. As the bride was a member of the Avarua company of Girl Guides, a guard of honour was provided from that organisation.

Madame Frogier, of Papeete (cousin of the bridegroom), and Mrs. Snow, later entertained 250 guests, including Europeans, Tahitians, and Rarotongans, in the Maraerenga Hall. According to Rarotongan custom, the bride was given a new name; in future she will be known as Vahine Panu Marama.

The bridal party have since returned to Tahiti.

CRIME AMONG N.G. NATIVES.

Uneasiness In Rabaul.

REPORTS are being frequently received to the effect that natives in and about Rabaul are becoming dangerously disaffected—that they are "too sophisticated," and criminally inclined, and are displaying an increasing cheekiness in their attitude towards Europeans.

The following report, dated November 13, is to hand from our Rabaul Correspondent:

In the Supreme Court, on November 4, there appeared four natives, charged with being on premises for the purpose of indecently insulting European females; and also two charged with homo-sexual offences, and two with rape. All were convicted and sentenced to periods ranging from a year to 2½ years' imprisonment, with whippings.

A local native, employed as a mail-sorter in the Rabaul post office, appeared before the Supreme Court recently charged with stealing a letter. He was sentenced to two years' imprisonment with hard labour.

A similar sentence was imposed on another native, charged with receiving the letter and who, it was shown, incited the post-office employee to steal.

We understand that other charges are pending. It is believed that numerous letters have been tampered with and stolen—especially letters containing money and postal notes.

Our natives are by no means backward in picking up the unpleasant characteristics of our civilization.

BIG LAND SALE IN SAMOA

Developments in Savaii

From Our Own Correspondent

APIA, Nov. 12.

WHAT may be termed the biggest land deal ever made in Samoa was completed on Monday last, when Hon. A. G. Smyth, M.L.C., on behalf of a local syndicate, bought a large area of bush land, the so-called "Cornwall" or Brunt Estate, comprising over 6000 acres on the island of Savaii, near the villages of Sataua, Asau and Falelima, at the western portion of the island.

Details of the deal, which was made between the Public Trustee (the land being former German property) and Mr. Smyth, have not been made known.

According to a report, an area of 2000 acres in the Faasaleleaga district of Savaii is to be planted under coconuts by the N.Z. Reparation Estates. The large coconut plantations of the Estates in Upolu (Mulifanua, Vaitale and Vailele) are over-aged and decreasing in value and output.

Mr. C. A. Berendsen, LL.M., who is well-known in the Cook Islands and Western Samoa, will arrive in Sydney from Europe by the Narkunda on December 23. He is the Permanent Head of the Prime Minister's Department in New Zealand, and Under-Secretary for the Department of External Affairs and for the Cook Islands Department.

Norfolk Is. Emerges from the Doldrums

TRADE on Norfolk Island has improved, and the exodus of residents has ceased, according to the annual report of the Administrator of Norfolk Island, which was made available in November.

The population on June 30 was 1142, including two survivors of the party of Pitcairn Islanders who landed at Norfolk Island on June 8, 1856.

The lifting by the New Zealand Government of the embargo on citrus fruits resulted in the shipment to the Dominion of 2365 cases of oranges and 43 of grapefruit, and the prospect of the erection of a factory by a Sydney company to develop the trade in passion-fruit pulp was a source of optimism.

Imports for the year amounted to £28,797, and exports to £9407. The trust fund showed a balance of £9092, after taking into account a Commonwealth grant of £4000, as well as grants of £2000 for rural rehabilitation and £1200 for flood damage relief.

"The morale of the community is definitely higher than it was a year ago," states the Administrator (Captain C. R. Pinney, M.C.). "Pessimism has been replaced by optimism. There is a revival of interest in agriculture, and market prices for the products of the territory are improving."

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Riding on a Bullet to New Guinea

Some Impressions of a Trip by
G.A.'s Lockheed

ON Thursday, November 12, at 5 a.m., we rose straight into the sunrise over Sydney in Guinea Airways' new two-engined Lockheed monoplane, and darted away northwards at 200 miles per hour.

At 10 a.m. the following day I walked off the aerodrome at Wau, in Central New Guinea, 2150 miles from Sydney.

Had the pilot been prepared to take risks with the afternoon clouds over the New Guinea mountains, we could have done the trip in one day—a journey, normally, that takes ten days by mail steamer.

I found the prospect of this means of travel terrifying. A 'plane, travelling at 3½ miles per minute, could hit the earth with a prodigious bump. And, from the North Queensland coast to Papua, there were 450 miles over water. As I walked across Mascot aerodrome that morning my knees were secretly shaking.

But, in fifteen minutes, all fear was gone. One can feel, in this type of machine, such a reserve of power, and such stability, that a consciousness of safety grows on one. There is no "flop-ping about"—the machine flies straight and stiff, like a bullet. When there are mountains ahead, it just rises up, at any old angle, and flies over them—there is no circling around making height.

In 30 minutes from Sydney we were over Newcastle, 100 miles away. At 7.45 we were breakfasting in Brisbane; at 10.15 we had morning tea in Rockhampton; we lunched in Townsville at 1 p.m.; and at 3.45 p.m. I was making a photograph of the postmaster at Port Douglas, 1400 miles north of Sydney, reading a copy of that morning's *Sydney Morning Herald*.

Yet, in the air, we did not seem to realise the breath-taking speed of this means of travel. We conversed easily in the cabin, watched the East Coast scenery, read and slept.

With a good map it is easy to identify all the features of the coastline, over which one rushes at 3½ miles per minute. Except that the distances which seem so impressive on the map are as nothing from the Lockheed.

I predict that this particular run, Sydney to North Queensland, along the coastline, being filled with colour and variety, will become one of the most popular in this part of the world.

The Lockheed sat all night on the level, hard beach at Port Douglas; and, at dawn, she rose smoothly and easily into a glowing sky, ran 100 miles up the coast to Cape Hattery, and then headed out over the sea.

Four hundred and fifty miles before we should see land again! I looked out at the engines—they were purring happily. At the pilot—he was yawning—both he and I had cursed this 3.30 a.m. rising. At my fellow-passengers—they were composing themselves for sleep. So I went to sleep, too!

So much for that "terrifying" crossing over the open sea to Papua.

Two hours later, we saw the blue mountains of Papua. On past Bootless Inlet; and there was the apparently everlasting old *Pruth* sitting up on the reef near Port Moresby.

At 8.15 a.m. the Lockheed roared and dipped over Port Moresby, and then ran out on to the aerodrome. Half an hour later the Port folk were reading the previous day's Sydney and Brisbane newspapers.

Shortly after 10 a.m., the people in Wau were doing the same. The Lockheed went up over the backbone of New Guinea, and along past the western shoulder of Mount Lawson, 10,000 feet up, like an arrow shot from a bow.

It was a unique experience to sit in the cockpit of that Lockheed machine with Pilot "Tommy" O'Dea. I had heard of "finger-tip control" as applied to motor-cars; but here I saw it in an aeroplane. One touch was sufficient to alter course or elevation; yet, even without that touch the 'plane flew straightly as if guided between steel rails.

The dashboard carried an amazing array of tell-tale instruments, and it was fascinating to watch how quickly they registered the slightest variation of height, speed, course, elevation, engine-temperature, revolutions, fuel reserve, etc. It seemed to me that a pilot, in a machine like that, would know everything, except what his wife was doing.

I have seen Chater and O'Dea, both great pilots, at the controls of that Lock-

Plane Falls – Lives Lost

"No apparent
mechanical faults
found."

Could the Pilot have
been paralysed with the
gripping, agonising
pains of stomach
disorder?

Read This:

Colonel J. Stacey
31 Erskine Street
Sydney, N.S.W.
Dated February 10, 1933.

Mr. R. M. Hardy,
Hardy's Chambers,
5 Hunter Street,
Sydney, N.S.W.

Dear Sir,—Some three months ago I was very ill caused by severe 'Flu and Nervous Breakdown. I suffered intense pains in the stomach, my condition was serious for over a month and getting worse. I was advised to try your Indigestion and Stomach Remedy, and after ten days' treatment all pains were gone and my nerves became normal. I regained my health, and feel that your Remedy is all you claim for it.

Yours truly,
COLONEL J. STACEY



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heed, and I can understand something of the pleasure that an airman gets in handling so superb a machine.

On a Saturday evening I went down from Wau to Lae in the cockpit of the Lockheed with Eric Chater. The machine left the ground at Wau with the well-known "Chater tilt": and within four

minutes we were roaring over the eastern mountains. The Lockheed seemed to go straight up and to laugh at the mountain-tops. For the first time I recognised the exaltation of the real airman, soaring high over the mountain peaks, in a good machine on a perfect day.

Guinea Airways' sober general manager

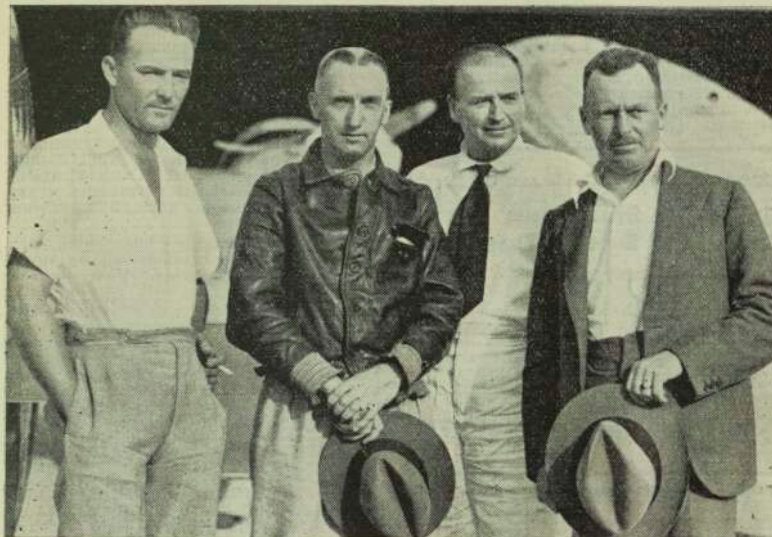
became a boy again. "Let's go to Salamaua and give Tommy O'Dea the 'raspberry!'" he said.

Course was altered slightly, and in a few more minutes the Lockheed went bellying down over Salamana. I saw, once again, the long isthmus, the water-logged aerodrome, and the wooded promontory.

The "raspberry" consisted of a couple of steep turns over the O'Dea residence, in the course of which I apparently stood on my own ear. Then the Lockheed flattened out over the sea—eighteen miles to Lae.

Our time from Wau to Lae aerodrome, about 70 miles, including the "raspberry" at Salamaua, was exactly 20 minutes!

—R.W.R.



From left to right: Mr. L. H. Ross (assistant pilot), Mr. W. P. A. Lapthorne (director of Guinea Airways Ltd.), Mr. T. O'Dea (pilot), and Mr. C. V. T. Wells (chairman of directors of Guinea Airways Ltd.)—all of whom came to Australia in Guinea Airways' Lockheed Electra monoplane when it made its last trip southwards from New Guinea to Brisbane on November 23.

American Expedition for Dutch New Guinea

COMMANDED by Mr. Frederick Crockett, a former member of Admiral Byrd's expedition to the Antarctic, the American yacht *Chiva* sailed from New York for Dutch New Guinea, with a small party of scientists aboard, on November 28.

The expedition will study the D.N.G. natives, under the auspices of the Philadelphia Academy of Natural Sciences.

David Mone, of Tonga, and Ropate Varo, of Fiji, who have been visiting the various Australian States, doing deputation work for the Methodist Mission, left Sydney in December on their way back to the Islands. During their several months' stay in Australia they created a very favourable impression by their manly sincerity and attractive personalities.

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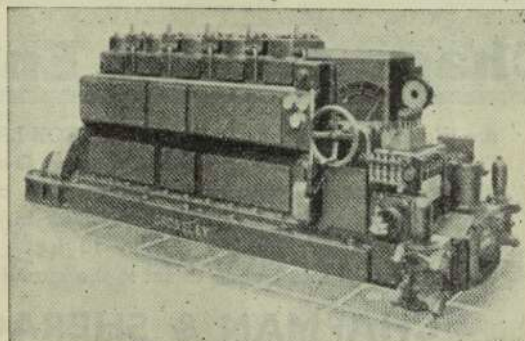
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There is not a more delightfully situated Girls' College in Australia than "Fairholme," overlooking the range at Toowoomba, 2,000ft. above sea-level, contend parents of the school's pupils. Medical men speak highly of the climate and the health record of the College is excellent. No fairer environment for the development of mind and body could be desired.

The College itself offers every advantage for a thorough education and with the co-operation of a qualified staff every effort is made to equip a girl for her future life, whether it be in the home, in the business, or in the professional world. Work itself must receive added joy from the beauty of the surroundings, while the occupations of leisure hours are wholesome and healthy. There

is every facility for outdoor recreations, while well-ventilated dormitories do their share in developing the health of the boarders.

The school is building up a fine tradition. Its past pupils are scattered far and wide, and many hold positions of responsibility and trust. "Fairholme" is indeed a College with a future. Not the least attractive feature of it is the happy spirit of comradeship and zest for work which animates the girls.***

Mr. C. E. Sparrow, A.M.I.N.A., who for four years has been Technical Instructor at the Methodist Mission's Training Institution at Salamo, Eastern Papua, has resigned. His assistant, Mr. J. Graham, has been appointed to carry on the work as Instructor.

CONCERNING FISHING

(By AMEL)

I OFTEN wonder why "still" fishing in tropic isles is usually such a miserable failure. Is it because of an excess of moonlight, or sunlight, or rain, or abundance of natural food, or is it just pure cussedness on the part of the fish?

We have sat on our river bank for hours interminable until our bait—week-old meat covered with worms—was all nibbled away by nasty little fish called "suckers," and our patience vanished under the combined onslaught of mosquitoes and sand flies.

One night we "threw" a party, and, as an extra special treat, we went fishing. The bait was contained in several smelly parcels, and consisted of prawns, crabs, and the inevitable ancient meat—our favourite fish-lure.

Optimistic thoughts, concerning fish, drifted through our minds, as we rowed the punt out to the reef. Two members of the party were actually arguing as to who should carry the biggest fish ashore!

Alas! the general demeanour of intense expectation waned noticeably after the first hundred (or so) fruitless casts had been made. A good deal of abuse began to be directed at (1) the lines; (2) the bait; (3) the boat; and (4) the occupants of (3) for being too noisy.

The atmosphere was soon distinctly unfriendly, and all because we couldn't hook a fish!

When our bait had reached the level of two prawns and a crab, Brother had a brainwave. He declared that we must locate the reef's edge. Someone had told him that that was where fish preferred to live. We did not know any different; so blithely we up-anchored and set out in search of this wonderful place, which, however, proved to be as elusive as El Dorado.

The rowers mutinied, flatly refusing to row another stroke, though we bribed them basely with chunks of coconut ice. So we had, perforce, to turn homewards, empty-handed, and desperately concocting convincing stories about the "one that got away!"

STABILISATION FUND

For Papuan Rubber Growers

From Our Own Correspondent

PT. MORESBY, Nov. 3.

SIR HUBERT MURRAY has received advice from the Minister in Charge of Islands Territories that the Federal Government has approved of the creation of a Rubber Stabilisation Fund to be created by the payment to a fund of the duty collected on rubber imported into Australia from Papua and New Guinea.

A Bill will be submitted to the Federal Parliament shortly to give effect to this decision. It will provide that from October 1 of this year the duty paid on rubber imported from Papua will be paid into a fund instead of being remitted to the Papuan Government for distribution to planters.

The measure was suggested by Papuan rubber growers themselves earlier in the year, when the question arose of abolishing the grant-in-aid of 2d. per lb.

Mr. and Mrs. J. R. Baird, of Suva, arrived in Sydney from Fiji by the Aorangi on November 30. Mr. Baird is assistant manager of Cable and Wireless Limited at Suva.

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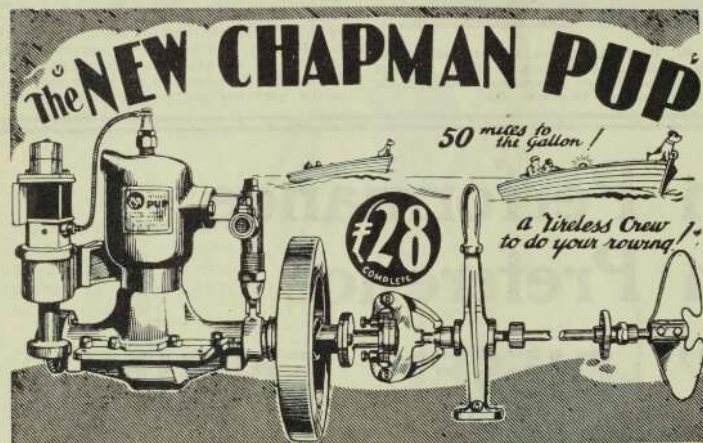
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	To Australia.	To Pacific Is.
October, 1935 ...	£371	.. £7
October, 1936 ...	£711	.. £21

Mr. John W. Layard, an English scientist, who spent some time in the New Hebrides 20 years ago, and who, since, has been engaged on anthropological research work, has completed the first book of his projected series of volumes, entitled "Stone Men of Malekula." The books will give a detailed account of the social organisation, religion, language, music, and sea-faring activities of the natives of the small islands off the north coast of Malekula, in the centre of the New Hebrides group. The first volume which will be published in England shortly, will deal with the islanders of Vao.

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MALAYAN DWARF COCONUTS

Interesting Results of Experiment in Fiji

(An address broadcast from Station ZJV, Suva, on November 16, by Mr. Edward Duncan, of Mua Estate, Taveuni, Chairman of the Coconut Planters' Union of Fiji—being one of a series of addresses arranged by Messrs. Brown and Joske Ltd.)

MY plantation, at Mua, in Taveuni, had been planted already when I bought it in 1910, and the man from whom I purchased it (Mr. Wright) had already planted up 800 acres with local Fiji coconuts. These were spaced about 30ft. x 30ft.

Through my agricultural experience, which commenced in 1887 with the Colonial Sugar Refining Company, I was convinced that better crops of coconuts could be obtained by a careful selection of the variety of coconut palm, and after a full study of the problem it seemed to me that the best was to be had in Malaya, where a variety known as the Malayan Dwarf coconut was giving good results. Of course, in the meantime, I had planted up further areas on Mua with coconuts obtained locally.

I first endeavoured to secure a supply of Malayan Dwarf coconuts in 1914, and I received every assistance from the Fiji Government. However, the Great War intervened, and so it was not until 1921 that I managed to secure supplies.

In that year 1000 coconuts were shipped to me from Singapore, of which 800 were safely landed in Suva. From these I managed to germinate 200 on my plantation, and in five years these reached maturity. From the nuts obtained from these 200 trees I have kept on planting further areas at Mua, and I now have

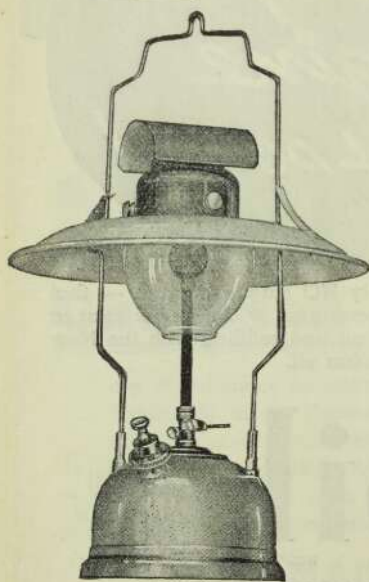
about 100 acres planted in Malayan Dwarf coconuts. It seems to me that this variety is well suited to conditions in Fiji, and I can recommend it highly to other coconut planters.

The Malayan Dwarf coconut is a genuine dwarf in all respects—that is to say, in its height, its length and the weight of its leaf, and also in the size of the coconut produced. However, this applies also to its rate of growth, which is much slower than the rate of growth of the ordinary coconut in Fiji.

There is, of course, a species of dwarf coconut which is indigenous to Fiji, well known under the name of "Niu Leka," but this variety is only a dwarf in height and its leaves and nuts are much larger and heavier than those of the ordinary coconuts.

On account of its special characteristics, that is to say, its dwarf height and its light and short top or leaves, the Malay Dwarf is comparatively immune to damage from storms and hurricanes. For the very same reasons, the Malay Dwarf can be inter-planted or planted at much closer intervals than any other variety of coconut known in Fiji. The tips of the leaves of ordinary coconuts growing in good soil touch, if planted at 30 ft. centres, but the Malayan Dwarf only touches at 15 ft. centres. In other words, planting

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on the square system, you can get 193 Malay trees to the acre, as against 52 of the ordinary trees.

It takes about 7,000 Malay Dwarf coconuts to produce 1 ton of dry copra, as against 6,000 of the ordinary nut. You will see that in order to yield 1 ton of copra the 193 Malay trees have to yield 36 nuts per tree each year, and this figure has been found to be well within their capacity. Now, that means that with Malayan Dwarf coconuts, on good soil, you can expect a yield of 1 ton of copra per acre. This sounds a high figure to people in Fiji, but it is nothing unusual in Malaya. In this connection, I will read you a letter I have received from Dr. Jack (Director of Agriculture in Fiji):

"Dear Sir,—In the *Malayan Agricultural Journal* of September there is an article on dwarf coconuts which gives yields from 41 acres of dwarfs planted at my instigation in 1920 (November). Growing conditions are good but the crops are worth notice. Since 1928, the field has yielded approximately 19-20 cwts. per acre, as an average, and the yield was:

1933	31 cwt. per acre
1934	29 " " "
1935	34 " " "

"The yield for 1936 is expected to be 35 cwts. per acre.

"I thought the above would interest you. Similar yields have been recorded from another estate with a block of 101 acres of dwarfs planted also in 1920 at my instigation."

It must be noted, however, that the Malay coconut is quite unsuitable for planting on anything but really good soil, or for planting much above sea level. I think the reason lies in the difference in temperature between Malaya and Fiji. In Malaya the average temperature in the coconut areas is about 86 Fahr. In Fiji the temperature would average about 76 Fahr.

Under favourable conditions, the Malayan Dwarf coconut normally commences to bear at three to four years old. At fifteen years of age the Malay tree has a height and length of trunk of about 12 ft. The ordinary coconut in Fiji, spaced 30 ft. x 30 ft., would at fifteen years have a corresponding height and length of trunk of 25 to 30 ft.

Under present labour conditions in Fiji it is unlikely that coconut planters will undertake any fresh planting on an extensive scale, and so the chief virtue and value of the Malay coconut in Fiji will be found to be for inter-planting existing areas of ordinary trees, when the ordinary trees have reached a height of 40 ft. to 50 ft., which is equivalent to 40 to 50 years' growth in good soil. Consequently, as a result of age, the leaves are much shorter than when the tree was, say, 20 years old. The leaves were probably 20 ft. in length at 20 years old, and by the time the tree is 40 years old, the leaves have shortened to 14 ft. to 16 ft. in length.

It is in such areas that I would recommend inter-planting with Malayan Dwarf, provided, of course, that the soil is sufficiently rich, and that the area is not very much above sea level. The Malayan nut can safely be planted midway between each of the old trees in the original rows and, if the original planting was not less than 30 ft. apart each way, then in addition a complete new row can be planted between the old rows.

Ever since 1921 I have been planting out Malayan Dwarf nuts, and I have experimented with different spacing. I have some at 22 ft. spaces, some at 20 ft. spaces, some at 18 ft., some at 16 ft., and a lot at 15 ft. spaces. Altogether, I have now about 100 acres and I have obtained the best results from the nuts planted at

15 ft. spaces. It is obvious that the closer you can space the trees the closer will be their top, and at 15 ft. spaces there is a dense shade beneath the tops.

This shade is so great that noxious weeds, such as *Lantana*, *Guava* and *Clidemia Hirta*, become so scarce and feeble that they are easily weeded out and can practically be eliminated. In fact, weeding itself is almost eliminated.

If cattle feed is wanted in such areas, there are special permanent leguminous plants which can be procured which do well under conditions of dense shade. An example of this type of plant is *Dolichos Hosea*, which also comes from Malaya. This plant affords most excellent grazing, whilst it does not climb the trees or cover the fallen nuts. It is a perennial and so, by establishing it under a plantation of Malayan Dwarfs, all hand weeding of the coconut areas could be eliminated.

You will see that by using Malayan

Dwarf, as suggested, you can get three times the output per acre of nuts and copra, as against using the ordinary coconut. Obviously the costs of production are greatly reduced and the coconut planter is making better use of his land.

However, there is always "a fly in the ointment"—or should I say "a nigger in the coconut pile." This, of course, in Fiji, is the scarcity and the rising cost of plantation labour. If there was a reasonable prospect of continuity of labour

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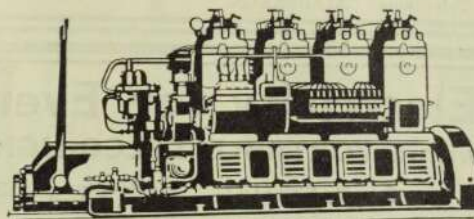
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supply at reasonable cost, no one need hesitate to inter-plant all their areas of old trees with Malayan Dwarf coconuts.

Messrs. Brown and Joske Ltd., Suva, write: If people in New Guinea would like some of these Malayan Dwarf nuts, we probably could make arrangements with Mr. Duncan to send them shipments by the Carpenter Line.

Mr. R. Giles, for many years secretary of the Primary Producers' Association at Berry, N.S.W., sailed from Sydney in December for Fiji, where he has taken over a dairy property.

Mr. G. M. Murdoch, late District Officer in the Gilbert and Ellice Islands Colony, who had been trading for some years at Kuria, in the Gilberts, died on September 19.

NATIVE CONFERENCE AT MADANG

2000 N.G. Village Officials Brought Together

From a Special Correspondent.

MUCH satisfaction has been felt by the Administration recently in the development of the people of the Madang District, and in their comprehension of methods applied for their welfare and advancement.

It appears that a Paramount *Lalua*, with the consent of the District Officer, organised a conference which gathered together all the village officials in the district to discuss matters affecting the welfare of

the community. This was an extraordinary advance of thought. About 2,000 natives met in the presence of the District Officer and among the matters discussed were: Polygamy, fighting, "grudge" football matches, policing of villages, and the advantages and disadvantages of black and white magic.

Magic, of course, permeates the lives of most New Guinea natives, and is believed to be essential in every undertaking. To them, it governs their destinies—death and disease are but the result of its powers.

"GRUDGE" FOOTBALL

"Grudge" football is a term that needs some explanation. When the Government asserted that there must be no more tribal fighting among the natives, they introduced football, among other things, to take its place. At first the keenness showed by the "sportsmen" gave much satisfaction. But a game played at Rabaul last year opened the officials' eyes.

The game began with the usual number, 22 players, but after some time they increased to nearly 60, and shortly a dozen or more were lying stunned or bleeding on the ground. The police were called in to maintain order, and after an inspection the players were all found to be armed with knives, broken bottles, razor blades, stone club-heads, six inch nails, and short pointed sticks made from hard wood.

That for the time being was the end of football in Rabaul; but the fashion had spread and it became a favourite sport that needed attention.

B.S.I. ADVISORY COUNCIL

THE Acting High Commissioner for the Western Pacific recently notified his approval in the official *Gazette* of the following residents to be members of the British Solomon Islands Advisory Council, with effect from October 1:

Official Members: F. E. Johnson, I.S.O., A.F.I.A. (Treasurer); H. B. Hetherington, M.D. (Toronto), C.P. & S. (Ont.) (Senior Medical Officer); and A. H. Wilson (Acting Commissioner of Lands and Crown Surveyor).

Non-official Members: D. Mackinnon (Planter, of Gizo); G. E. Clift (Planter, of Guadalcanal); Right Rev. W. Baddeley (Bishop of Melanesia); and J. C. M. Scott (Manager of Burns Philp (South Sea) Co. Ltd., of Makambo).

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DEATH AS A JOKE

Stories of Australian Miners in New Guinea

By R. W. ROBSON

ON the New Guinea goldfields *mat-mat* means "cemetery."

When that well-known humourist and bookmaker, Jack Harvey, arranged the *Mat-mat Double* on the Melbourne Cup, the idea caught on tremendously. The Australian in New Guinea is always ready to jeer at death.

One selected a horse in the Melbourne Cup, and coupled it with the name of a man on the goldfield. If the horse won the Cup, and the man was dead by Cup Day, one collected.

It was great fun for the healthy fellows. They mostly had a bet in which they coupled a Cup favourite with themselves, and the longer the odds the better they were pleased. Then they looked about for a man to put into another bet which they hoped to win.

That was when the men suffering from fever, and ulcers, and rheumatism and so on, began to get annoyed. They were not deceived by tender inquiries about their health; and some of them, on discovering that they figured prominently in Harvey's book, promptly bought passages for the South. They said, in their simple and direct way, that they were not going to make a Roman holiday for any "blankard" who ever shifted beer in Wau. The consumption of quinine and Aspros doubled.

The men in the Wau hospital were touched by the increase in the number of callers, who asked solicitously about their condition. Some of them, budding hypochondriacs, described their symptoms at length, and were much gratified by the attention they received.

When, a week or two later, it became known in the hospital that the majority of patients had been coupled in the *Mat-mat Double* with red-hot Cup favourites at very short odds, the hospital's temperature charts were thrown out of gear in the most alarming manner. But a wise doctor diagnosed not an influenza epidemic, but furious indignation. He said, afterwards, that the sudden development of the "will to live" among a number of very sick men was really remarkable.

In the hotel bar, one evening, Mr. Harvey was approached by an old battler whom we shall call Jock Graham. They ordered drinks.

"How much for Silver Standard and me?" asked Jock, as he poured water into his whisky.

Harvey considered him. Silver Standard was "hot," but Jock looked good for another half-century.

Just as Harvey opened his mouth to say "Hundred to one," Jock raised his glass. His hand trembled violently. Half the drink went overboard before the glass reached his lips. Fever!

"Fifty to one!" said Harvey.

SOME time ago, in an isolated place on the Madang coast, a trader named Brown died. He was a man respected and liked—a "dinkum bloke," they called him—but the half-dozen white men thereabouts had no time for mourning. It was blackwater fever, and the burial had to be quick.

Material for a coffin was lacking. They did the best they could with some kero-

sene cases, and a couple of odd planks.

Brown had been a very tall man. When they put him in the coffin, his head stuck out over one end. When they pressed his head and feet down inside, his knees doubled up over the top of the shallow box.

They had not the time, nor the material nor the inclination to make a new coffin. So they cut off the corpse's head, and placed it between his knees, and thus were able to put the lid on.

I gave a yelp of horror, when they told it to me, and they gazed at me in surprise.

"Why, he wouldn't have minded!" they said. "He'd have understood. He was a bloody good cove!"

They carried the coffin to the grave which the "boys" had dug. There had been heavy rain, and the hole was full of water. The coffin floated on the water. They put rocks on it—still it would not sink. So they took it out and bored holes in it, and it sank.

"One of the best, old Brown was," they said, defensively.

ONE miserably wet day, I was sitting on the verandah of the Salamaua hotel, when two "boys" came along, pushing a handcart. A long box on the cart had black lap-lap tacked on it; but one end was bare, and bore the legend "Laurel Kerosene." It was crude, but unmistakably a coffin.

I remembered, then, that a Mr. Gregory (brother of the well-known Australian M.P.) had died that morning in hospital, after having been brought in from some remote corner of the goldfield suffering from fever. I decided to attend the funeral.

The "boys" wheeled the coffin to the beach, where it was loaded into a boat. A dozen silent men got into other boats; and we were rowed around a point to the cemetery.

We stood about the open grave, in the pitiless rain, while a District Officer fumbled with an unfamiliar book, and found the burial service.

He read monotonously, for some time, then turned a page. Then he hesitated, turned another page, looked up at the pouring rain, and at the waiting men.



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Then he said: "There's an awful lot of it, boys. Shall I cut out a bit?"

"No, go on, Harry," they said. "Give him the full issue. He was worth it—he was a real good bloke!"

And so, with proper formality and all in order, they buried another Australian miner.

TO an isolated goldfields settlement, reached only by aeroplane, there came an itinerant dentist.

The miners were glad to see him. Rough *kaikai* and the foul climate had played the deuce with their teeth.

Three men had their teeth pulled out; and the dentist took impressions, and

promised to send new plates quickly, by post. Six others, with broken or unsatisfactory "upper sets," decided to take the chance of having new plates made.

The dentist completed his job promptly, and posted nine "upper sets" to nine waiting men. The packets lay in a certain store. The storekeeper was a notorious practical joker—one of those men with devilish minds, who ought to be strangled at birth. He deliberately cut off the nine labels, and mixed them up, and re-tied them.

The toothless ones soon guessed what had happened—though they never discovered the culprit. They simply cursed, and examined the nine dentures hopelessly. But the other miners found a

situation in which their souls rejoiced.

The "gummies" were lined up, and the sets of teeth were passed along the line. Each man tried each set. It was not exactly hygienic, but some kind of identification was established.

All the sets, except one, found an owner. One was rejected, while there were two claimants, each a new-made "gummy," for another.

They were strong, determined men, but there was no bloodshed. By the grace of God, they were mates, and they got along quite well, for several months, by taking turn about in using the teeth.

"NUTFALL" IN B.S.I.

Scientists Discover a Bug

PRIVATE letters from the Solomon Islands indicate that the mystery of "nutfall"—that strange disease which has destroyed large areas of good coconut plantations, and which is peculiar to the Solomons—is a mystery no longer.

Good work has been done by Mr. R. J. Lever (Government entomologist) and Mr. F. Penman (of Melbourne, who is a geologist and soil specialist).

"They visited one of my plantations," says a correspondent, "and I had a couple of palms felled for them. They soon found the bug that does all the damage—a green, turtle-backed gentleman about half an inch long. This explains why the place has been worthless and sterile for about eight years.

"I took them to the other plantation and showed them the line of demarcation between the good and diseased palms, which are rapidly spreading as the small *Pheidole* ant advances. They sent a boy up several non-bearing palms, and discovered the same bug there.

"They told me that it not the ant itself that does the damage. What happens is that that particular species of ant destroys the bug's natural enemies; so that, when the *Pheidole* ant is present on any palm, the bug increases prolifically, and the value of the palm is destroyed.

"So far, they have not discovered a parasite to use against the pest, but they hope to, eventually."

Major F. R. Hewitt, general manager of Lever's Pacific Plantations Pty. Ltd., and Mr. C. V. Widdy, local manager, have given the scientists much valuable assistance and co-operation.

NEW MOTOR SHIP FOR NEW GUINEA

From Our Own Correspondent.

RABAU, Nov. 13.

THE new motor vessel *Induna Star*, built in Hong Kong for Rondahl Ltd., of Kokopo, arrived under its own power from the East on November 9, after a trip taking 18 days, during which rough weather was experienced and the vessel was even reported by a Hong Kong paper as having sunk and the crew saved by a Chinese fishing junk.

Captain R. Kendall is the master and the ship is a fine addition to the New Guinea fleet. It is 81 tons gross and is equipped with Diesel engines.

Mr. R. B. Carpenter and Mr. D. J. Brownhill, directors of Messrs. W. R. Carpenter and Co. Ltd., returned to Sydney after a business visit to Rabaul, New Guinea, by the *Nellore* on November 19.



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HIGH QUALITY N.G. COPRA

Should Not Be £3 Per Ton Under "Straits"

SOME effort should be made by New Guinea planting and trading interests to get a better price for the highest grades of New Guinea copra.

At present, there is a difference of at least £3 per ton in the London quotations for "Straits" (which is virtually Ceylon) and "Rabaul Hot-air-dried." Even allowing a difference, against Rabaul, of 15/- or 20/- per ton on account of freight, there is nothing like £2 per ton difference in the quality of the two copras.

Planters will be interested in figures compiled recently by Mr. E. J. Wauchope, a well-known planter on the Madang coast of New Guinea. At his request, Messrs. Burns, Philp made an analysis, in Sydney, of average copra produced by Mr. Wauchope's Ceylon dryer; and, beside those figures, Mr. Wauchope set an average analysis of "Straits" quality of copra. The comparison, shown in the following table, is illuminating:—

	Wauchope's Ceylon-dryer copra	Average "Straits" copra
	Per cent.	Per cent.
Oil	66.74	64.9
Moisture	5.58	4.2
Free fatty acid	.73	1.2

Those figures should be checked by a London analysis. If they are approximately correct, high-grade New Guinea copra should not be £3 per ton under "Straits" grade.

COOK IS. LABOUR PARTY GROWS

From Our Own Correspondent.
RAROTONGA, Nov. 14.

AS a result of the Organising Secretary's visit to Aitutaki last month, the Cook Islands Branch of the N.Z. Labour Party recruited a further 420 members, bringing the present total to over 900.

The Branch, which grew out of local enthusiasm generated by the recent Parliamentary Inquiry into the fruit trade, has as its objective the political enlightenment of the Islanders so that they will be enabled to take an intelligent interest in the public affairs of their Islands, and through participation in these obtain for themselves a more prosperous condition generally.

Endorsed by the National Executive in Wellington, the local Branch is the first to have been formed officially outside the Dominion.

Mr. Samuel H. Meredith, an old and respected resident of Samoa, died recently after a long and lingering illness, at the age of 59 years. Mr. Meredith, a former merchant and once a member of the Legislative Council, took much interest in the social and sporting life of Apia. The funeral, at Tulalele cemetery, was attended by a very large and representative gathering of friends and relatives.

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"A HISTORY OF TONGA"

Letter to the Editor

UNDER separate cover I am posting you a copy of "A History of Tonga," which purports to be translated from a compilation by the Bishop, which appeared in *Taumua Lelei*, the local organ of the Catholic Church, of which the Bishop is editor.

This excellent brochure does not claim to be a translation of the whole of Bishop Blanc's contribution to the *Taumua Lelei*, which is really a history of the Catholic Church, in Tonga, and is, of course, written in Tongan. It is a translation of selected portions of Bishop Blanc's writings, which Mr. C. S. Ramsay, the translator, quite justly thought would prove of interest to the general reader.

A perusal will interest you, and will, I think, confirm my opinion that Mr. Ramsay has exercised a wise discrimination in his selection, and displayed considerable literary ability in his excellent translation. This (again in my opinion) is deserving a more generous appreciation than is accorded by the good Bishop, in his reply, as published in your issue of September.

I am, etc.

A. COWLEY.

Nukualofa,
Tonga, 4/11/36.

EDITORIAL NOTE: The brochure, as Mr. Cowley says, really appears to be a valuable compilation, and it is very unfortunate that there was any misunderstanding between the Bishop and Mr. Ramsay. The early section of the book, which deals with the origin and migrations of the Polynesian race, leading to the settlement of Tonga, is especially interesting.

MURDER OF A RECRUITER**Difficult Case In New Guinea**

From Our Own Correspondent

RABAU, November 26.

ON November 9, in the Supreme Court, before Chief Judge Wanliss, there appeared three natives of the Sepik district charged with the wilful murder of Charles Albert Gough, a recruiter.

Mr. I. Shoobridge, of the Crown Law Office, outlining the case for the Crown, stated that the murder occurred on August 31, 1936, at the village of Leihinga, which is about three days' walk in from Matapau, on the Aitape coast. The village was situated in officially controlled area, although no Government official had visited it.

On August 30, Mr. Gough met A.D.O. McCarthy in the village of Ilauhup and, while there, the A.D.O. warned him not to venture further south, as the natives were hostile. The official also noticed a medical *tultul* with Gough's party, and told Gough to get rid of him, as it is against the law for recruiters to be accompanied by native officials.

It appeared that this *tultul* brought to Gough a young recruit, a youth from the village of Leihinga, and who was desirous of recruiting, according to the *tultul's* statement. During the night, the youth departed and returned to his village. Next morning, Gough decided to go to Leihinga, despite the warning from McCarthy; and during the trip to the village the beatings of *qaramuts* could be heard.

On arriving at the village, Gough put out his trade goods in the middle of the square. The village was deserted, except for a native, Ambod, who offered the party food. But this was refused, as it is customary in these parts for attacks to be made while enemies are eating and unprepared. Gough called for the runaway youth who came, accompanied by his father, who objected to the youth being recruited.

The attack commenced, then. Gough fired two shots but they were ineffective. The members of the party became panic-stricken, and fled, although ten of them were armed. One boy, however, remained and endeavoured to assist Gough; but, after Gough was speared three times, and was killed, the boy ran away.

In summing up His Honour said the tragedy never should have occurred, and pointed out that Gough disregarded the warning given to him by A.D.O. McCarthy and also persisted in following up the young recruit whom the medical *tultul* had brought to him. The accused had done the only thing they knew of in order to keep the youth, and to show the white-man they wanted nothing to do with him; they had resisted him by force. The three accused had, however, broken the law and were guilty. There was only one sentence to be given for wilful murder and he recorded the death sentence; but he made a strong recommendation that the sentence should be commuted to one of imprisonment—not so much as a punishment to these men, but to let the natives know they cannot commit such crimes.

Miss E. L. Cheesman, who recently completed 10 months' entomological field work in Dutch New Guinea, returned to England by the Orontes from Sydney on November 21. She has made several natural history expeditions to the South Seas and has written many books on entomology.

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AN IMPUDENT FRAUD

How "Lord" Hill Governed Pitcairn Is.

AN entertaining incident—though not to those who experienced it—seems to be entirely overlooked by those who write upon the theme of the *Bounty* mutineers.

Pitcairn's Island had seen riotous times when Christian and his band first occupied the lonely spot. Now, all was peace and order.

Adams, the last of the wild crew, had reformed himself and had brought up his own kin and those of the others in strictest fashion. Above all, he had instilled into the little community of 87 souls the supreme duty of obedience to authority, which he himself had so outrageously flouted in his younger days. His ardent love of the Old Country he also transmitted to the half-caste descendants of British sailors and Tahitian women. To them, England was Home, its King theirs, its men-o'-war their joy to see and welcome, even as he had learned no longer to fear their coming.

Adams died in 1829. Before he passed away, three outsiders had been added to the population. First, Buffett and Evans, sailormen each. A ship's captain allowed Buffett to land whilst Evans hid himself till the coast was clear. Buffett became the school teacher—for Adams, the son of a Thames lighterman, had had but the scantiest of education.

Then there came Nobbs, an Irishman, of far superior attainments, who had served in the Royal Navy, fought under Lord Cochrane for the Chilean patriots, and roamed the Seven Seas; drawn to Pitcairn by its isolation, and his big heart to lend a helping hand if such was needed. It was—and for five and fifty years he lived and served amongst them.

THEIR bounden duty to obey Authority twice cost these islanders dear.

Captain Beechey, of *H.M.S. Blossom* in 1825 had represented Home that the island was overcrowded and in 1831 an order was brought to the community by the captain of *H.M.S. Comet*, that he had come to transport them, goods and all, to Tahiti by the *Lucy Ann*, which followed hard upon the warship. They had no wish to go; they were content; the island was their home. But an order was an order; they could not refuse to obey. Therefore, without any heart in the matter, they went.

In one month, they had had enough. The morals of the Tahitians were not theirs, though they had come from that stock. Their young men got out of hand by the wild license of the place, and their young women were sore tempted to rebel. Death struck down a dozen by a fever unknown to them, and others were dying.

Buffett and others fled, hiring a small schooner. The rest found sympathy in the British Consul, who saw his Government's mistake and chartered a brig, returning them. That readiness to obey cost 17 lives.

But there was still another test awaiting them, nor did they fail once again to carry out the teaching of their one time sole guide, guardian and friend.

THERE was one man upon Tahiti who had watched the above proceedings and saw his opportunity. Joshua Hill was a man close on 70 years, when he followed up the return of the exiled by himself landing on Pitcairn. Then things happened.

He gave himself out to a nobleman from

Home, sent out by the Government to take over the "Governorship" of the island and that the British Fleet on the Pacific Station had been placed at his command.

The simple islanders were overawed by these high claims. But Nobbs, Buffett and Evans who knew the outside world, made light of his pretensions.

Then "Lord" Hill declared war to the death against the three "foreigners," as he called them. Despite warnings by the three of the imposture being practised, the fear that in opposing "Lord" Hill they might be defying the Motherland forced them to submit, and they obeyed, though most reluctantly, his various orders.

In one matter, and one only, did the elders have cause for gratitude to the grey-haired "nobleman." Some of the younger men, through the looseness of life they had seen on Tahiti, had determined to make a concoction of fierce spiritous liquor from the root of the *Ti*, as they had seen done there. This action was stoutly opposed by Nobbs, but he was told to mind his own business.

The noble "Lord," upon his arrival, quickly settled the matter. He smashed their stills, and everything connected with the business, and threatened heavy penalties if the craze for strong drink did not at once abate. He formed the whole community into a Temperance Society and coconut milk and mountain water were once again the drink of all the Pitcairners.

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Nobbs was dismissed as schoolmaster and Hill took his place. In the heyday of his power, he sought to win the people from the Church of England to Methodism, but on this they stood firm.

But in all else, for five years, they blindly followed him, since to them he represented Authority. No vessel that could contradict his claims called to relieve the situation. He gave out that he had written to the British Consul at Val-

paraiso to get the Admiral on the Pacific Station to call and remove "the three foreigners." If he did, along with it went other letters.

Nobbs wrote that the man had ordered "the three foreigners" and their families to be turned out of their houses. Their muskets were taken from them by order of the "Governor of the Commonwealth" and, fully loaded, were kept in Hill's own bedroom for the use of the "Magistracy"

of the island. Every Sunday he had a loaded musket placed near him in church, to awe the congregation. When protests were humbly raised on any matter he threatened to have a Military Assistant Governor send him with a squad of soldiers to put them in subjection.

IN every possible way he made the place too hot for the "three foreigners," and they were glad to escape to Tahiti on a passing vessel. From thence, Buffet wrote to the Admiral giving further information.

But help was long in coming. Meanwhile, "My Lord" had appointed two "Privy Councillors," made laws, built a prison and had a Riot Act in readiness.

Buffet, before his escape, had a taste of the real thing. He had decided to take his wife and children with him. This reached Hill's ears. Buffet was brought to trial, the "Lord" being Judge, Jury, and executioner. He was flogged, beaten over the head, a finger broken, and was suspended from a rafter in the meeting house by his unbroken hand and when the assembled women cried "Shame!" the "Lord" read his Riot Act and declared that he would be fully justified in shooting them.

Buffet's sentence, as taken from the *Island Register*, kept since Adams' day, reads as follows:

Pitcairn Island, 5th August, 1833.

"It only remains with Us to declare the sentence of the Law, which is, and the Court doth accordingly adjudge: that you receive forthwith three dozen lashes with a cat upon the bare back and breech, together with a fine of three barrels of yam or potatoes to be paid within one month: or in default an extra barrel will be required for this reiterated contempt of Court."

Hill had also enacted a law of high treason, and when Evans humbly requested a copy as a guide to his future conduct, he was haled to Court where His Lordship tried the case and administered the lash.

Those were high days for Hill, the islanders submissive as sheep. Had not England sent him?

BUT the end was now not far off. Nobbs and Evans went to the Gambier Islands, but Buffet kept close at Papeete. He also kept after the Admiral.

In 1836, *H.M.S. Actaeon* called at Pitcairn. Lord Edward Russell in command.

Hill had unfortunately given out that he was a near relative of the Duke of Bedford, the father of the Commander. The impostor was unmasked.

Russell reported to his Admiral, who promptly sent *H.M.S. Imogen*, which secured the fraudulent rascal and carried him off to Valparaiso. Neither his past nor his fate were ever known.

The "three foreigners" returned by the schooners *Olive Branch* and *Olivia*. Peace ruled once more. Obedience to Authority had cost them dear.

In a letter written a while later by the community to friends outside, Hill is let gently down. Those patient souls describe him as "a partially deranged impostor."

—W.W.B.

Pastor A. Saaga, a well-known Samoan who has been working as a missionary in the Group for 43 years, has announced his retirement from active service with the London Missionary Society. His long connection with the Samoan Church has earned him high praise as a devoted worker and the withdrawal of his missionary activities will be a great loss to the Samoan people. Henceforth Saaga will live on his own piece of land where a house will be erected from the funds which the L.M.S. have granted in recognition of his veteran service.

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HOW VON LUCKNER CAME TO FIJI

Rev. C. W. Whonsbon-Aston, now a resident of Eastern Papua, and formerly vicar of Levuka, Fiji, writes interestingly of the Von Luckner letter, now preserved in the Ovalau Club, at Levuka, as a memento of the brave and gallant German. A photograph of the letter was published in our October issue.

THE October P.I.M.'s reference to the von Luckner relic in the Ovalau Club misses, through an error in typescript, the writer's little display of humour. The signature is not "W", but "M. Pember-ton."

T. O. U. Stockwell is a fine, big York-shireman, who went to the Lau Archipelago after some time in the U.S.A. He owns the island of Katafaga, which is the easternmost islet of the Lau Archipelago, previously owned, I believe, by a German.

He tells the story that he had just left, in the very early morning, in his boat, to run over to Lomaloma, on Vanua Moalavu—the main centre—when a launch arrived through the entrance to the lagoon. The launch party landed and made free use of his house, beds, sheets and produce.

The launch party—which, of course, comprised Count von Luckner and his men, who had come all the way across from the Paumotu, where the *See Adler* had been wrecked—left Katafaga next day. Von Luckner intended to go to Levuka and there capture a vessel, by which he might take assistance back to his crew and prisoners, left behind in the Paumotu.

It says something for his spirit that von Luckner could "crack a joke" in this letter which he left on Katafaga. He and his men had come through much buffeting in their epic voyage in a small boat, over a wide stretch of ocean.

But von Luckner never reached Levuka. His next island call was to the island of his fate—Wakaya, which he reached just as a terrific S.E. trade gale broke, and several vessels were sheltering there.

Two of those vessels are of note in the

incident. One was a new twin-engined schooner (I think, named *Eleanor B*) owned by a well-known figure in Fiji, Henry Palmer; the other, a cutter captained by a half-caste named MacPherson, who is still about Levuka. The former boat took von Luckner's eye as a likely vessel for his purpose.

But MacPherson was shrewd and suspicious. The von Luckner party said they were Norwegians, but MacPherson somehow fancied they were not genuine. He had heard that a part of the enemy were being sought for. He and his boat's crew, in the teeth of a raging gale, put out for Levuka, and got through and gave the alarm.

The police inspector at Levuka, with native police, tried to go out in a cutter, but were driven back by the gale. The inter-island steamer *Amrah* most luckily came in, and took the police across to Wakaya, only eight miles away. That was the end of von Luckner's adventure.

Count von Luckner stands high in the estimation of most Fijian residents; though some aver that it was a pity that Lowell Thomas wrote *The Sea Devil*, for they seem to have seen some incidents from another angle.

EDITORIAL NOTE: Press cables from Germany, in November, announced that Count Felix von Luckner had just built a new vessel named the *Seeteufel* (Sea Devil) from the proceeds of his books and lectures. In his new yacht, he proposes to make a lengthy cruise, and probably he will visit some of the scenes of his South Sea exploits.

Mr. Pat Costello, of Suva, Fiji, recently underwent an operation at the Mater Hospital in Auckland, New Zealand. "Sir Carrick Robertson made a good job of me," says Mr. Costello, in a cheery letter to the editor—and then, as always, he turns his attention to the economic future of the Colony. "I am of opinion that 75 per cent. of Fiji's exports eventually will come from the dry zone between Penang and Sigatoka," he writes. "You can count on thousands of tons of raw sugar, bars of gold, and thousands of cases of pineapples." We are in for a period of prosperity."

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TONGAN PRINCE IN MOURNING



Prince John Gu, youngest son of Tonga's Royal Family, is still in deep mourning for his late brother, Prince William Tuku'aho. Prince Gu is shown standing in the centre of the above photograph, with three of his "kau matabule" (court attendants).

LIBRARY SCHEME

Ambitious Plans for Australia's Islands Territories.

THE National Library at Canberra has prepared and submitted to the Federal Government for early approval an ambitious scheme for distributing books to 10,000 white people in Papua, New Guinea, Nauru, and North Australia.

The plans were developed by the Commonwealth Parliamentary Librarian (Mr. K. Binns) after his recent visit to Papua and the Mandated Territory. The project will be financed to the extent of 7,500 dollars (about £1,800) over three years by the Carnegie Corporation of New York and by a Commonwealth Government subsidy on a pound for pound basis.

Shipping lines, air services, and existing libraries in the Islands territories have promised to co-operate in the distribution of books. Special precautions are to be taken to protect the volumes against the almost incredible ravages of insects and mildew. In many cases books left unprotected are destroyed overnight, and to prevent this the Council for Scientific and Industrial Research is preparing a special preservative lacquer with which the books will be painted.

Owing to the danger of introducing tropical insect pests and infectious skin diseases from Papua and New Guinea, books once sent there from Canberra will not be permitted to return to Australia.

Rev. F. O. Theile, director of the German Lutheran Mission in New Guinea, returned to Australia in mid-November from a tour of Europe and America.

Mr. H. Klee, superintendent engineer for W. R. Carpenter and Co. at Rabaul, arrived in Sydney from New Guinea on November 19 by the Nellore.

THE "TWO MILES' LIMIT"

Zoned Trading System Is Subject of Lively Argument in T.N.G.

By R. W. ROBSON

A VERY uncertain and therefore unsatisfactory position exists in New Guinea in relation to what is called the "two miles' trading limit"; and, unless a solution is found satisfactory to the four main interests concerned—the European planters, the native growers, the principal traders and the Administration—there will be repercussions far beyond the borders of the Territory.

Conferences between the Administration and the interests concerned have been held since the Administrator returned to Rabaul in mid-November.

OUT of New Guinea there come two classes of copra—plantation-produced and native-grown. There are huge areas of native land carrying coconuts, and the Administration's policy is to encourage natives to cultivate the palms and produce copra.

Native copra is disposed of in various ways; but the chief channel—and the kernel of the difficulty under discussion—is the native trade store. Here, the native receives cash for any dried copra, green copra or coconuts which he may bring in, and is supplied as required with the various manufactured goods and food-stuffs which he requires. Traders are licensed to (a) sell merchandise, (b) buy copra.

At the beginning of the Australian Administration, the policy was followed of leasing the established trading stations to the Chinese; but this led to serious trouble. Copra values were high in 1922-23, and the traders were eagerly seeking every available pound of the commodity. Before long it was found that natives were regularly, and on an increasing scale, stealing nuts and green copra from the Europeans' plantations and selling them to the traders.

The position was aggravated by the Administration's policy of granting annual trading licenses on a wholesale system. Annual licenses are distinct from licenses to trade at old-established stations, which usually are on freehold or long-leasehold land near European plantations or large

villages, and which mostly are in charge of responsible men. Cut-throat competition developed between annual licensees and old-established traders; ridiculous prices were paid for native copra; the natives themselves were seriously disturbed in their usual good relations with Europeans; and thefts from plantations became rampant. Figures showed that plantation production generally was shrinking, while the copra sold by certain traders as native grown was increasing. There was no doubt about what was happening.

In 1923, in protection of the Expropriation Board's properties, the authorities took action. It was decided that no additional trading licenses be granted, to operate within two miles of the borders of a plantation.

About this time the plantations were sold by the Expropriation Board to individual planters, mainly returned soldiers; and, in the great majority of cases, the established trade stores contiguous to the plantations, instead of being leased to Chinese, were also sold to these planters. Thus they not only grew their own copra, but they also make a small regular profit from their trade in native-grown copra from the surrounding districts. These trade-stores became a recognised part of the planting industry in New Guinea.

These new conditions stopped a good deal of the trouble. As the annual licenses expired they were renewed, but

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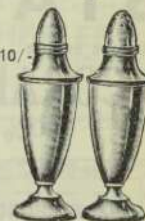
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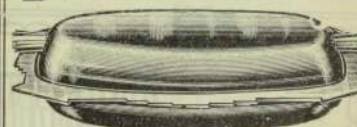
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under strict competition; trading was partly influenced by the established stores; and the position, while still having undesirable features, was stabilised.

CASE FOR AND AGAINST

THEN arose the cry against the system which has continued ever since, and which is the Administration's main embarrassment. It was said that the system

of restricted trading stations creates a monopoly, with the result that the natives are exploited, especially in regard to the purchase of their copra.

The planters, on the other hand, directed attention to many evils which had their origin in the continued existence, right on their boundaries, of the small traders with annual licenses.

Defendants of the Administration's policy say that there is no doubt that certain unscrupulous planters who held trading licenses did "make it a welter"; with the result that they brought discredit upon the system, and grave troubles upon the other planters, who were acting decently and honourably by the natives.

In 1927 the Administrator decided to abolish the two miles limit. That decision caused great alarm among planters, who foresaw the return of the 1923 conditions. They appealed to the Minister at Canberra (Mr. C. W. C. Marr), and the latter decided that the two miles limit should remain.

DECIDING UPON A POLICY

THE matter still was under argument when General T. Griffiths became Administrator in 1932. He, early in 1933, appointed a Board of Inquiry to make recommendations to "govern the future Administration policy regarding the system of native trading." The Board, in May, reported in favour of "zone trading" (practically the two miles limit).

There were protests. The Administrator appointed another committee, in September, 1933, to go over the evidence, arguments, and recommendations of the Board and report. The committee concurred generally with the Board. The recommendations included the abolition of all annual licenses within the two miles limit—they were not to be renewed.

Those recommendations were considered by the Administrator's Advisory Council and accepted; and they became the basis of the existing Trading Regulations. They, naturally, were accepted by the New Guinea public as "the future Administration policy"; they formed the basis of contracts; and plantation and trade-store conditions were rearranged accordingly. Traders were confident that the zoning system had come to stay.

A BOMBSHELL

THE new Administrator (General W. R. McNicoll) threw a bombshell early in 1936 when he announced that the Griffiths policy and regulations would be abandoned, the zone trading system abolished, and that there would be substituted therefor what has been described as a "haphazard roving pedlars' system."

The announcement caused great consternation among the planters and the commercial firms, who are convinced that if the Administrator is given his way the planting industry will be partly disrupted and fundamental values very seriously disturbed. Urgent appeals to the Administrator and to Canberra have resulted in the zoning system being allowed to continue for the present; but the planters are anxious and weary—and, incidentally, they are showing considerable antagonism to the Administrator who, they say, neither understands nor sympathises with their conditions.

There have been discussions in Canberra, and conferences have been taking place in Rabaul.

THE ADMINISTRATOR'S PROBLEM

THE outsider can understand something of what is influencing the mind of the Administrator. He believes that, in certain localities, the native copra-producers

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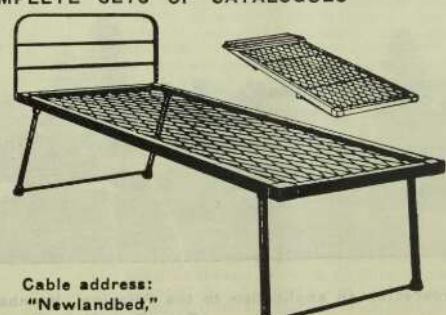
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have been heartlessly exploited by the European planter-traders; and, as is well known, General McNicoll is extraordinarily sensitive on the matter of his responsibility for the protection of the native races in New Guinea.

In that respect I found in New Guinea a growing conviction that this Administrator is giving too much attention to the natives, and too little to his equal responsibility for the proper development of the Territory's resources—a belief, in fact, that one is being sacrificed to the other.

The better class of planters say that the Administrator is very honestly trying to do the right thing, but that he is not sufficiently assisted in policy matters by certain departmental heads in Rabaul, who have very little real understanding of planting and trading conditions, and whose sympathies certainly are not with the non-official Europeans who are trying to do a job of work in New Guinea.

They say, in other words, that the Administrator is too readily influenced by departmental heads, and that he should insist, as General Griffiths did, on his own good judgment having precedence.

THE PLANTERS' PROPOSALS

THE New Guinea planters frankly have admitted that there have been evils in the zoning system. But they are asking that, instead of abolishing the system, the Administrator should protect existing interests—that is, the fundamental planting interests—by exercising a stricter control over trading licenses. They insist, as practical men, that it would be quite easy to fix a fair price for native copra, and to police the operation of the licenses. The planters, I understand, are urging the introduction of a system under which it would become a punishable offence to overcharge or underpay a native, in defiance of schedules which the Administration would prepare. Reason seems to be on their side.

The zoning system is a common one, which operates satisfactorily in a number of industries. Many years ago Sydney newspaper managers were driven to distraction by the conditions existing among newsagents' shops—irregular deliveries and service, no control over the character of agents, recurring losses owing to men getting credit and running away. So the managers got together, divided the city into blocks, and gave one block each to selected men. The system is strictly policed by a committee of newspaper managers, and by the Newsagents' Association. Improper service to the public on the one hand, and unsatisfactory accounts on the other, are promptly reported to the two committees and, if proved, result in the cancellation of the license, or "block." Why could such a system not be operated in New Guinea, to control native trading, and for the protection of native producers?

AUSTRALIA'S INTERESTS

THE alternative is not pleasant to contemplate. If the zoning system goes, and the parts of the Territory now enjoying protection are over-run by small, fiercely-competitive Chinese traders, it is inevitable that European trade will suffer severely.

The Chinese will most certainly introduce more goods of Asiatic origin, and Australian trade will suffer accordingly.

If the Administration does not already appreciate the fact, Canberra should remind Rabaul that it is Rabaul's duty to assist Australian trade in every way. Some recent incidents suggest that Rabaul is so concerned with keeping one eye on the natives, and the other on the comic opera in Geneva, that it has no time to study developmental needs and Australian commercial interests. If that really is so, Rabaul is due—and properly so—for an early and rude awakening.

A REAL DANGER

THE most serious effect, however, will be social, and will be seen in the native villages near plantations.

Copra is valuable again. The small, irresponsible traders will encourage the natives to bring in copra and nuts. The European plantations certainly will be raided. The planters, naturally, will protect their interests; and this fact, and the bitter trade competition, will cause unpleasant "incidents."

The majority of planters maintain good, friendly relations with contiguous villages—they make themselves responsible for the welfare of the natives—and those relations will be destroyed. This is not imagination—it happened before, and it will happen again.

Surely the Administrator can devise a system by which he can obtain the good-

will and co-operation of the planters in regard to native welfare. The majority of the planters are good, responsible men, very anxious to co-operate with the Administration, rather than fight it.

Australians, for their part, may not ignore the Administrator's difficulties. He has a huge, rich, half-explored Territory to open up, and a million natives—mostly primitives—to protect. He often has to deal with Europeans who think only in

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terms of their pocket, and who, if allowed, would exploit and enslave the natives. He is nagged at by missionary bodies, who always are trying to influence the course of Government, for one reason and another.

And, to cap the lot, he has on his hands a community of Chinese, who are increasing at a disconcerting rate, and whose main ambition is to perch themselves on a kerosene case in a trade store somewhere, and spend the lazy days dicker with the natives.

Those Chinese are a real problem. It may be that actually they are at the root of the "two miles' limit" trouble. Perhaps the Administrator believes he can get rid of those Chinese youths, swarming in Rabaul, by giving them "an open go" in the trade store business.

The Chinese problem is so big that it needs an article to itself; but it is certain that it cannot be solved by allowing the Chinese to take charge of a great part of the Territory's distributing industry, at the expense of the Australian traders and merchants.

Rev. N. W. Gowing, of Ilford, Essex, England, arrived in Sydney by the Jervis Bay on November 16, en route to Thursday Island to engage in mission work.

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ONE WILD NIGHT IN WAU

HUGO ADOLF BERNATZIK is a renowned German anthropologist. He visited New Guinea in 1933, and he has written a book about it—*Sudsee*.

It is evident, in one chapter, "How gold-diggers live and die," that the good man unfortunately reached the Bulolo Hotel, at Wau, one night when there were "doings," and the mad-headed section were on the rampage. It doesn't happen very often; but the traveller who runs into one of those wild nights in Wau will never forget it.

We are indebted to Mrs. Mollie Lett, of Port Moresby, for the following translation:—

"There lay the Hotel, regarded by the initiated as the best 'claim' in New Guinea. I got a room there—or perhaps we had better say a place.

"For the whole hotel consisted of one large wooden shed, in which cardboard partitions a quarter of an inch thick had been erected. They had neither doors nor ceilings. In a few cases a boundary was marked by means of a much too narrow curtain.

"The partitions and walls were just too high to climb over with difficulty. But no one need take this trouble, because his neighbours' bedroom was anyhow accessible through the 'doorway.' In the rooms thus separated stood three or four plank-beds. The hotel guest must not expect anything better.

"A larger room served for meals, and a second as a bar. Here, behind a table, were piled up all those precious things with which gold prospectors love to poison themselves."

It appears that Mr. Hugo Bernatzik, feeling tired, attempted to go to sleep very early, at 8.30, but midnight found

him disturbed by various "guests," drunkenly disputing the possession of his bed. The half drunken hubbub coming from the raw throats of gold diggers made sleep impossible. An appalling uproar and the sound of smashing glass forced him to rise in exasperation, and witness a fight between two Italians, one of whom seized a beer glass and threw it at his opponent's head. "The head won; only the ear got something to think about..."

"When it was all over, and the unfortunate man's ear had been sewn on, I crept back to bed. In the meantime, it must have turned 12, when a staggering figure wound his way through the doorway and fell heavily on the edge of my bed.

"This is my bed, this is my bed,' I heard him mumble, while a penetrating smell of alcohol went up my nose.

"This is not your bed,' I said in a friendly manner, 'this is mine.'

"This is my bed,' he repeated obstinately.

"It is useless to get into a discussion with a man in this state, so I jumped up and said: 'You're right; that's your bed,' and pushed him on to one of the three vacant plank-beds that stood in my 'room.'

"For 10 minutes or so he lay there, and I was just thinking that sleep had overcome him, when the wretched man stood up, swaying, and mumbled, 'That's not my bed.'

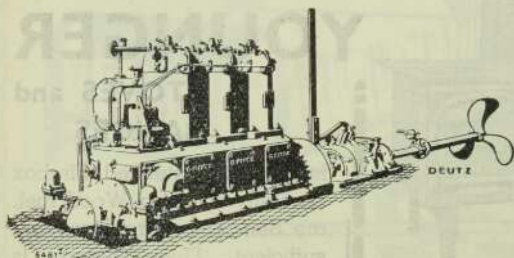
"I got angry. I went for him, caught him by the arm and none too gently shoved him out of the doorway. The push was so vigorous that the man landed on the other side of the passage in the middle of the bar, where he was hailed with general acclamation.

"Well, he won't come back,' I thought, contentedly. But hardly had I got to sleep again when I was awakened once more. It was another fellow who had

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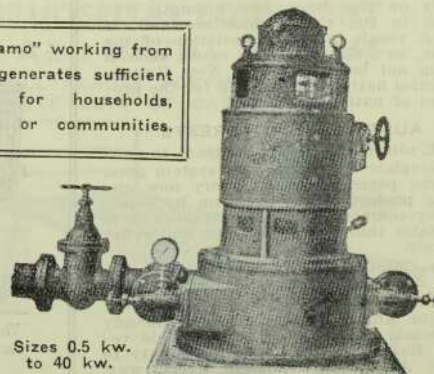
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confused his bed with mine. . . .

"The night's adventures were not finished yet. At half past two the proprietor appeared with two completely unconscious customers, and proceeded to stow them away in the vacant beds in my room."

"One of them seemed convinced that he could find gold under the blankets, for he started grubbing with his arms like a crazy mole, and flinging the bedding about in the air. When he at last settled down, the other man started snoring in a horrible manner."

"This woke my neighbour in the next room." He took the disturbance in bad part, and expressed his displeasure by hammering on the wall so fiercely that it threatened to collapse."

"Then old 'Goldrush,' who had lain still for a while, began to belch loudly and emphatically. It sounded like the quacking of a bull-frog. Then he was violently sick. He lay on his back and spewed like a fountain straight up into the air—a truly remarkable sight."

"When an opportunity offered, next day, of flying to Bulolo, I fled with joy."

JAPANESE WINGS OVER PACIFIC

U.S.A. Suspicious of New Air Line to Carolines

IN United States navy circles misgivings are felt at the Japanese notice to the League of Nations of intention to open an air line from Japan to its mandated islands in the Pacific (Caroline and Marshall Groups).

The proposed route cuts thwart Pan-American Airways' newly inaugurated trans-Pacific line. Therefore some believe the Japanese action may be a counter-move to Pan-American Airways.

Japan's declared plan to survey aerially deep-sea fishing possibilities also arouses misgivings, since it would bring Japanese fliers in the vicinity of Guam, which the United States may fortify when the non-fortification clause of the Washington Treaty lapses.

The Japanese newspaper *Nichi Nichi* reports that Admiral Kobayashi, the new Governor-General of Formosa, will tour the South Seas in the spring.

PALOLO RISES

A Feast in Samoa

From Our Own Correspondent

APIA, Nov. 12.

DURING last week the *Palolo* (or coral-reef worm)—that rare delicacy much esteemed by Samoans and Europeans alike—made its annual appearance on the coasts of the Samoan Islands.

The catch this year was prolific and the town of Apia was practically over-run by large numbers of natives from the West and South Coasts of Upolu, selling the spaghetti-like worms to eager buyers.

Quite a number of people indulged too much in the abundance of *Palolo*, and consequently attacks of indigestion were the order of the day.

Mr. M. P. Curtain returned to Australia from New Guinea in November, after inspecting a gold property in the Wewak area.

SCHOOL FOR TAVUA

THROUGH the generosity of the directors of Emperor Mines Limited, the European and half-caste children at Tavua, the goldfields centre in Fiji, are having a school built for them.

There are now over 60 children at Tavua whose parents are engaged in the gold-mining industry, and in order for them to receive good education locally, Mr. Theodore and his associates decided to

erect a school on the Emperor property. Two European masters and an assistant teacher will comprise the staff.

The new building, which should be completed by the end of January, will be wholly financed by the mining concern—the project will entail no expense to the Fiji Government.

Mr. David Sinclair George married Miss Alys Audrey Wilkinson, of Auckland, New Zealand, at the Holy Trinity Pro-Cathedral, Suva, Fiji, on November 7.

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CHINESE LABOUR QUESTION STILL AGITATES WESTERN SAMOA

Native Parliament's Reply to European Party

From Our Own Correspondent.

APIA, Nov. 12.

AFTER a lengthy session of five weeks, the Samoan Native Parliament (*Fono* of *Faipule*) on November 4 adjourned.

The newly formed European "United Progressive Party" (which had resulted from the discussion in the *Fono* of the Chinese repatriation question) sent a message to the Acting Administrator, presiding at the *Fono*, asking him to tell the *Fono* about the new party, in order to "prevent all misunderstandings and to foster the friendly feeling that has always prevailed between the Samoan people and the European residents of Samoa."

The members of the Party and the members of the Planters' Association also wished to state:

It is the wish of the members of these two organisations to live and work in harmony with the Samoan people of these islands.

With reference to the Chinese question, the two organisations will co-operate with the *Faipule* in enforcing the existing legislation regarding the cohabitation of Chinese labourers and Samoan women.

That the two organisations will make strong representations to the Government that conditions under which

Chinese labour was originally brought to Samoa will be strictly adhered to—that is, for plantation labour, and for plantation labour only.

It is respectfully requested that Your Excellency point out to the *Fono* how important the plantation industry is to the country, and to save this valuable asset to Samoa how necessary it is to have Chinese labour, and request the *Fono* to reconsider seriously their former remit.

This message was read to the *Fono* and the sentiments expressed were appreciated by the *Faipule*. On October 31, they sent a message by telephone, suggesting a meeting of the Europeans, especially the members of the Progressive Party and the Planters' Association, with the *Faipule*, the meeting to be a public gathering.

The Europeans, before deciding on such a meeting, expressed a wish to have this verbal message of the *Faipule* confirmed in writing.

The conciliatory attitude of the *Faipule*, however, had completely changed over the week-end, probably due to outside influences, and on November 2, they flatly refused to confirm their former message and, at a later stage, they decided that they did not wish to discuss the matter further and preferred to leave the decision to the N.Z. Government, to whom the representations of the various interests had already been referred.

The *Fono*, during the last days of the first session, discussed the decision of the N.Z. Government, to grant the appointment of 16 native judges only, against 39 proposed by the *Fono*. With this decision the *Fono* expressed its dissatisfaction.

Candidates for the various advisory boards were nominated by the *Fono*. Complaints against various school-teachers by native pupils were read; better tar-sealed roads were asked for; also a lot of smaller and more personal requests.

All the remits submitted by the *Fono* were then reviewed. Most of the remits have been referred to New Zealand for consideration and decision.

The *Fono* was closed after the usual complimentary speeches had been ex-

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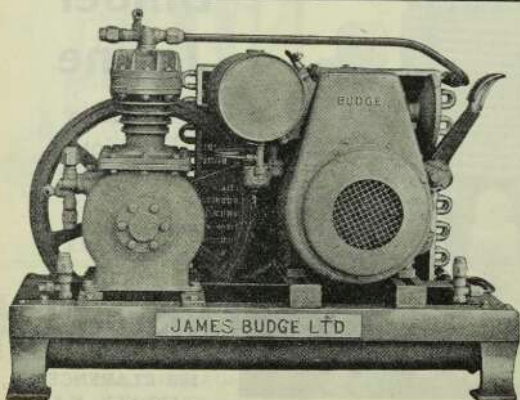
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changed between the Samoan representatives and the Acting Administrator.

N.Z. GOVERNMENT AND CHINESE REPATRIATION

In a letter to the United Progressive Party, the Acting Administrator stated that the Minister for External Affairs had advised him that the repatriation of the Chinese was a matter of policy with the N.Z. Government, and that there appeared to be no point in the Party discussing the matter with the *Faipule*.

During the visit of the Goodwill Mission in July last, the Hon. Mr. Langstone stated to the planters that the missionaries were of opinion that the Samoan natives could be trained for plantation work, and thus replace the Chinese plantation labourers.

The local newspaper has published a report of a Commission of Inquiry into the labour problems of the Pacific Islands, set up in 1922 by the Methodist Church of New Zealand. The report deals with the system of Chinese indentured labour in Samoa, and gives the considered opinions of the heads of the Methodist and the London Mission Societies in Samoa, who agree that the importation of labour is necessary in the interest of the country and of the Samoans themselves, and that under proper safeguards, no objection can be raised against Chinese plantation labour. The London Mission Society's District Committee, composed of Samoans, comes to the same decision, stating that they do not consider that the introduction of Chinese constitutes any serious moral danger to the Samoan people.

The Commission further states that the N.Z. Government had expressed itself to the effect that the "sacred trust of civilisation" involves the maintenance of the Government and other plantations—their reversion to jungle would seal the fate of the Samoan race. This maintenance of plantations cannot be accomplished without imported indentured labour.

RABAU AERODROME.

Site Chosen 12 Miles From Town!

IT is reported that work has been commenced in the preparation of a new aerodrome site, situated some twelve miles from Rabaul, on the elevated ground near Kuraiba plantation.

No one, in New Guinea or elsewhere, has been able to explain why an aerodrome has been chosen, at such a distance from the town—especially as no aviation expert is known to have visited or reported upon the project.

It is contended that there is suitable ground available much nearer Rabaul. If a regular air service is to be established, an aerodrome 12 miles from Rabaul will impose much needless inconvenience and expense upon the community.

Mr. C. E. Ahrens, B.Sc.Agr., an agronomist, who has been stationed in the Hunter River District, N.S.W., has been appointed principal of the Navuso Agricultural College in Fijl, in succession to Mr. B. C. Meek, who has retired. A distinguished graduate of the Sydney University, he is a fine all-round sportsman and is keenly interested in the Boy Scout movement. Mr. Ahrens will sail for Suva in January.

RAIN

O whispering wind, why chase so fast,
Dancing o'er the plain?
Does she not come to visit us,
The tearful lady—Rain?

The trees are drooping, dying fast;
Life has left the grain.
All nature cries "Will she ne'er come?"
The tearful lady—Rain!

If she but knew, if she could feel
The agony and pain,
She would not let us parch so long—
The tearful lady—Rain.

For every night, with staring eyes,
We watch the clear moon wane,
And pray that cloudy morn may bring
The tearful lady—Rain!

Thus long we wait, our throats grow dry,
Our cries seem all in vain:
"O God above, send down to us
The tearful lady—Rain!"

Then moaning faintly through the clouds,
We hear her soft refrain
Echoing o'er the distant hills,
The tearful lady—Rain!

Our eyes are moist with fevered joy,
For she has come again,
With singing hearts we dance with her—
The tearful lady, Rain!

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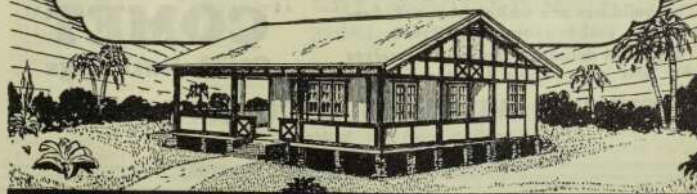
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Dr. A. J. May arrived at Samarai, Papua, with his wife in November to be Acting Government Medical Officer there during the absence of Dr. F. J. Williams, who has proceeded to Europe on a year's furlough.

Captain Tukai McGoon, an old identity of Fiji, died recently at Vagadaci, Levuka, aged 70. For 40 years he had charge of the trading cutter Annie, running between Levuka and Wainunu.

M. HARPER

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Union House, 247 George St., Sydney

CARE OF THE FEET IN THE TROPICS

IT cannot be too often emphasised that the care of the feet in the tropics is of paramount importance.

Generally speaking, the feet are the most overworked part of the body. They are stressed and strained by occupation, mode of living and dress; therefore, they function under most unfavourable conditions at times.

Care should be taken that they be bathed with regularity each evening after work. This should be done with a moderately strong solution of permanganate of potash, or Lysol. Personally, I prefer the latter. Should the feet not be given special care and attention, then weakness and discomfort will surely follow.

Tight fitting boots or shoes, short socks and stockings should be avoided at all costs—in fact, anything that is undersized should not be worn. These are contributing causes of corns, bunions, ingrowing toenails and weakened arches, ankles, etc. Due to the above conditions, our feet have become abnormal in many respects, and people suffer untold agony through their own carelessness.

The foot consists of a group of twenty-six bones. These form four separate and distinct arches. The foot functions in two ways. It acts as an agent of locomotion, and as a shock absorber at the same time, taking care of the more delicate organs of the body, trunk, etc.

There are many and varied types of feet. There is not one type or make of boot or shoe which can be adapted to all feet. This fact should be borne in mind when purchasing footwear. One that fits someone else well, may not be suitable for your requirements.

The feet should be kept in a parallel position when walking, and not with the toes pointing outward. This only tends to weaken the strongest feet, by throwing them out of balance. A child with strong normal feet will always walk pigeon-toed. Should he, on the other hand, "walk with toes out," it indicates weak or defective feet.

The water should not be too hot when bathing the feet, as it is liable to injure the delicate skin, and this is just as important as the skin on your face.

Always cut the nails straight across. They are to protect the extremities of your feet. All wounds and blisters should be immediately attended to, as failure may mean other serious disorders. Bathed in tepid water, with the application of permanganate crystals or Lysol, a good strong solution of iodine should be applied to all cuts, scratches and wounds, and then zinc or some other soothing ointment applied.

Ingrowing toenails and other inflections should be treated by a skilled person. The skin should not be exposed to infection, as it is likely to be under unskilled home treatment. Always sterilise your scissors, tweezers, and other instruments before and after use. Boiling them is best, or dipping them into strong Lysol and hot water is satisfactory. Always wash your hands carefully, before and after treating any ailments of the feet. A good brand of carbolic soap is first rate.

Here is a good prescription for a dusting powder for ground itch, itnea, heat rash, eczema, etc.: Equal parts of zinc, starch and boracic powder, thoroughly mixed, and applied between the toes and affected parts before retiring. This preparation can also be made into a paste, if so desired, by the application of a little water.

The affected parts and surrounding skin of any wounds can be bathed effectively with methylated spirits.

You should exercise regularly, as most of the foot ailments commence from improper standing or walking. The body should not be jarred by descending forcibly on the heels.

Always have on hand a good supply of bandages, iodine, permanganate, zinc and sulphur ointments, to combat any ailments which may arise.

Iodine socks (or inner soles) are splendid for aching feet, and can be had for 1/3 pair, plus postage. The writer will be glad to furnish the address to anyone interested.

—N. C. HUNT.

Wainunu, Fiji.

Mr. and Mrs. J. Land arrived in New Zealand from Tonga on leave by the Matua in November. Mr. Land is officer-in-charge of the radio station at Nukualofa.

Mr. J. ("Tom") Knight, an old resident of Fiji, died in the Colonial War Memorial Hospital, Suva, on November 7, at the age of 72. For some years he was employed at the sugar mill at Navua, Viti Levu.

Captain W. G. Preece, harbourmaster at Nauru, arrived in Sydney on leave by the Maunganui on November 30, accompanied by his wife. He has been on the island since 1919.



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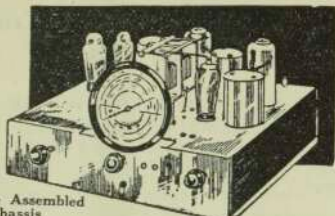
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The Radio Moderne Treasure Box Radio. This sterling, reliable South Sea Island Radio, housed in special warp-proof portable cabinet, double tongued and grooved, of special seasoned timber, insect proof, fitted with battery lead and adaptor for connecting and disconnecting batteries, which are housed in a special cabinet similar to above. Both cabinets have carrying handles for easy transport and are reinforced with brass brackets. The "Radio Moderne Treasure Box," £33, cash only. Worth £45.

Just arrived—White's English Electric Hairbrushes complete ready for use. Gent's Military type, 15/-; Ladies' model with handle, 17/6. The two for 30/-. White's Electric Hairbrush definitely adds lustre and health to the hair and scalp. Standard batteries fitted complete.

Electra - Ray Electric Hair Combs, complete and fitted with handle, 15/-, or pocket or hand-bag type, 12/6. British made, and a treasure to those suffering from falling or dull, lifeless hair. They promote growth.

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Electric Focussing Torches
British Empire make
1,500ft. Beam—
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2 cell types small head, 4/6.

Housed in handsome floor model up-to-date console cabinet. Cash price £22/10/-, plus 5/6 packing, plus freight.

Radio Moderne Exclusively Built to suit Pacific Islands conditions. Humidity, etc. Not a Mass Production Product, each Set individually Built by Senior Mechanics. Tuned up, and Air Tested before despatch.

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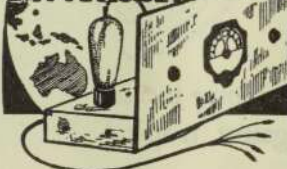
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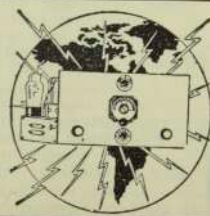


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The "Air Patrol" 2 valve all wave battery set. Covers from 15.5 to 83.5 metres. — £11/17/1 complete with speaker, 'phones and all accessories, a mid-get in name only, but a giant in performance. Receives local, interstate and overseas broadcasts.



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"Totem," the newest game for home, club, picnic or party 21/-.

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Both designed as reproduction push lever and away they go.

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3in., 1/-;
4in., 3/6;
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Electric chromium plated standard size domestic Irons, 240v. AC or DC, 11/6, 16/6
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Like-a-Flash Radio B Batteries; Extra heavy duty, 11/9; triple duty, 14/6; light duty, 7/3; 4 1/2 or 9v. C batteries, 2/-.

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Like-a-flash "Eliminoid" Aerial Kit, for short or dual wave sets. Aerial Pyrex type Insulators.



Double Clad Insulated Rubber Aerial, 30 strands: 50ft. 2/6, 100ft. 5/-, 40 strands: 50ft. 5/6, 100ft. 10/-.

Copper Aerials—3 wires, 3/20; 50ft. 1/-, 80ft., 1/4. 100ft. 1/8. 7 wires, 7/20; 50ft. 1/9, 80ft. 1/9, 100ft. 3/6.

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Miss Mabel Yandell, of Western Samoa, who had been visiting Sydney on a health trip, sailed from Australia on her return to Apia, via New Zealand, on December 12.

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AMERICAN STRIKE

Dislocation in Pacific

From Our Own Correspondent

APIA, Dec. 2.

THE strike in the United States is causing a lot of inconvenience to the residents of Western Samoa owing to the dislocation of mails and freight traffic.

The M.S. *Noumea*, which was due to leave 'Frisco for Samoa with a large cargo of goods and lumber, is held up indefinitely owing to the strike, as also are the Matson liners *Mariposa* and *Monterey*.

There is also at the present time no communication with Pago Pago (American Samoa) and American goods for Apia are now held up in Pago.

CAPT. DOW'S LAST VOYAGE

The Extraordinary Cruise of the "Chance"

By JULIAN HILLAS

READERS of the *P.I.M.* will probably recall seeing, some months ago, an announcement of the finding of a small yacht off one of the northern Solomons, her single occupant dead in his bunk. The story, meagrely supported by facts, roused considerable speculation as to the identity and intentions of the solitary navigator.

Inquiries in several quarters have now elicited the fact that Captain John Dow was certainly the eldest of that hardy company of adventurers who have taken, since the War, to roaming the Seven Seas in small boats. It also appears likely that his ketch, the *Chance*, could have laid claim to a similar distinction.

In 1932, Captain Dow was 71 years of age. A widower, with two sons killed in France, it seemed as though his last days were fully insured by a comfortable bank balance of \$30,000 dollars, accumulated through fifty years at sea. And then, in the financial chaos of that American summer, the bank closed its doors. Of the little fortune, there remained but 150 dollars.

He spent the following winter in New York, subsisting largely on the hospitality of friends. The prospect of a second under these conditions galled the Captain's spirit.

Captain Dow had an idea. His health was still excellent. Poking around the waterfront, his eye had fallen upon a disused ship's lifeboat. From enquiries, he learned that it had long ago been condemned; and well could he believe this, from the worm-eaten state of her timbers. The manager of the shipyard was an old friend.

The boat changed owners and, with borrowed tools, the Captain set to work on her. From amidships forward he decked her in. Under his capable hands the derelict gradually emerged as the two-masted ketch *Chance*.

Finished, she represented his last dreams—dreams of warm Southern lands where the bounty of Nature and the kindness of Man were as unfailing as the rise and fall of the tropical tides. He would sail thither and end his days in those congenial latitudes. In vain his friends pointed out the hazards attached to such a voyage in such a vessel as the *Chance*. Better, the Captain argued, to be lost at sea in the attempt, than spend another winter in New York. Finally, they gave up trying to dissuade him.

In the summer of 1933 he started, accompanied by Captain John H. Meyers, another old sea-dog beam-ended by the Depression.

On their voyage down the Atlantic coast they encountered such weather that Meyers was unwilling to share further adventures, and returned north from one of the ports at which they touched.

A second experiment in passengers was even less satisfactory. Bound from the American mainland to Haiti, and within a couple of days' sail of the latter, his new companion mysteriously sickened and died.

Dow was in an awkward predicament. If he reached port alone, the authorities might view the position seriously, and at 72 he had no wish to be charged with the

murder of an almost complete stranger. At the same time, there were distinctly more pleasant prospects than spending several days with a corpse. The weather was already uncomfortably hot.

The Captain prayed for a good breeze, got it, and thirty-six hours later sailed into port, where he turned his defunct passenger over for a post-mortem.

From Haiti, Dow sailed alone and,

single-handed, took his boat through the Panama Canal at a cost—based on her tonnage—of 2 dollars!

He was now down to his last dime and, when a passing tramp steamer, obliged to disembark her third officer at Panama, sought a substitute, Captain Dow signed on for the round trip to New York.

But back in Panama a fresh misfortune faced the veteran wanderer. The *Chance*,

moored among the small native craft of the port, had been stripped of every portable fitting, including her canvas. Recognising the latter decorating one of his neighbours, the Captain was lucky enough to regain his sails, but of the remainder of the gear not a trace could be found; and to make good his losses Dow was forced to spend practically every cent of the money he had just earned.

From Panama to the Galapagos was the next stage, again single-handed. The Captain had decided to travel alone in future.

At the Galapagos, he caught and salted a large number of fish. To vary this diet, he turned his attention to the wild goats which roamed the island; but without traps or firearms their capture presented a tough problem. After several nights spent in the lower branches of a tree, he succeeded in securing two of these animals by means of a lasso.

To the Marquesas, Dow made an uneventful run, with fair winds and a following shoal of fish, which supplied him regularly with breakfast.

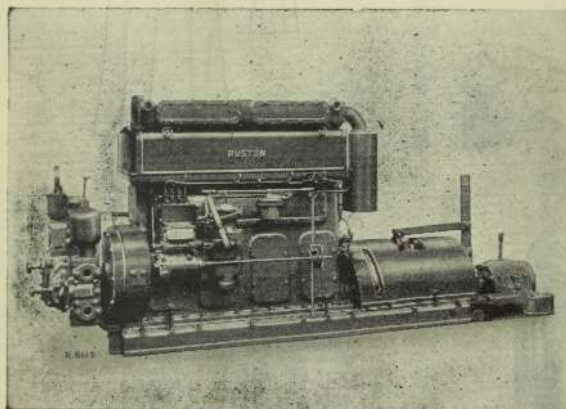
After a short stay at Hiva-Oa, he set out for Manihiki, in the Northern Cooks. By this time, the *Chance* had almost reverted to the state in which her owner had first seen her, and it was only proverbial luck that brought her safely over the next lap. She made water at an alarming rate.

During the last day or two, Dow was in the habit of pumping her dry and then snatching such rest as he could. In an hour or so the water reached his feet, which he had purposely left dangling out of the bunk, and he would get up and pump again for dear life.

At Manihiki, the natives hauled the



The converted lifeboat "Chance," with the two original voyagers, Captain John Dow and Captain John H. Meyers. This illustration is a reproduction of one of Captain Dow's own postcards found on board the ill-fated vessel when she drifted on a reef in the Solomon Islands last year.



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MAY WE SEND YOU OUR CATALOGUE?

Chance across the reef and up onto the beach, where he was able to plug the worst leaks and give a much-needed coat of paint, provided—in addition to the necessary provisions to carry him on to Samoa—by Mr. A. H. Brown, at that time the only white man resident on the island.

In Manihiki, the Captain found the lotus whose scent he had savoured in far-off New York. His 73 years fell away like so much wrapping. Here he danced *hula hulas*, and, with the connivance of his new friends, bathed himself in the

warm glow of a tropical romance. At the end of three weeks, he pulled out for Pago Pago where, to his surprise, the officer commanding the American Naval Station proved to be a former shipmate.

The *Chance*, now absolutely on her last sea-legs, was taken in hand by the Navy and given such an overhaul that her owner scarcely recognised the old boat in which he had made so memorable a voyage.

Leaving Samoa, he set a course for Manila, a destination he never reached.

On January 25, 1936, the *Chance* was towed into Tulagi, after having drifted onto one of the reefs at Ysabel, where her erratic behaviour had attracted the notice of natives ashore. Paddling out, they found her single occupant dead in the cabin.

Captain Dow had made his last port, as he would himself have wished—a master mariner in command of his own vessel, small as she might be. In quest of adventure he had met the greatest adventure of all, and his gallant old spirit passed on to merge itself with the sand and surf of some mysterious islet lit by "that light which never was on land or sea."

Mr. F. V. Saunders, a planter, of Kavieng, arrived in Sydney from New Guinea by the November Montoro.

PATTERN SERVICE

WE have arranged with a well-known Sydney firm of pattern-cutters to publish each month a diagram of a seasonable frock, patterns of which may be obtained by our readers direct from this office, post free, on payment of the sum stated under the diagram. Address your letter to "Pattern," Pacific Islands Monthly, Box 3408R, Sydney, and enclose a note giving the number of the pattern wanted and bust size, and enclose also the price of the pattern in postal note or stamps. The pattern will be sent by return mail.



Frock, 3099—1s. 1d.

3099.—An attractive frock for the "sporty girl," featuring dainty contrast collar and cuffs. Low pleats extend from the skirt panel; this terminates at the neckline, and shows heavy stitching, matching that on the pockets. Material (for 36-inch bust): 3 yards 36 inches wide. Contrast, 3 yard 36 inches wide. Bust sizes, 32 to 40 inches.

Sister Gwen, of the Melanesian Mission's Community of the Cross, at Bunana, Solomon Islands, arrived in Sydney from England after furlough by the Otranto on December 4. She sailed for the Solomons from Sydney by the Malaita on December 12.

B. & S. Estate Agency ROSEVILLE, SYDNEY

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Fashion Hints for Islands Women

By Therese

DASHING, gay, amusing, the clothes for the modern miss are her exact counterpart.

Cotton evening frocks are crisp and lovely as herself; the clever square cut box jacket suit is made for her; stroller coats give her a swagger air; brief skirts flared or pleated allow her all the freedom demanded by an active life. Jaunty little bits of things misnamed hats perch on her head at just the right angle, and from the top of her head to the tips of her little toes she is perfection.

Bands of navy blue stitching give a nautical air to the two-piece suit of white uncrushable linen. A white up-turned sailor hat dangles a navy ribbon over its brim, and blue and white square toed and heeled shoes complete the colour scheme.

Cool and chic is the linen ensemble boasting blouse, shorts, skirt and bolero jacket. It can be worn all through the summer on divers occasions.

A simple, well-cut one-piece frock takes unto itself a gaily spotted over-blouse.

A smoky blue jacket and skirt allies itself with a short sleeved dusky pink blouse of finely tucked voile. The coat is cut raglan fashion, thus allowing maximum coolness.

A green and white spotted frock buttons up to its Peter Pan collar with green buttons and laces its pockets and sleeves in an intriguing manner. There is a six-inch slit back and front of the two-piece skirt.

The art of looking distinguished is perfected by the matron and she proclaims it to the *nth* degree in a navy and cornflower blue silk jersey. The raglan sleeves and sides of the bodice are navy and the light blue reaches right up to the neck line, to be caught in a peak by a halter collar of navy. The flared skirt has large patch pockets. Cornflower blue shoes and gloves and a large brimmed navy hat with cornflower blue crown complete a picture full of charm.

A white dress of flat crepe has two knots of navy ribbon to fasten its bodice at one side. The skirt has a wrap-over front and is swathed at the waist with long white sash, knotted with a navy bow.

With a simple black dress a vivid coloured jacket is worn. Indeed, these colourful jackets with hat to match give a charming note to any white or printed frock.

Delightful is the tailored shirt frock of dusty pink with large coral buttons fastening its bodice. A debonnaire flared jacket of white pique shoots out to the hips.

Lovely tunics, the boon garments to the limited income woman, are becoming and adaptable. Over walking length skirt or worn for evening with various sashes, they meet with unqualified success.

Envelope flaps on pocket and collar and cuffs imbue an afternoon frock of navy crepe with an air of distinction. White doeskin gauntlets and a dashing navy sailor with white underbrim are fitting accompaniments.

Twin crystal stars at the neckline of a formal afternoon gown on well-fitting lines, make one doubly sure of soaring high in fashion's firmament.

Lace is back in guises new and old and always it is delightful. Collar and cuffs of pink linen lace lend infinite charm to a dull crepe gown.

Stiff linen lace is used on coats for formal afternoon wear. A dark blue lace is starched and makes up into the simplest

tailored dress for dinner wear. Add a belt of wide red velvet ribbon and the invitation to dine will assuredly follow.

Simplicity is the keynote of a cyclamen crepe gown which hangs straight from the shoulder, its fullness shirred in sections at the waist and tied with knotted silver cords. The neck is high to the front, supported by a strap to the waist at back. A lovely old amethyst brooch pins at the neckline, and an amethyst bracelet adds the only other note of adornment.

Over a sheath-like dress of bronze satin goes a loose coolie coat scattered with sequins, which are right up to the minute

since fashion decrees we must glitter on our way.

For the ingenue, frills and a *frou frou* of net spangled with silver make a charming gown, the low décolletage of which lends her a grown-up air.

Soft shirred and summery evening frocks run riot everywhere. Shirring rucks the sleeves and moulds the hips

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with graceful swathes and gathers the bodice in soft folds.

There is subtle sophistication in the frock of blue and white striped satin bodice. The square neck-line dissolves into mere halter straps. The stripes run across the bodice and end in a peak below the waist line, and the stripes are cut diagonally in the skirt.

An empire gown of black net boasts balloon sleeves and a jewelled clip gleaming from its high waist-line.

A slim gown of black delustrated crepe possesses a vivid diagonal striped sash to swathe its waist and ties bustle effect with wide ends trailing floorwards.

Oozing charm, a *directoire* gown of white satin moulds the figure in lovely lines and trims its square décolletage with three rows of silver braid, which match up with quaint silver sandals, body and soles of which are held together by mere strips of plaited lame.

Buttoning demurely up the front of its tight bodice with crystal buttons in direct contrast with its full skirt, a taffeta frock flaunts an elbow length capelet tied with an enormous bow.

Revers have again come into prominence, and large revers of silver spread widely over the arms like a breast plate, and fasten in a band at the back of the neck. The skirt tiptilts in front.

Evening gowns slit themselves from waist to hem, either front or back, to reveal a glimpse of a brilliant petticoat which can serve the purpose of an evening gown. This petticoat-cum-evening gown is a tower of strength and becomes a complete wardrobe by interchangeable bits and pieces. Make it of flat crepe, slim and well cut, flaring to the hem with a kilted frill at the foot. Slip over it a fluttering floor length georgette cape.

A heavy white gown of crepe ties a jaunty cat's-whisker bow of black paillettes at its neck-line and runs a strap of the same glittering discs down its bare back.

Yards of tulle, shirred to a delicious froth, go to the making of an evening scarf that is a dreamlike possession.

A flippant pique jacket with black spots on a white ground, dips its peplum at the back and is worn over a black crepe skirt with equal success for day and evening.

With infinite variety Fashion goes her fickle way and decrees:

Draperies in the pre-war manner.

Sparkling gowns, per medium of sequins, or subtly woven gleaming threads of silver and gold.

Large sleeves and full bodices gathered to yokes.

Slim hips.

Wind-blown effects—straight fronts, flaring backs.

Voluminous evening wraps—taffeta coats with bustle backs cover svelte gowns.

Lots and lots of white accessories.

Enormous buttons.

Countless spectator sports frocks. Initials on scarves, pockets, and handkerchiefs.

Tunics and peplums.

Crepe stockings dull and expensive looking and two-tone shoes.

GROWTH OF A.W.A.

Success in Manufacture

THE profits of Amalgamated Wireless (Australasia) Limited (which controls radio communication in the South Pacific, and half of which is owned by the Commonwealth Government) increased by £3,000 during last financial year.

This now is a huge organisation and is notable for its efficient management and control. Its radio network and services are familiar to all dwellers in the Central and Western Pacific.

It is interesting to note that a rapid advance has been made in recent years by this Company in the field of manufacture. The Company produces in Australia all kinds of radio equipment, and its apparatus and appliances are now being sold all over the world in successful competition with the products of the biggest companies and best brains in Europe and America. The two newest passenger liners in the South Seas—the *Kanimbila* and the *Awatea*—carry A.W.A. equipment.

No less than 1,100 persons are employed in the A.W.A. radio-electrical works at Ashfield, Sydney—described as "an Australian factory in an Australian garden." The buildings, which are on the site of the factory which once produced the notorious Australian Six motor-car, are surrounded by lawns and gardens, and, seen from the Parramatta-road, make a delightful picture.

Miss J. K. March, principal of the Girls' School conducted by the Methodist Mission at Vunairima, New Britain, returned to Rabaul from furlough by the Montoro from Sydney on December 2. During her period of leave she paid a short visit to Fiji to study educational methods there.

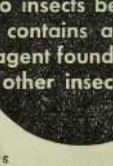
Miss Ivy Wilson, who has completed four years' service with the South Sea Evangelical Mission at Wanoni Bay, San Christoval, in the Solomon Islands, reached Sydney by the Malaita on December 3. She is on five months' leave which will be spent in Victoria.

Mrs. F. Schober, of Nukualofa, has arrived in Sydney with her children, Bernhard and Margareta, and is the guest of her sister, Mrs. Alfred Page (Lefagaoalii) at Centennial Park. It is 12 years since Mrs. Schober was last in Sydney.

Miss Marie Elliott, of Wellington, New Zealand, passed through Sydney in December on her way to Papua, where she will be married in January to Mr. John Simpkin, a young Englishman, who is a plantation owner about 40 miles from Port Moresby.

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MOTOR SPIRIT

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Mr. and Mrs. A. E. Allison, who have been spending the winter months with Mr. and Mrs. Ernest Thorpe, at Thursday Island, returned to Australia by the November Wandana.

Crown Prince George Taufā'ahau, of Tonga, left Sydney on December 12 to spend his holidays at Nukualofa. On his return to Australia he will enter the Arts Faculty of Sydney University, and will also study law.



TOUGH VOYAGING IN SOUTH SEAS

By "BORNEO"

WE sailed out of Papeete, Tahiti, on a schooner of 60 tons, manned and owned by South Sea Islands natives. No engine; just sails, and fairly well patched at that.

Passengers, 7 Chinamen traders in the Austral Group, 29 native men and women, 10 of a crew, one white man (myself)—47 all told. No food provided—everyone looks after himself. Cooking out of the question. On top of all else, no accommodation—only four bunks on this schooner, in the cabin, about 14 x 10 in size.

We were well away from the gay city of Papeete when it started to blow, and

very soon we had a bit of a choppy sea. Night was coming on, and we had nowhere to lie down. There was one small lamp. The Chinamen were all sick in basins, with which they always provide themselves for these trips. They are poor sailors.

I had bought the first mate's bunk from him "on the side," besides paying for my passage, but I had no chance to get into it. Three women tucked themselves into it, and there was no hope for me. I tried every known move to turn them out. No good! Seasick women are the very devil incarnate!

The gale came on in earnest. Bare poles; and for three days and nights there was no let up. Most of the natives by now were well flattened out. For myself, I jumped into the captain's bunk and made things alright with him. Money has power, even on a schooner in a storm.

A MEMORABLE ODOUR

There were no sanitary arrangements on this packet, and the cabin had no door—only a hatch—and we were in a bad way for air. When it was raining and blowing there was no chance of opening the hatch to get a breath of the breeze.

The stench of the natives and the sickness of the Chinamen is something I shall never forget—though I am a battler of the first water, 60 years old to-day and been through two wars, the Boer War and the World War. I ought to have a nose exempt from everything. But the memory of that particular stink will stay with me till I go to the Happy Land.

At last, after battling along for 18 days, we sighted an island. Then, just to spite us seemingly, Fate sent a dead calm. The water on board, one small tank, was going down. Natives never look ahead.

Six days we were becalmed, with no chance of making land. There was not a breath of wind, and our water supply was down to an inch in the bottom.

When we were 17 or 18 miles away necessity drove us to action. Out at last went the boat, and nine natives pulled for the shore. Next day we were taken in tow by a handy launch. Most of us were right glad to have a swim, whilst all were ready for a meal.

I would like to see that journalist from New York who, with his wife, wanted to take a passage with us in that schooner. He would have had something to tell his friends about for all time to come.

I persuaded them not to go—there was no accommodation for ladies. They said they wanted the experience! They can thank their stars they missed—it would likely have been the end of the lady.

THE END OF ROMANCE

LOTS of people are for ever hankering to reach the South Seas and sleep under a coconut tree. All moonshine! There's no real comfort anywhere in the South Seas. You get sunshine and fresh air, true enough. But, without money, you get little else.

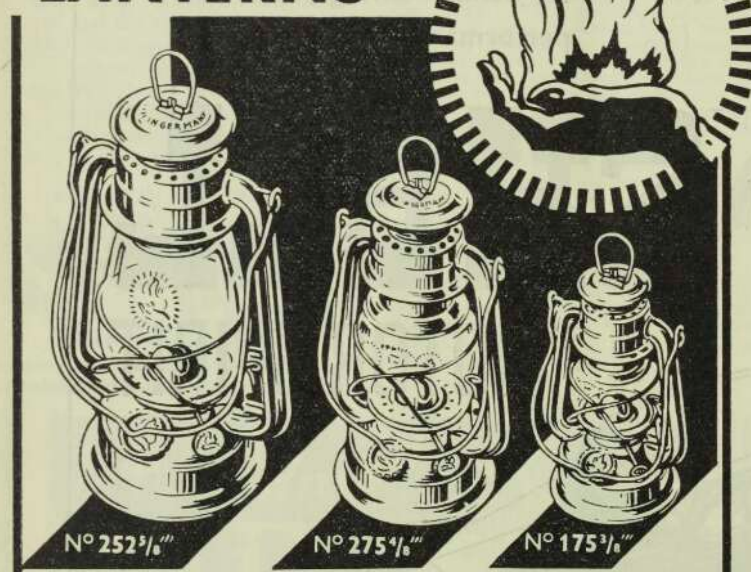
It takes money, and plenty of it, to get comfort and easy voyaging amongst these groups. If you are well-hipped, the natives look after you fine—so long as you "shell out" steady and plentifully.

I know what I am talking about. I have had 24 years' experience of South Sea Islands life, on and off.

There must be an "off," or a man goes to pieces. I always manage to make my home town in New Zealand every 18 to 24 months, staying put till, in about the same length of time, I get the wanderlust again.

I'm just like hundreds of others. When living on an island hereabouts I hunger for the comforts of New Zealand; and,

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Correspondence invited

when I'm in New Zealand, I hunger for the Islands life. Man is never satisfied, always wanting something he hasn't got.

LIFE ON AN ATOLL

ONE misses a lot living on a really isolated island, such as some of the Tuamotu Atolls. No meat, no sugar, no flour, no smoking, no light; go to bed at dark, up at daylight; no butter, no milk, no cinema.

To make up, there are plenty of mosquitoes, fleas and flies, with abundance of fish if you have lines, hooks and a boat or canoes. One lives principally on taro and fish.

It's no good "loading up." Time and again I have provided myself with every known solid kind of foods. It was useless—too many friends! You have got to go native to live on many islands.

A passing visitor knows nothing of this. But a resident finds himself soon eaten out of house and home. You must live as the natives do. It is pretty rough fare at times, and you may often go hungry.

Hunger has its blessed side; you enjoy a meal when it comes. Most folk have never gone hungry in their lives, eating to a timetable. There is no timetable with us. Eat when you have the food, and expect abundance only at certain seasons of the year. A day without a bite, from sunrise to sunset, has been my lot scores of times. Nuts are not everywhere.

Tough voyaging includes land life as well as sea. You can land a carload of foodstuff on an island. That is easy; but to retain it for its appointed period is impossible. You've got to share out and share out liberally. As a rule, on small, lone islands, it is community life; their code is share and share alike—the devil nipping the hindmost—who is inevitably the white man.

BOARDING SCHOOL FOR ISLANDS BOYS

PARENTS in the Islands who are looking for an Australian boarding school where they can safely leave their boys, will be interested in the Newington College advertisement in this issue.

One of the Great Public Schools of N.S.W., Newington is a school of traditions, dating back almost three-quarters of a century. Prominent citizens in all walks of life have passed through its class-rooms; many have learned to play the game of life through learning to take their part manfully on its playing-fields. With large and completely equipped grounds and with special facilities for boarders and a competent teaching staff, Newington has everything to offer to parents looking for a suitable boarding school. The headmaster, Mr. P. R. Le Couteur M.A., is a Rhodes Scholar, and a sportsman of well-established reputation.

Mr. A. E. Ray, manager of Messrs. Burns, Philp and Co. Ltd.'s branch at Kavieng, returned to New Guinea from furlough by the Montoro from Sydney early in December.

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Your kidneys have nine million tiny tubes or filters which are endangered by neglect or drastic, irritating drugs. Beware! If Kidney trouble or Bladder weakness makes you suffer from Getting Up Nights, Leg Pains, Nervousness, Dizziness, Stiffness, Rheumatism, Lumbago, Circles Under Eyes, Swollen Ankles, Neuralgia, Burning, Itching, Smarting, Acidity or Loss of Vigour, don't delay. Try the Doctor's new discovery called Cystex (Sax-tex). Soothes, tones, cleans, and heals sick kidneys. Starts work in 15 minutes. Brings new health, youth and vitality in 48 hours. Cystex costs little and is guaranteed to end your troubles in 8 days or money back. Price 4/-, all Stores and Chemists. SCHAFFER & CO., 189 Clarence Street, Sydney.

RABAU NOTES

From Our Own Correspondent

RABAU, Nov. 15.

HIS Honour Judge F. B. Phillips is at present on circuit court at Wau and Salamaua. Mr. Woodhill, of the Crown Law Office, accompanied the Court as Crown prosecutor.

The assessed value of copra for export purposes for the month of November has been declared at £12/18/9.

The subscription list for the construction of the local swimming pool is growing apace. Latest figures show that £626 has been collected.

Armistice Day was observed in Rabaul by an impressive ceremony held in Central Square, when the two minutes' silence was observed by His Honour the Acting Administrator, Members of the Legislative Council and the general public. Buglers from the native constabulary sounded the "Last Post" and "Reveille."

Copra exported from the Territory during October totalled 10,862 tons, of which 1,216 tons were shipped to Australia.

Mr. N. Blood, of the New Guinea European Constabulary, sailed from Sydney with his wife for Rabaul by the December Montoro.

Father Michael McEncroe, of the Sacred Heart Mission at Yule Island, Papua, returned to Port Moresby from Sydney by the Montoro on December 2.

Mrs. C. R. Pinney, the wife of Captain Pinney, Administrator of Norfolk Island, has been receiving medical attention in hospital recently; but she hopes to spend the Christmas and New Year holidays in Sydney.

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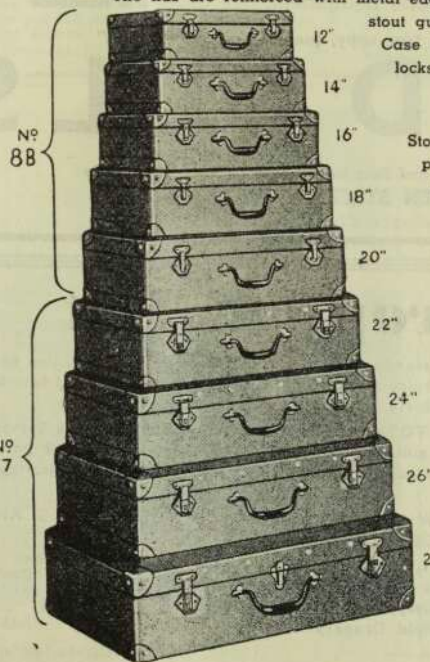
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Mr. W. G. Meadley, a graduate of Melbourne University in electrical engineering, left Sydney for Gavutu, British Solomon Islands, by the Malaita on December 12. He will carry out copra-drying investigations for Lever's Pacific Plantations Pty. Ltd., under a two years' contract.

A. Q. McGowan & Co. SUVA, FIJI ISLANDS

Dealers in all Island Products, Exporters of Trocas Shells, Pearl Shells, Cowrie Shells and Curios, Kauri Varnish Gums, Bark, Mauritius Beans, Maize. Enquiries solicited.

LAUTOKA WHARFAGE

Urgent Need for More Accommodation

From Our Own Correspondent.

SUVA, Nov. 28.

LAUTOKA people have been complaining that their growing town has not now sufficient wharf accommodation to meet the needs of shipping using the port. There is little doubt that the complaint is justified.

This port is the distributing centre for some 150 miles of coastline from Sigatoka to Tavua, and with the boom in mining at the latter place there has been much increased traffic. The only berth for a steamer at the wharf was built for and is still controlled by the Colonial Sugar Re-

fining Co. Under an agreement between the C.S.R. Co. and the Government, all other shipping has to give way to vessels coming in to the charter of the big sugar concern.

Residents contend that the Government made a bad mistake when it granted the Company the concession to build and control the wharf, for no one can blame the latter for exercising its rights in this connection.

To quote a case in illustration, only recently an overseas steamer arrived with general cargo for discharge at Lautoka. When she reached port the agents were informed that she could have the use of the berth for only a few hours, as a vessel was expected to load sugar and would require the berth. The ship was able to discharge only about 50 tons of her 370 tons of cargo and then had to quit the berth and return some 10 days later. Perishable cargo was not improved by this delay.

The most suitable site for a new wharf has been surveyed, but that seems to be as far as the matter has gone. At this site there is plenty of room for ships of any draught, which is more than can be said for the C.S.R. wharf, where some vessels loading lie on the mud at low tide.

There is also the revenue point of view to be considered. At present the Government collects no dues from shipping entering Lautoka other than light dues. With a wharf of its own at Lautoka, the Government would probably find revenue from that side of the island substantially increased.

AGRICULTURE EXPERIMENTS IN RAMU DISTRICT, N.G.

From a Special Correspondent

WAU, Nov. 10.

EXPERIMENTS have been made in the Ramu District with Cinchona seed (quinine) and Jamaica coffee seed with good results. The seeds have germinated and the growth has been promising.

It was the intention of the Agriculture Department to experiment in the cultivation of tea, and seed from Fiji was expected to offer opportunities to prospective tea planters. Unfortunately, the seed that arrived in October was in such poor condition that the Department despaired of any successful results.

It is understood that a further supply will follow shortly.

A HUNDRED YEARS IN FIJI

IN the compass of 140 pages, Rev. J. W. Burton, M.A. (Secretary of the Methodist Mission), and Rev. Wallace Deane, M.A., B.D., have produced in *A Hundred Years in Fiji* a compendium of Fijian history.

The book gives an interesting account of the emergence from the ancient Fiji of savagery and cannibalism to the new Fiji of civilised life and peaceful progress. Full of character and incident, the story portrays graphically the outstanding missionaries who pioneered Fiji; and the chiefs who were most troublesome and who later became the Church's staunchest allies.

The two competent writers who have collaborated in this little book know their Fiji from residence in the Group as missionaries. Priced at 4/-, *One Hundred Years in Fiji*, which is copiously illustrated, has been published by the Epworth Press, London.

Mr. C. I. H. Campbell, of Raua Plantation, Kieta District, New Guinea, arrived in Australia by the Malaita early in December.

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SUVA, FIJI

Fijian Language

Unofficial Members of Council Dislike Government's New Spelling Style

From Our Own Correspondent

SUVA, Nov. 26.

THE use of so-called phonetic spelling in Government documents and publications when Fijian words appear, instead of the old method adopted by the early missionaries when they committed the language to writing, gave rise to a lengthy debate at the last session of the Legislative Council.

The senior elected member, Sir Maynard Hedstrom, moved a motion that in the opinion of the unofficial members of the Council, the Government's action in altering the spelling of Fijian words, contrary to the wishes of the Legislative Council (*vide* L.C. debates 1933) was an arbitrary and improper infringement of the Council's rights.

Sir Maynard spoke at length on the foundations of the language. He told how the missionaries had found that such sounds as the soft "th" and "mb," "nd," and "ngg" occurred so often in Fijian, and how they therefore adopted letters of the English alphabet which were not sounded in Fijian, to represent them. For instance, "c" represents "th," while "b" and "d" always have the "m" and "n" sounded before them. There is no "q" sound in Fijian, therefore it was adopted to represent the sound of "ngg," as in the name of the island of Beqa—or as the new spelling has it, Mbengga.

Sir Maynard held that the form of spelling now adopted was by no means phonetic,

and said that the most the late Governor had intended was that the names in maps and documents circulating outside the colony should have some form of phonetic spelling. When the question had been debated in 1933, Sir Murchison Fletcher had undertaken to appoint a committee to select the documents in which the so-called phonetic spelling should be used.

In 1934 an administrative order was given that the phonetic spelling should be adopted in certain documents, and Sir Maynard said he could not understand why it was that this had only recently been put into operation. He knew that his present motion as worded would not be accepted, but the unofficial members of the Council wished to have their views placed on record and before the Secretary of State for the Colonies.

Other unofficial members supported Sir Maynard, and Ratu J. L. V. Sukuna, an erudite native member of the Council, was wholly in support of the old method of spelling. He remarked that with the new system many Fijians were beginning to wonder how their names should be spelt. The Chief quoted the case of a recently deceased chief, Ratu Waqanivavalagi; with the so-called phonetic spelling, this would be Wangganivavalangi which, he suggested, was neither convenient nor nice to look at.

The Acting Governor said that he had found a report from a committee on the spelling of the Fijian language and certain recommendations. He found that the orders of Sir Murchison Fletcher were not being carried out and gave instructions that they should be. He refused to countermand the order of the late Governor, but would report on the subject to the Secretary of State. He promised to send also a copy of the debate and a memorandum on the matter by Mr. G. Kingsley Roth, a former District Commissioner.

At present the matter rests there, but

there is a large body of local public opinion against the change to the new system of spelling. The local press continues to use the old style; while, of course, the *Fiji Royal Gazette* religiously spells Cakobau as Thakombau, etc.

Mr. and Mrs. Frith, of Jervis Island, Torres Strait, will leave their little island at the end of December for a furlough in Australia.



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Ba, Lautoka, and Sigatoka.

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the new, modern
hotel at Lautoka,
built recently by
Mr. Pat Costello
and now leased
by Mr. W
Shirley.

Mr. C. W. Tucker, Sub-Inspector in the
Fiji Constabulary, arrived in Australia by
the Aorangi on November 30 on vacation
leave.

New B.P. Vessel for Fiji Trade

From Our Own Correspondent.

SUVA, Nov. 25.

MESSRS. Burns Philp (South Sea) Co.,
announce that a tender has been ac-
cepted for a new diesel driven vessel for
the inter-island trade in Fiji. The new
ship is expected to reach Suva in June
next year.

The principal dimensions of the vessel
are: Length overall, 152 ft.; draught,
loaded, 7½ ft.; speed, loaded, 10 knots;
bale capacity, 16,000 cubic ft. She will be
a twin screw ship and will be fitted with
cold storage accommodation.

There will be six state rooms each of
two berths, making 12 bunks in all. The
saloon will accommodate 20 people, and
there will be a smokers room.

The new vessel will go into service on
the Macuata run in place of the auxiliary
vessel *Helena*.

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RUNAWAYS ARRESTED

From Our Own Correspondent

APIA, Dec. 1.

FOUR runaway Samoan natives from
Pago Pago, who had stolen a rowing
boat and run away to Western Samoa, were
promptly arrested on their arrival at Alei-
pata, on the east coast of Upolu. They are
being held there by request of the Ameri-
can authorities pending the arrival of the
American station ship *Ontario*.

Matron B. McGuigan, of the New
Guinea Public Health Department, ar-
rived in Australia from Rabaul on four
months' leave by the November Mac-
dhui.

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anywhere. Apply—

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New Governor Arrives in Fiji

Warm Welcome for Sir Arthur Richards

From Our Own Correspondent

SUVA, Nov. 28.

AN enthusiastic welcome awaited His Excellency Sir Arthur Richards, K.C.M.G., the new Governor of Fiji, when he stepped off the *Matua* at Suva this morning. Sir Arthur was accompanied by Lady Richards and family, and Captain P. Jeffs, his A.D.C.

Greeted by a salute of 17 guns fired from *H.M.C.S. Pioneer*, His Excellency landed and inspected the guard of honour of European, Fijian, and Indian companies of the Defence Force and the band.

Shortly afterwards His Excellency went to the Supreme Court, where, in the presence of members of the Executive Council, he was sworn in as Governor and Commander-in-Chief in and over the Colony of Fiji and as High Commissioner for the Western Pacific. The oaths of allegiance and office were administered by His Honour the Chief Justice, Mr. O. C. K. Corrie.

In a short address Sir Arthur expressed thanks on behalf of Lady Richards and himself for the very warm welcome they had been accorded. He remarked that he was conscious of his good fortune in coming here on a rising tide of prosperity. His predecessor, Sir Murchison Fletcher, had had the difficulties of the depression to deal with, but had also had the satisfaction of steering the ship into calmer waters.

It would be his endeavour with the assistance of his advisers to pursue a policy of progress. Fiji was an agricultural country, and it would be his endeavour to foster development along those lines.

His Excellency said that there was one policy that would remain unchanged and unchallenged, and that was that the true interests of the Fijians always remained the ultimate and predominant consideration of the Government. Some confusion might arise as to what were the true interests of the Fijians: they were to fit them more fully to meet the impact of modern conditions and to help them to help themselves and maintain their position. It was not in the true interests of the Fijians to injure or restrict the activities of other races whose energy and industry had contributed so signally to the welfare of the land.

Later in the *bure* at Government House their Excellencies were accorded a traditional native welcome by leading chiefs of the Colony. Sir Arthur was presented with a *tabua* (whale's tooth) and the usual root of *yaqona*. An address of welcome was read by one of the chiefs. Then came the ceremonial preparation and drinking of *kava* done with full native ceremonial, the performers chanting as the drink was painstakingly prepared.

His Excellency addressed the chiefs along the lines of his address to the Executive Council earlier in the day, saying that it was the object of the Government to teach the natives to take a vigorous pride in the national future. They would always have the Government's help and support in upholding and safeguarding their position. The Government wished to help the Fijians in every way, but they must be able and willing to help them-

selves, so he would confidently look forward to receiving a full measure of support and co-operation from the chiefs in everything which he might try to do for the good of the people and their country.

WELCOME IN SAMOA

From Our Own Correspondent.

APIA, Nov. 25.

THE newly appointed Governor of Fiji and High Commissioner for the Western Pacific (Sir Arthur F. Richards, K.C.M.G.) passed through Apia on the *Matua*.

Sir Arthur was entertained on the afternoon of November 24 at the Government (Avele) Boys' School, with a programme of Samoan songs and dances.

Representatives of Europeans and natives were present, and were introduced to the guest of honour.

Mr. W. J. Clapham, accountant at the Suva branch of the Bank of New Zealand, returned to Fiji after furlough by the *Niagara* in November.

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PITCAIRN ISLANDERS GO TO NEW ZEALAND

From Our N.Z. Correspondent
AUCKLAND, Nov. 30.

THERE has been quite a trend of emigration from Pitcairn Island, home of the descendants of the *Bounty* mutineers, to New Zealand. Four of the Islanders arrived a few months ago and are now working in the Dominion, and six more, including one woman, reached Auckland this month by the *Rangitara*.

Four of them had previously visited

New Zealand but two are making their first contact with the outside world. One of the visitors is a descendant of Fletcher Christian, leader of the mutineers, and the others are descendants of a midshipman who joined them.

They denied that there was any hardship on Pitcairn and said, indeed, that they were so self-supporting that the depression had scarcely been felt. Their object was to get a change from Islands life and to find work in New Zealand. The length of their stay depended on their success in obtaining employment. Friendly and well-spoken, their bearing to an interviewer was the essence of courtesy.

WASHED COPRA

Experiment In Fiji

THE following is taken from the weekly bulletin (November 14) of the Fiji Coconut Planters' Union:

We are permitted by Mr. Duncan to give particulars of a recent experiment carried out, in conjunction with Lever Bros., of the relative merits of washed and unwashed copra.

At Mua Estate, Mr. Duncan dries his copra in compartments heated by steam coils and thus produces hot-air-dried copra of a high quality. The layout of his dryer is such that the green copra, on arrival at the kiln, is tipped on to a washing platform, where the green copra is washed by a fresh water jet, with a pressure of 100 lbs. to the square inch. The washed copra is then placed in the drying compartments.

Copra washed in this manner prior to drying, and copra put through the dryer at the same time without prior washing gave the following analyses:—

	Washed Copra	Unwashed Copra
Oil	66.79%	65.56%
Moisture .. .	4.07%	4.37%
Free Fatty Acid	1.02%	3.11%

The most interesting feature of the analysis is the lower free fatty acid content of the washed sample, 1.02 per cent, as compared with 3.11 per cent, of the unwashed sample.

By reason of the high grade of his copra, Mr. Duncan is able to obtain a premium above the price of Fiji Plantation South Sea.

SAMOAN NEWS

From Our Own Correspondent
APIA, Nov. 25.

FOR the first ten plots of land which have been put up for tender in the new Land Settlement Scheme sponsored by the Administration, no less than 56 local-born young men have sent in applications. The plots therefore will be allotted by ballot.

The European United Progressive Party, the Chamber of Commerce, and the Planters' Association have jointly submitted a request to the Administration, that the two European elected members of the Legislative Council should represent the Europeans on the Finance Board, which is to be constituted in accordance with the request of the Samoans.

Sir Carrick Robertson, prominent New Zealand surgeon, was a through passenger on the *Matua*. His daughter is married to the Apia solicitor, Mr. G. Jackson.

Mr. A. Schaaffhausen, officer in charge of the Public Works Department, is leaving by the *Matua* on a combined business and holiday trip to New Zealand, via Fiji.

A report of the death at Invercargill, N.Z., of Mrs. A. McCarthy, wife of Judge McCarthy, for many years a resident of Apia, where she was well and favourably known to a large circle of friends, was received with sincere regret.

Mr. and Mrs. Geoffrey Jackson, of Apia, have recently had as their guests in Samoa, the former's parents, Mr. and Mrs. T. Jackson, of Auckland. Mrs. Geoffrey Jackson returned to New Zealand with her guests, and is now staying with her parents, Sir Carrick Robertson, the well-known surgeon, and Lady Robertson, of Auckland.

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LARYNGINE—A sure cure for Coughs, Colds, Strangles, etc. Price, 5/- per can. Postage 1/-.

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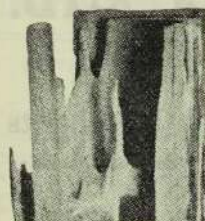
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A. W. D. MULLINS

Man Who Established Lae Workshops

THERE was regret throughout the New Guinea goldfields when it became known that, at the end of October, Mr. A. W. D. Mullins would retire from the position of mechanical superintendent for Guinea Airways Ltd., at Lae, and would return to Australia. Mr. and Mrs. Mullins, during their 10 years' residence at Lae, endeared themselves to everyone.

The phenomenal success of Guinea Airways in aerial transport has been due largely to mechanical efficiency and good ground organisation; and Mr. Mullins was largely responsible for that remarkable mechanical efficiency.

When, at the late C. J. Levien's urgent request, Mr. C. V. T. Wells, of Adelaide, hesitatingly bought in Melbourne a second-hand De Havilland aeroplane, wherewith to try out aerial transport in New Guinea, he selected two men to go with the machine—Captain Mustar, pilot, and A. W. D. Mullins, mechanic. It was a shrewd and happy choice.

The plane was shipped to Rabaul. The B.P. steamer met terrible weather. Mustar and Mullins spent most of their time sitting on the cables which held the plane on the deck, helping to keep it from falling overboard. Then came weeks of work in Rabaul, preparing the plane for that historic and hazardous flight along the south coast of New Britain to Lae, where Mr. Levien had scratched a narrow landing-place out of the thick jungle.

Mustar and Mullins made the flight successfully; and thus was inaugurated the aerial transport industry of New Guinea. Mustar flew the plane in to Wau (finding the cleared hillside 'drome after three attempts) and, within a week, he was busy freighting by air. Two thousand carriers were promptly withdrawn from that heart-breaking track between Salamaua and Wau, and set to work as labourers on the new field.

Mullins, there in the jungle with a few simple tools, kept the engine of the plane in good order. Within a couple of years, his palm-leaf toolshed had grown into a series of great workshops, where his big staff gave ceaseless attention to the growing fleet of large planes. The Company, recognising his worth, sent Mr. Mullins to Europe and America to make himself thoroughly acquainted with the great machines he was servicing.

A good comrade and a tireless worker, "Mull" became almost an institution at Lae. His wife, a woman of exceptional character—an army nurse, whom he met in England during the war—joined him at Lae soon after he went there, and helped him to make a home in the tropical wilderness.

Mr. Mullins was one of the first volunteers from Adelaide for the A.I.F., and he was one of the 25 who were disembarked near Rabaul in 1914 to put the German radio station at Bitapaka out of commission. He got malaria, was invalided home, and was refused when he volunteered a second time; but he went to England as a munition worker, and gained valuable experience in the great war workshops. After the war, he joined the R.A.A.F. at Point Cook, Melbourne and from Melbourne he went to New Guinea. Mr. Levien always described him as "a wizard with engines."

Mr. Dennis Hill, a Fiji Government official, arrived in Australia in November on furlough. After a brief stay in Melbourne, he and his wife went across to Tasmania to spend a short holiday.

'PLANE'S INFLUENCE

Keeping Law and Order in Morobe, T.N.G.

From a Special Correspondent

WAU, Nov. 19.

ON account of the large settlements of miners and the big operating concerns, the Morobe district is far in advance of any other outlying region in the territory. This has been achieved to a great extent by the aeroplane services that operate into the heart of the country.

Actually there are about 40 planes in use in the territory, and most of these are in service in Morobe. On account of the difficult nature of the country, the immense area, and the vast population, this method of administration is the only possible means of maintaining law and order. Air transport not only keeps the various posts supplied with provisions but also enables the administrative officers to be in touch with any unforeseen disturbances.

Although there is this marked difference between Morobe and the other districts, outlying areas are gradually coming under European influences. For instance, the Officer-in-charge in the Upper Ramu district in September was visited by many warlike warriors from the surrounding villages who surrendered their arms, expressing in loud terms their desire to live in peace.

A greater control seems to have been achieved in this area than in any other of the more primitive districts, though work is still progressing in the Chimbu-Bena Bena areas, and extending among the Kukukuku tribes not far distant from Mt. Lawson, near the Papuan border.

Rev. C. W. J. Mannering, of the Methodist Mission, arrived in Sydney from his station at Namatanal, New Britain, by the Nellore on November 19. He hurried immediately to Victoria to join Mrs. Mannering, who had just given birth to their son.

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Mr. Roland Arthur Kable, of Vuna, Northern Fiji, married Miss Sophie Alma Cronin, second daughter of Mr. and Mrs. J. T. Cronin, of Suva, at the Sacred Heart Cathedral, Suva, on November 10. They sailed the following day for Tavunui where they have made their new home.

Mr. Edward Raddock, who had been in Fiji since the 70's, died from heart failure at Suva on November 7. He was 69 years of age. Mr. Raddock was a furniture and cabinet-maker at Levuka for many years before transferring his business to Suva.

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"FIONA" STRANDED

Mishap to C.S.R. Co.'s Steamer
Near Suva

From Our Own Correspondent.

SUVA, Nov. 28.

SOME excitement was caused in Suva on November 23, when the Colonial Sugar Refining Co.'s steamer *Fiona*, outward bound for Sydney, piled up on the main reef near the harbour entrance and remained there until after midnight the following day.

The vessel was loaded with 1,940 tons of molasses and 50 tons of general cargo, and, as a result of the stranding, the molasses cargo had to be jettisoned before she could be got off.

She went on shortly after 7 p.m. at dead low water, and efforts to refloat her at high tide in the early hours of the next morning failed. Further attempts were made by C.S.R. tugs to get her off at high water in the afternoon, but though they succeeded in moving her some distance, she was still hard and fast when the tide began to fall. However, about midnight on a rising tide she was successfully refloated, and anchored in the harbour.

A Lloyd's survey later revealed that other than a bent propeller blade she had suffered no damage and had made no water whatever.

The master (Captain V. G. Parker) told a nautical court of inquiry that he had mistaken what is known as the pile light on the eastern side of the harbour entrance for the Lami beacon. He picked up a light which he took to be the Lami light (which in reality was the pile light), and the result was that he navigated his ship on the wrong side of the beacon, running her into a patch of coral where the water shoals rapidly from six fathoms to one and a half fathoms.

The Acting Harbour-Master (Captain W. F. D. Hay) gave evidence that at the time the ship sailed it would have been most difficult to pick up the Lami light, and that the first light seen would probably be the pile light. There is little difference between them, both being white lights, the pile light having a five-second flash and the other a three-second flash.

The Court found that some blame was attributable to the master who had committed an error of judgment in mistaking the lights. He was ordered to pay the costs of the inquiry, eight guineas.

Mr. Lindsay Laurie, of the staff of the Bank of New South Wales, at Wau, New Guinea, arrived in Sydney in November. He has been transferred to one of the bank's branches in Northern New South Wales.

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EPIC OF THE OPEN SEA

New Book by Pioneer of
Phosphate Industry

IN a preface to *Adventuring in Coral Seas*, the latest book from the pen of Mr. Albert F. Ellis, New Zealand's representative on the Board of the British Phosphate Commission, Lord Bledisloe has written:—

"He is himself a creative pioneer to whom I, as a farmer, desire to pay my humble and sincere tribute, for it was through his discovery and scientific investigation of the rich phosphatic deposits of Ocean Island and Nauru that vast stores of that fertilizing element which is so essential to the development of the root and fruit of the world's economic plants have been rendered available to its primary producers, thus materially enhancing the output and inherent value of the world's real wealth—its only true undecaying assets."

In his *Ocean Island and Nauru*, published earlier in the year, Mr. Ellis gave a fascinating account of those still comparatively little known islands (for the literature concerning them is still extremely inadequate) and told how, during the last thirty years, they have come into such prominence in the worlds of agriculture and commerce, through the discovery of their huge deposits of high-grade phosphate.

IMPORTANCE OF AIR BASES

But in his new book Mr. Ellis has gone further afield. For instance, he has dealt

with the importance of such remote islands as Baker and Howland as possible links in a chain of air-ports across the Pacific—a subject that is of vital importance to British and American interests. Because of recent American action, the author observes: "One does not need to be a prophet or the son of a prophet to forecast that this is going to develop into a very big thing in the future."

However, it is in the glimpses of the past wherein the book provides most interest to students of Pacific problems. It will provide many an old-timer with a chuckle.

One of the most fascinating chapters in an eminently "readable" volume describes the passing of "Miki Wakabu" (Captain Walkup), the missionary, "a somewhat short, sturdily-built man, about 45 years of age, with a pronounced American accent."

"His features were very plain and rugged," says the author. "Obviously the best goods were not displayed in the shop-window, for on further acquaintance I found he had a heart of gold." The *Hiram Bingham*, his little schooner, bore the name of a fellow-countryman, one of the missionary pioneers of Hawaii. Her commander was at one time a prominent figure in the San Francisco prize ring.

When Mr. Ellis met Walkup on Ocean Island, the missionary was on a voyage that included calls at the Gilbert and Caroline Groups. Naturally, he was surprised to learn of the potential wealth of the island at which he made periodical visits.

THE REDOUBTABLE CAPTAIN
WALKUP

Early in 1909 Captain Walkup was supplied with a new vessel. After calling at Ocean Island, under the command of the ex-pugilist, she sailed for Butaritari, in the Gilberts, but unfortunately never reached her destination. There were nine on board the *Hiram Bingham No. 2*—a native crew of four, and four passengers for the Gilberts. Three of the latter were children, and three of the crew were Gilbertese. The fourth was a broad-shouldered young Banaban named Teta, the adopted son of the native pastor of Ocean Island.

During a sudden squall on the voyage the little *Hiram Bingham* capsized. Teta supplied a graphic description of the mishap. For three days Walkup and the survivors attempted to row in the ship's dinghy to Butaritari. On the fourth day some rain was caught in the captain's coat. On the eighth day they still had not sighted land, and their plight was desperate.

At last, after many days at sea, in which they covered nearly 300 miles, from the vicinity of Butaritari in the Gilberts, to Ebon, the southernmost island in the Marshall Group, they were rescued by a canoe.

The dinghy was a mere cockleshell. "For a boat of that size with nine people aboard to make such a voyage in the open sea," says Mr. Ellis, "must surely be an unparalleled achievement. That voyage . . . should surely have a worthy place in the annals of Central Pacific drift voyages!"

But, on the third day after landing, the



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American missionary whose courage had upheld his companions in their dire need, died. The ordeal was too much for him.

Mr. Ellis says that the real hero of the voyage was Teta. Few men of any race or colour could have met the emergencies as "did this descendant of people who, for generations, have had a strenuous struggle with the sea for their very existence." Had not Walkup dissuaded him, the author is of opinion that Teta would have entered the water and tackled one of the sharks that kept vigil beside the boat.

The book is written with simple charm: There is no straining after effect. Within the pages of *Adventuring in Coral Seas* is much information that is all the more valuable as it is the record of an eyewitness. Albert F. Ellis has been in the truest sense of the expression—a pioneer of the Pacific.—ERIC RAMSDEN.

ADVENTURING IN CORAL SEAS by Albert F. Ellis, C.M.G., author of *Ocean Island* and *Nauru*, with a foreword by the Right Hon. Viscount Bledisloe of Lydney. Published by Messrs. Angus and Robertson, Castlereagh St., Sydney.

Broadcast for New Caledonian Residents

IN response to requests from French residents in New Caledonia, the Australian Broadcasting Commission has arranged to transmit from its short-wave station in Victoria a regular series of news items in French.

This service, which began on December 1, is broadcast on Tuesday and Friday evenings between 6.30 and 6.45 o'clock.

Mr. N. H. Fisher, Government geologist in New Guinea, returned to Rabaul from Brisbane by the Montoro in December.

THE MOON AND PALOLO

Letter to the Editor.

I AM sure that "The Rising of Copra" is of far more vital interest to your subscribers than "The Rising of Palolo"; but, at least, from my point of view, Mr. Arthur Robinson's sweeping statements demand a few more words on the subject.

A.R. writes of his knowledge of the "Rising" in Fiji, whilst I of the Eastern Solomons. Apparently, the dates do not coincide. That is interesting—but it does not justify A.R. tearing my humble article asunder and telling the world I know nothing at all about the subject.

Instead of "wasting my time," I, together with hundreds of natives of this island, have gathered Palolo on numerous occasions *two nights* after November full moon. Of course, the months differ. The full moon has been known to pop up bright and early on the 1st! Other years it has had the audacity to be as late as the 30th.

However, I am not going to fall out with A.R., for I am greatly indebted for the astronomical information, "How to find the correct date of the third quarter of the moon, south of the line."

I am, etc.,

A. M. ANDRESEN.

Ulawa, B.S.I.,
20/10/1936.

Later (Nov. 3).

Just two nights after the October full moon, on Saturday evening, November 1, at 8.20, contrary to the usual first rising, the Palolo came up in all their glory by the million. Whether the same thing will occur again this month I leave to those more learned on the subject.

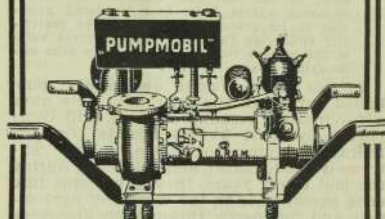
—A.M.A.

JAPANESE AND DUTCH NEW GUINEA

IT has been reported that a Japanese firm, Kanefuchi and Company, proposes to establish cotton plantations in Dutch New Guinea.

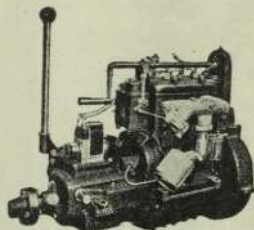
Mrs. F. J. Williams, of Samarai, Papua, and her two daughters, Constance and Ruth, have been staying in Wanganui, New Zealand.

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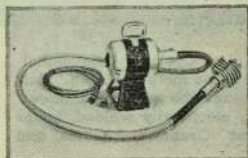
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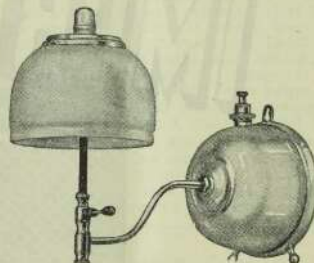
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Radio Communication in Eastern Papua

QUESTIONS concerning wireless communication in Eastern Papua were asked in the Commonwealth Parliament recently by Mr. J. S. Garden (N.S.W.). Addressing the Minister representing the Postmaster-General, he wanted to know:

1. What is the reason for taking away the means of communication from Misima Island to the mainland of Papua by dismantling the transmitting wireless apparatus?

2. Is it a fact that there are 40 miners in residence there?

3. Is it a fact that they are 200 miles away from medical attention?

Sir Archdale Parkhill replied on November 19 as follows:—

1. The Postmaster-General's Department granted a licence for a wireless station on Misima Island in November, 1935, and renewed it this month. The station is licensed to communicate with Samarai, which in turn communicates with Australia. The departmental station on the island was dismantled many years ago.

2. The number of miners resident on Misima is not known. The European population on the island is over 100.

3. A Government Medical Officer is not stationed on the island. The question of the appointment of such an officer is at present receiving the consideration of the Papuan Government.

SOLOMON ISLANDS ADMINISTRATION

From a Special Correspondent.

TULAGI, Nov. 14.

THE first session of the sixth triennial period of the British Solomon Islands Advisory Council was inaugurated at Tulagi on October 20.

Members present were—Official, His Honour the Acting-Resident Commissioner (Captain N. S. B. Kidson); Treasurer (Mr. F. E. Johnson, I.S.O.); Senior Medical Officer (Dr. H. B. Hetherington); Acting-Commissioner of Lands (Mr. A. H. Wilson); Non-official: Right Rev. W. H. Baddeley, Bishop of Melanesia; Messrs. D. Mackinnon, G. E. Clift, and J. C. M. Scott.

In the financial estimates for 1937-38 a deficit of £2000 was forecast. It is proposed to draw upon the accumulated surplus funds for the deficiency, should it materialise. These funds benefited in the last completed financial year by the addition of excess revenue to the extent of £9241.

CHARGES ON SHIPPING

During the debate on the estimates, non-official members drew attention to the heavy charge imposed on shipping for light and harbour dues. It was not suggested that the rate be reduced, but that the service rendered, insofar as provision for lights and beacons are concerned, be improved.

EXPLOSIVES DANGER

An inquiry into the manner in which explosives are stored in congested township areas revealed that there exists considerable danger from the manner in which petrol and other highly inflammable oils are kept in Chinatown, Tulagi. A draft regulation to control this potential menace to life and property was debated at some length, and approved.

DIET FOR NATIVE LABOURERS

In view of sporadic outbreaks of beriberi among native labourers, it was con-

sidered desirable that an alteration should be made in the ration scale. After considering a number of alternative scales, one of which provides for the addition of fresh vegetables or peas and beans or onions, recommended by the Senior Medical Officer, were agreed to.

THE MINIMUM WAGE

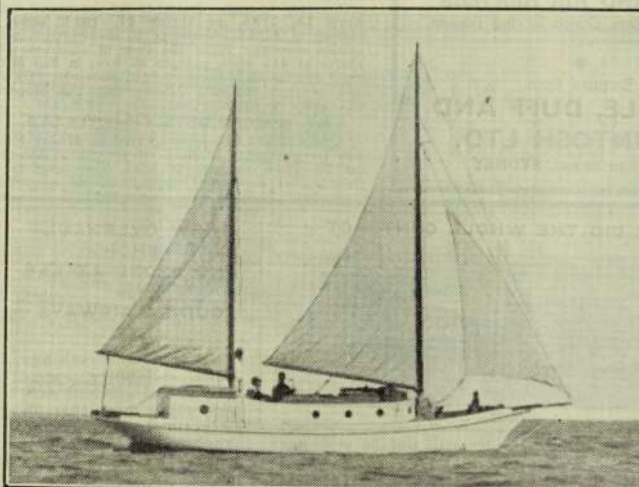
The recommendation of the Advisory Board, which sat earlier in the week to consider the question of the minimum

wage to native labourers, was submitted to the Council, and unanimously agreed to. The submission to his Excellency the High Commissioner is to the effect that the present minimum rate should be maintained, as circumstances do not at present warrant an alteration.

An amendment of the Immigrants' Bond Regulation was approved.

Routine matters having been disposed of, the Council adjourned *sine die* on October 23.

LUXURIOUSLY-FITTED YACHT... AT HALF COST



Boat built in 1934 - 35. The owner has lived aboard since April, 1935, and has travelled some 7000 miles, in all classes of weather. The boat has been well cared for by a skipper and mechanic who accompanied the owner. She sails beautifully and can easily average 6 knots in a good breeze. The engine is reliable. She is a magnificent sea boat, guaranteed to ride out any gale.

The Auxiliary Ketch, "MOAMA," which has been used by owner in two-years' cruise in northern waters is offered for sale at half of what she would cost to build to-day.

SPECIFICATIONS:

Length, 36ft.; beam, 10ft. 6ins.; draft, 4ft.

Powered by Lycoming Marine Engine of 35 H.P.; 4-cyl., 4 cycle, 600 revs.; fuel consumption, 11 gals. per hour; speed, 7½ knots. Dual ignition, impulse starter and self-starter.

Hull of N.Z. Kauri pine throughout; planking 2in. thick.

Floors: Natural grown Titree crooks, 18in. centres.

Lead Keel, 2 ton, moulded to keel with hardwood fashion pieces fore and aft, plus ½ ton lead ingots as ballast.

Decks, 1½in. cedar and pine; canvas-covered.

Internal Fittings: Polished Cedar and Quandong.

Masts and Spars: Oregon and Bunya Pine.

Rig: Bermudian Ketch, with single headsail. Sails made from Heavy 21 oz Duck. Area, 575 sq. ft. Standing Rigging of ¾in. and 1½in. G.T. wire. Running Rigging of Best Manila Yacht rope.

Controls: Wheel steering, and all engine and reverse gear controls are

in cockpit, at helmsman's hand. All sheets lead to the cockpit.

Winch: Galvanized iron and phosphor bronze, with two handles, with both chain gypsy and rope drum.

Lavatory: "Cruiser" under-water type with double-acting pump.

Accommodation: Two well-fitted cabins; each has 6ft. headroom; one has four bunks and one has two. Saloon forward with accommodation for 4 persons. Galley has full equipment. Ventilation by 8 portholes, skylight, and 2 ventilators. Elaborate fittings, cupboards, etc. Under the cockpit is a large space for stores and 2 copper water-tanks (60 gals.) and 2 copper fuel-tanks (80 gals.).

Ground Tackle: 1 50lb imported American pat. stockless anchor; 1 70lb pat. stockless anchor with special long shank; one 45lb ordinary pattern anchor with stock; one 6lb dinghy anchor; one sea anchor, chains, ropes, etc., and much miscellaneous gear.

Navigation Instruments: A full range. Dinghy: 9ft. x 4ft. 6in. flattie, of pine.

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Pacific Islands Mining Notes From Fiji

PACIFIC GOLD N.L.

INCOME of Pacific Gold N.L. for the period September 27, 1935, to September 30 last exceeded the expenditure by £496. In addition, £8077 was expended on investigating properties. Current assets at the close of the period exceeded the liquid assets by £2770. The diamond drilling company, to test the formation at depth on the Wainivesi area in Fiji, is in progress. The company subscribed for interests in New Caledonia Prospecting Association and Oceanic Gold Exploration, both of which proved of insufficient promise.

SUKULAKI GOLD DEVELOPMENT N.L.

Directors of Sukulaki Gold Development N.L. state in their annual report that the company was formed to acquire an option over an area at Tavua, Fiji, but the area was abandoned after preliminary testing. Accounts for the period from April 18, 1935, to March 31, 1936, show a balance of £2635 transferred to investigation properties account. Since the close of accounts, 150 shares of £10 each, paid to £25/-, in Fiji Mining Corporation N.L. have been acquired. Directors of that company believe that the property will prove a valuable one.

MT. MORGAN DEVELOPMENTS LTD.

A loss of £11,872 was incurred by Mount Morgan Developments Limited for the period December 20, 1934, to June 30 last. The directors in their report state that expenditure on investiga-

tion and development of properties amounted to £19,861. Of this £7789 was spent in looking over reported gold-bearing fields in the Pacific Islands, mostly in Fiji.

EMPEROR MINES LIMITED

Although Emperor Mines Ltd., operating at Tavua, Fiji, had a slightly increased output for the four weeks ended November 28, the grade of the ore treated was a shade lower. Yields, however, have been remarkably consistent, the recovery of recent months having averaged between 9 and 10 dwt a ton. Returns for the past three periods are compared in the following table:

	Oct. 3.	Oct. 31.	Nov. 28
Ore (dry weight)			
tons	2200	2,136	2,215
Fine gold, oz	1065.6	1057.1	1036.9
Head values, dwt.	10.7	10.7	10.4
Recovery, dwt	9.67	9.89	6.27

MT. KASI MINES LTD.

Production of Mount Kasi Mines Limited for the four-weekly periods since September has been as follows:—

	Sep. 11*	Oct. 9†	Nov. 6‡	Dec. 4**
Ore, tons	1444	1590	1627	1500
Bullion, oz.	358	318	452	487
	£A.	£A.	£A.	£A.
Value	2601	2525	3550	3600

* Mill stopped five days for repairs and renewals.
† Mill stopped six days for repairs to water supply.
‡ Mill stopped five days for engine overhaul.
** Mill stopped 5½ days owing to engine breakdown.

TAVUA POWER PTY. LTD.

Emperor Mines Ltd. and Loloma (Fiji) Gold Mines N.L., Tavua, Fiji, have been advised by Tavua Power Pty. Ltd., that the Belliss and Morcom Diesel air compressor set, with capacity of 2000 feet of free air compressed to 90lb per square inch, was started on November 14. It gave a satisfactory run under load conditions.

From Papua

MANDATED ALLUVIALS N.L.

Mandated Alluvials N.L. reports that the sampling of the mine workings on its property 16 miles from Port Moresby, having been completed, the precise figures are as follows: No. 6 area, a total length of 180ft. averages 7ft. in width of a value of 8dwt per ton. No. 7 workings commence 160ft. east and north of No. 6 and extend for 150ft. north. Average width here is 6ft., of an average value of 18.8dwt per ton. The next 178ft. has been tested by three tunnels, which gives an average width of 2.8ft., of an average value of 11dwt. A stretch of 250ft. of unexplored country follows to where three tunnels have picked up the ore body. A line of bores has been commenced west of No. 8 shaft. No. 1 hole has proved 8ft. of sulphides of a value of 4dwt. There is evidence pointing to a major fault running from 80 to 100ft. west of mouths of the various workings upon the eastern rim. Until the line of bores is finished, little other work will be done.

SAMARAI GOLD DEVELOPMENT CO.

Samarai Gold Development Co. Ltd. has decided that the capital of the company be reduced from £50,000 divided into 200,000 shares of 5/- each, of which 81,485 have been issued and are fully paid up, and 118,515 are unissued, to £41,580/5/-, divided into 166,321 shares of 5/- each, the reduction to be effected by cancelling seven shares for every 17 of the issued shares, and by cancelling all shares which are divided into a fraction as the result of such cancellation. All options given to shareholders are to be cancelled.

CUTHBERT'S MISIMA GOLDMINE LTD.

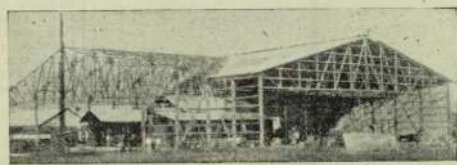
Construction work, the management of Cuthbert's Misima Goldmine Ltd., Papua, reports, is well in hand, although it has been somewhat behind schedule, because of rains and delay in delivering certain portions of the new plant. The balance of the new plant is expected to reach the field by January, meanwhile the tonnage treated can be expected to increase each month to a maximum of 3500 tons monthly, when the enlarged plant is completed.

Production for the last three months has been as follows:—

	Sept.	Oct.	Nov.
Ore treated, tons	1875	1908	2057
Bullion, oz	1967	2202	2638
Gold, fine oz	572	571	617*
Silver, fine oz	1330	1563	2200*
Estimated value (gold at £A8 per oz)	£4624	£4642	£5060*
Values per ton	49/4	48/8	49/2*

* Approximately only as final assays not yet available.

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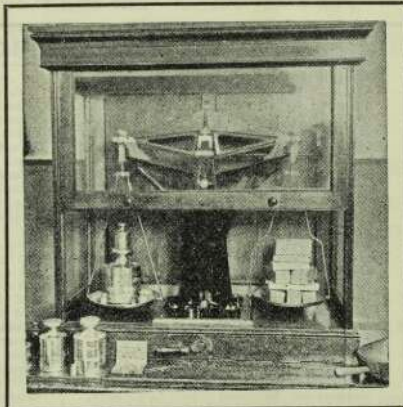
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SPECIALY ORGANISED SERVICE is available to clients in New Guinea, Fiji and other Pacific Island centres.

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SAPPHIRE CREEK (PAPUA) DEVELOPMENT SYNDICATE N.L.

Mr. E. P. Hitchcock, local director in Papua for Sapphire Creek (Papua) Development Syndicate N.L., advised on December 1 having arrived on the field and inspected work carried out on the Borobo and Gagibega leases. Development to date is satisfactory. Owing to the depth of overburden overlying the lode on the Borobo lease sinking and driving is necessary. This work has been commenced from the northern end of the lode. The lode on this lease has been traced for 500ft. Work on the Gagibega lease is not so far advanced, but indications are promising. To date no developmental work has been done on Merrie England lease. He considers it inadvisable to commence such work until development of the Borobo is further advanced. Suitable native labour has been engaged, and is being used in erecting buildings.

A later message from Mr. W. Cash, field manager, stated that developments to date on the Borobo lease have disclosed 18ft. 6in. of lode from hanging wall to footwall. Assays over all slightly exceed 15dwt. No. 2 costean 100ft. north of No. 1 costean has cut the lode and assays will be available shortly. Costeaning is in progress 75ft. south of No. 1 costean and 300ft. below the No. 1 costean, where indications are considered favourable.

An additional 75 acres of ground have been pegged and applied for, thus joining the Borobo and Merrie England leases and making a total area of 115 acres.

MISIMA REEFS LTD.

Melbourne directors of Misima Reefs Ltd. report that 20,000 fully-paid £1 shares have been allotted to Misima Gold Reefs (New Guinea) N.L. No decision has been made with regard to any immediate operations, it being left to the chairman to communicate with London on the matter. It has been decided to register the company in Papua as a foreign company, and appoint Mr. G. G. Smith local agent.

NEW MISIMA GOLD MINES LTD.

Mr. F. W. Cuthbert, liquidator of New Misima Gold Mines Limited, Misima Island, Eastern Papua, reports that a declaration of a fourth and final liquidation dividend of 4/1 per share was made in November. This made a total of £7/4/1 per share paid in liquidation dividends, in addition to 256 shares of 10/- in the new company (Cuthbert's Misima Goldmine Ltd.) for every 100 shares of £1 held in the old company, and 49 monthly dividends paid amounting to £3/8/- per share.

Mr. Cuthbert adds that the mine is still looking well, with plenty of ore and plenty of gold. He anticipates a long life and regular dividends for many years to come.

From New Guinea**NEW MOROBE GOLD N.L.**

Formed to merge the interest of two companies operating on similar lines in New Guinea—New Territory N.L. and Morobe (New Guinea) Gold Options N.L.—New Morobe Gold N.L. has inspected and rejected many areas in New Guinea. Mr. T. R. Victor reported on an option over a property at Kela, taken jointly with Malinar (New Guinea) Gold Ltd. This was abandoned as being unsuitable for a company. An option at Wau over a sluicing lease was exercised, and the option transferred to Morobe Alluvials N.L. for 10,000 fully paid shares of 10/- each. Since September, 1935, other options have been taken and properties inspected. Until the ban imposed over certain areas in New Guinea was lifted the company had withdrawn from that territory, and, while reducing all outgoings to a minimum, the directors are endeavouring to secure a suitable property in Australia or New Zealand. The debit balance of development and prospecting account for the period May 17, 1935, to May 31 last was £5435. The surplus of current assets at the close of the period was £2460, excluding 10,000 shares, fully paid to 10/-, in Morobe Alluvials N.L.

DAY DAWN SOUTH (N.G.) N.L.

The directors of Day Dawn South (New Guinea) N.L. report having entered into a tribute agreement to lease the company's mine for two years. As consideration, Day Dawn is to receive a percentage of the gross value of gold recovered.

ENTERPRISE OF N. GUINEA GOLD AND PETROLEUM DEVELOPMENT N.L.

Treating 6400 cubic yards of ground for October, Enterprise of New Guinea Gold and Petroleum Development N.L. recovered 66oz 9dwt of retorted gold, having an approximate fineness of

344 parts of gold per 1000. Due to race repairs, the nozzles worked during half the month only. The wash treated was heavy.

Mr. H. Taylor, general manager, reported as follows for the period October 28 to November 14: Repairs to main water race in Surprise Creek area, resulting from extensive landslide, were completed on October 28. Sluicing on three shifts resumed following day. Sawmill operated during period. Cut quantity of timber for future requirements. In Edie Creek area, prospecting confined to costeaning large auriferous formation, extent and value of which is not yet known. On Edie mine, Edie Ck. drainage adit referred to in last month's report commenced. Timbered for 25ft. from portal. Repair work started in No. 1 W. drive on main lode. Trucking road excavated from drive portal to proposed new plant site. Steel rails arrived at mine. Be used throughout principal workings. Erection of assay office and European quarters commenced. Additional areas on mine cleared of timber and scrub to permit of new buildings being erected.

On December 4, Mr. T. Taylor reported that production for November from the Surprise Creek area was 57oz. 12dwt. bullion.

GUM RIVER DEVELOPMENT N.L.

Shareholders of Gum River Development N.L. passed a resolution at an extraordinary meeting in November placing the company in voluntary liquidation. It was announced that the vendors had agreed to surrender one-half of their vendor shares. Directors announced that they would declare an interim dividend of 9d a share. It is expected that the total return to shareholders will be approximately 1/-.

BULOLO GOLD DREDGING LTD.

An estimate of prospective profits and dredging life of Bulolo Gold Dredging Ltd. was given by Mr. C. A. Banks, managing director, who presided at the annual meeting of the company at Vancouver in November. Mr. Banks said that as the additional dredges came into production the operating profit should gradually increase to between 4,500,000 and 5,000,000 dollars (Canadian) annually. Dredging would continue for 17 or 18 years. Based on known gravel reserves, several dredges would close down in about nine years, but some additional yardage might be developed in the meantime.

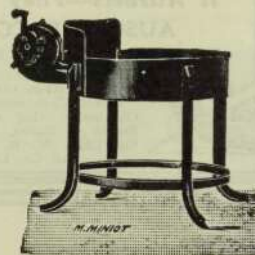
Production for the company's four dredges in



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New Guinea for November compared with that of
the previous two periods as follows:—

	Sept.	Oct.	Nov.
Cubic Yard ...	981,300	962,200	956,200
Bullion, oz ...	17,052	18,172	17,724
Gold, fine, oz ...	11,794	12,606	12,318
Values—			
Aust. currency* £103,197½	£110,302½	£107,782½	
Per cubic yard /25.2	/27.5	/27.0	
Working profit £73,998	£76,265	£75,880	

*At A£8/15/- per fine ounce.

SUNSHINE GOLD DEVELOPMENT LTD.

Early in December the New Guinea manager of Sunshine Gold Development Limited advised the Sydney office that the clean-up for November yielded 500 ounces of gold. This compares with 371 ounces for the previous month.

Sunshine G.D. Ltd., began production in August, and the results are not reflected in the accounts as at July 31. The directors report that operations yielded 500 ounces of gold. This compares with 371 ounces for the previous month. Sunshine G.D. Ltd., began production in August, and the results are not reflected in the accounts as at July 31. The directors report that operations yielded 500 ounces of gold. This compares with 371 ounces for the previous month. Sunshine G.D. Ltd., began production in August, and the results are not reflected in the accounts as at July 31. The directors report that operations yielded 500 ounces of gold. This compares with 371 ounces for the previous month.

An addition of 30 acres of ground has increased the total area to 252 acres. Testing of the remaining areas will be proceeded with, but meantime the company has over 2,000,000 cubic yards of proved ground which should provide about seven years' work for the present plant. The option

over the Sunshine claims has been abandoned. The Undaunted claim has been let on tribute, and should shortly be in production.

Field expenditure for the 13 months ended July 31 was £18,625, and administrative expenses of £2827 made a total of £21,452. This is transferred by apportioning £20,316 to mine account (making a total expenditure on the Consolidated claims £35,131) and £1136 to prospecting account (raising it to £10,490). Liquid items include cash £3804, debtors £231, prepayments £1269, and creditors £9083. Formation expenses appear at £1318.

UPPER WATUT GOLD ALLUVIALS N.L.

Details of yardage represented by the last two ground sluicing clean-ups of Upper Watut Gold Alluvials N.L. were announced on December 10. The company recently reported yields of 120 ounces and 80 ounces. It is now reported that the yardage treated was 14,869 yards for the 2000oz. On the basis of gold at £8 an ounce, this represents an average of about 2/2 a yard, or about 1/10 a yard if the gold is worth £7 an ounce. The ground sluicing is not part of Upper Watut's principal scheme. No. 1 pootoon in the main plant commenced work early in December.

SANDY CK. GOLD SLUICING LTD.

The yields from August last for Sandy Creek Gold Sluicing Limited have been as follows:—

	Aug.	Sept.	Oct.	Nov.
Cubic yards ...	8175	11,707	9121	9870
Gold, oz ...	101	310	281	288
Value ...	1/10	3/11½	4/7½	4/4½

MOROBÉ ALLUVIALS, N.L.

Reviewing operations of Morobe Alluvials N.L., New Guinea, the directors in their annual report, state that the company was formed in September last year to acquire and work a sluicing property at Wau, and is paying its way. As production has not fulfilled early anticipations, and the report of Mr. T. R. Victor on the property was not entirely satisfactory, they decided to seek another property. Properties in Queensland, New South Wales, and New Zealand were investigated, but did not warrant further expenditure. The mine manager (Mr. F. A. J. Carter) reports that the total yardage handled to August 31 was 33,136 cubic yards, the gold production amounting to 679½oz. The loss on working account from August 22, 1935, to August 31 last was £1885. The surplus of current assets at the close of the period was £8266.

NEW GUINEA GOLDFIELDS LTD.

Monthly returns and estimated profits of New Guinea Goldfields Limited are compared in the subjoined table:

Alluvial—	Aug.	Sept.	Oct.
Fine gold, oz ...	1147	1068	1313
Fine silver, oz ...	776	711	991
Golden Ridges Mill—			
Fine gold, oz ...	1681	1534	1623
Fine silver, oz ...	1249	1143	1355
Edie Creek Mill—			
Ore, tons ...	4662	3765	2739
Fine gold, oz ...	1232	1023	793
Estimated profit—			
Alluvial ...	£3804	£3375	£2794
Golden Ridges mill	£7266	£7972	£6469
Edie Creek mill ...	£2287	£4344	£2971

* Mill closed ten days for repairs to timbering main hoisting shaft.

OIL SEARCH LIMITED

Directors of Oil Search Ltd. have decided to offer at par 372,847 5/- shares to shareholders, in the proportion one for three held. Subscribers will receive negotiable option certificates entitling them, at any time up to and within 21 days after announcement by Australian State or Federal Governments of the first commercial oil or gas well drilled by the company or any of its subsidiaries, to apply at par for one new share in Oil Search Ltd. for every two subscribed in the forthcoming issue. The directors give, as a reason for the issue, the grant to the company of exclusive prospecting permits over 25,000 square miles in New Guinea.

IROWAT GOLD ALLUVIALS N.L.

Irowat Gold Alluvials N.L. reports having won 990oz. from 12,006 yards during November. With gold at £8 an oz, this represents about 1/4 a yard, or 1/2 a yard with gold worth £7 an oz. During October the company treated 28,500 cubic yards of ground for a yield of 214oz. Production from 30,670 cubic yards in September was 249oz.

BULOLO GOLD DEPOSITS LTD.

Bulolo Gold Deposits Ltd. reports having purchased the New Guinea assets of Morobe Alluvials, N.L. The purchase price is £3500 cash, and includes the vendor's mining lease at Wau, together



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Official tests conducted by Union of South Africa, Forest
Department, at Pienars River with Eucalyptus saligna.

Test started 11/9/30—Treatment by immersion in Green Cuprinol.

Treated Controls	Inspections						
	21/5/31	9/12/31	9/6/32	1/3/33	13/10/32	3/9/34	13/4/35
035C	O.K.	O.K.	O.K.	O.K.	O.K.	O.K.	O.K.
035D	O.K.	O.K.	O.K.	O.K.	O.K.	O.K.	O.K.
033D	O.K.	O.K.	O.K.	O.K.	O.K.	O.K.	O.K.
033C	O.K.	O.K.	O.K.	O.K.	O.K.	O.K.	O.K.
Untreated Controls	Attacked	Attacked					
039E	20%	60%	Discarded				
039F	20%	60%	Discarded				
039G	20%	60%	Discarded				
039H	20%	60%	Discarded				

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with plant, buildings, water rights, and indentured native labour. This property has been worked by the vendor for the past 14 months on a small scale, and 44,995 cubic yards treated returned 1005oz. gold, equal to approximately 27d. per cubic yard. It is intended to work the area on a large scale in conjunction with the company's existing areas. As the company's water race runs through the property purchased, the directors consider that work can be carried out on a large scale at low cost. The company's manager estimates that the profitable working life of the area is at least six years, and that the values recovered by the vendor fairly represent the average values over the area. Work on the property has commenced. In addition, two laces are being worked on the company's existing property at the Koranga-Bulolo junction, and the next clean-up is expected before the end of December.

Quotations for Islands Gold Shares

FIJI			
	Mid-Aug.	Mid-Oct.	Mid-Dec.
Emperor Mines ..	b14/5	b15/1½	b19/1½
Granites Dev.	b1d	b1½d	b8½d
Koroere	b4/-	s3/9	b2/6
Loloma	b23/-	b24/-	b23/-
Mineral Dev.	s1/2	b9d	b11½d
Mt. Kasi	b8/3	b7/10	s7/6
Mt. Morgan			
Developments ..	b2/2	b1/6	b1/6
Pacific Gold	b44/15/-	b44	s£5
Tavua Dev.	b1/6	b1/4	b6d
Vatu Kasia	—	b3/-	s3/6
Veas United	s3d	s3d	s3d
NEW GUINEA			
Bulolo Deposits ..	b1/2	b2/1½	b2/-
Bulolo G.D.	b£7/5/-	s£7/7/-	b£7/12/-
Developments			
(New Guinea) ..	b£3/5/-	s£2/10/-	—
Enterprise of N.G.			
& Petroleum ..	b£3/7/6	b£2	b£2/5/-
Guinea Gold	s15/4	s15/4	s17/3
Irowat	b2/8½	b1/1	b5d
Morobe All.	—	—	b9d
N.G.G. Ltd.	b5/-	b4/9½	b5/3
New Morobe	—	—	b10/-
Oil Search	b3/5	b3/1	b3/-
Placer Dev.	s£5	b£4/18/-	b£4/17/3
Sandy Ck.	b10d	b11d	b1/2½
Sunshine Gold ..	b14/-	b12/7	b16/1½
Up. Watut	b6/1	b2/1	b1/6
PAPUA			
Cuthbert's			
Misima G.M.	b13/-	b18/7½	b24/9
G.M. of Papua	b8/-	b7/1	b9/11
Mandated All.	b13/-	b14/-	b13/11
Oriomo Exp.	s1/9	b8/11	b4/1
Samarai (pd.)	b6d	b9d	b9d
Sapphire Ck.	—	—	b22/6
Yodda Gold Co.	b3/-	b3d	b2d

NEW BUILDINGS GO UP IN NEW GUINEA

From a Special Correspondent

RABAU, Nov. 5.

THE Public Works Department has made many improvements in the town of Rabaul within the last six months. Six new bungalows have been erected, besides an addition to the Supreme Court and an Asiatic ward for the Rapindik Hospital. This latter has been an urgent need and will be greatly appreciated.

District Officer's residence and police offices and quarters have also been constructed in outlying districts such as Wewak and Bulwa. At Wau, besides three bungalows, quarters for nurses have been fitted out at the European Hospital, and an Assay Laboratory and an isolation ward and morgue for the Native Hospital.

Much has been done to improve the conditions of the medical services in New Ireland. At Kavieng, a new dispensary and consulting room have been completed and also a new operating theatre. There have been several additions to the Native Hospital. Besides these innovations, work on the roads has been extended along the east and west coasts.

NU-TEX—A NEW PAINT FOR TROPICAL BUILDINGS

NU-TEX, something entirely new in the paint world, is now being marketed in the South Seas. Between high priced cement paints, requiring special primers, and water paints, which are not very satisfactory, there is a wide gap. Nu-tex steps into this breach by providing a paint which binds directly with cement and avoids the need for primers.

Nu-tex provides a hard, flat washable surface and dries rapidly, enabling a sequence of coats to be applied the same day. It adheres strongly to plaster, wood, iron, and fibre board, making it alternately useful either as a flat finish or an adhesive undercoat for other types of paint. Lacquer may be painted over Nu-tex without lifting it.

For ceilings and walls Nu-tex can be applied directly to any surface and a second coat can be applied within half an hour. Scrubbing with soap and water has no effect on it. For industrial use it is ideal as it is made in a special line for all industrial work. It is a rapid drying adhesive primer for metal castings to be finished with either paint, enamel, or lacquers. It is equally serviceable for cement work and plaster casts, and will adhere to galvanized iron where other compositions frequently fail.

Nu-tex is a new line manufactured by the Sterling Varnish Co., Alexandria, N.S.W.***

Rev. A. H. Cropp, accompanied by his wife and family, departed from Sydney for Teopasino, Bougainville Island, in the Kieta District, New Guinea, by the Malaita on December 12. He is a worker for the Methodist Church of New Zealand.

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We will be pleased to quote for all types of Craft suitable for Pacific Islands commercial or pleasure service.

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Lars Halvorsen, Neutral Bay Sydney

Death of Old Islands Trader

From Our Own Correspondent

SUVA, Nov. 28.

MANY Fiji residents learned with regret of the recent death from heart failure in Sydney of Mr. A. McDonald Hitchfield, of Suva.

For 30 years Mr. Hitchfield was a trader in the Gilbert Islands, and was a highly respected member of the community there. Several years ago he sold out his business to Messrs. Burns Philp (South Sea) Co. Ltd., and since then had lived in retirement in Suva. Before going to the Gilberts, Mr. Hitchfield traded in Honolulu with his brother.

He was a keen bowler, and during the years of his retirement spent much time on the green of the Suva Bowling Club, where he was a most popular member.

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A DELIGHTFUL BOOK!

BY A. J. VOGAN

IN my long-past journalistic days, I wrote many reviews of new books. But I do not remember one that wrapped itself around my heart and spirit as one just to hand from the well-known Rev. C. W. Whonsbon-Aston, entitled *Levuka Days*, and published by the S. P. Christian Knowledge, of Northumberland Avenue, London.

Perhaps what delighted me chiefly in this bright and cheerful little book, is the vein of real wit, and intelligent fun that permeates its solid and scientific bed-rock of local history, and informative truths of an Anglican missionary-priest's work in out-of-the-way places.

For example: "One Christmas they sang, 'Hark the Herald Angels Sing,' in Fijian to a Tongan tune. I think the tune owed much of its inspiration to 'There's a Tavern in the Town,' but it was effective."

Again, apropos of the weird fatalism that causes Islands folk sometimes to go away into the bush, to sit down and die quietly, he tells the story of the famous "Queen of Sud-Est," one of whose labourers told her one night: "Me werry sick; I go die t'night!" Mrs. Mahony's reply was: "If you do, I'll give you the biggest hiding you've ever had in your life." And the "boy" changed his mind.

The biographer is the recording angel of these days! We may be brilliant, ambitious, and important; and it seems hard to imagine how the poor world will get along without us when we have departed this sphere for our particular "Purple Cloud." But in a year or two after our decease, we will be perfectly forgotten! Save in the case of some writer like the Rev. Whonsbon-Aston coming along, and immortalising our good works in letters of printers' ink.

If the reader wants Romance, with a capital "R," it is there, on page 55. And the ghosts of the Old Pioneers are raised for our teaching. Such men as William E. Floyd, "the apostle of the Anglican Communion in the Western Pacific," are well-worth remembering in times like to-day! He had to face, alone, a wild and turbulent white public, containing ubiquitous publicans, and that hideous object-lesson, the de-civilized white-man—who, by licentiousness, alcohol, and absence of authority, had sunk far lower in the human-scale than the worst type of "untutored savage."

I heartily congratulate the reverend author of *Levuka Days*; and I feel grateful to him for having told this cheerful tale of dear old Levuka which, although situated on one of the most interesting and lovely islands in the Pacific, remains unadvertised by the shipping folk, and almost unknown to the tourist.

N.G. GOLDFIELD NOTES

From Our Own Correspondent.

WAU, Nov. 22.

THE appearance on the Kunai slopes below the "Gap" of the Salamaua-Wau road survey party's camp, has caused some surprise among Wau residents, for it has not been generally known that a survey was being undertaken. Messrs. Bergin and Ferries have been on this location for some months, it is understood, and they should be in Wau shortly.

As a result of the survey, the question of the building of a Salamaua-Wau road—almost as old as the goldfields themselves—has been raised again. People are wondering if a road will now be built in spite of the fact that air freights are comparatively low, and that there is a glut of fast 'planes.

TWO YEARS FOR EMBEZZLEMENT

At the sitting of the Supreme Court in November at Wau, R. N. Tabrett, was sentenced to two years' imprisonment with hard labour by Judge F. B. Phillips, for embezzlement while employed as manager of McGilvery's store at Edie Creek.

ARREST OF WELL-KNOWN MINER

The arrest of W. C. Abbie, prominent Wau miner, on a charge of alleged gold stealing, has caused a sensation in the goldfields township where he has been engaged in mining for many years. The hearing in the lower court commenced at Wau on November 19, and much local interest is evident.

FOUR HOURS IN AIR

On November 20 one of the Mandated Airlines' Dragon aeroplanes was forced to turn back to Port Moresby owing to bad weather when within quarter of an hour's flying from Wau. When the machine arrived back at Port Moresby she had been in the air for four hours.

Mr. F. R. Isom, of the Melanesian Mission Press, British Solomon Islands, and Mrs. Isom, will leave early in the New Year to spend a furlough in London. Their present intention is to leave Maravovo in February.

THE PERFECT SCHOOL LUNCH

USUALLY the school lunch is a very scratch meal which is eaten just when the vigorous exercise of the playground has made a strong demand on the endurance of the child. However with little trouble it can be improved in nutritional value and made wonderfully attractive to the child, simply by adding a few buttered Milk Arrowroot Biscuits; they are a delicious and valuable milk food.

Arnott's

FAMOUS

MILK
ARROWROOT
BISCUITS

PATROL OFFICER WOUNDED IN NEW GUINEA

PATROL-OFFICER T. A. HOUGH was brought to Salamaua Hospital, New Guinea, by the Lutheran Mission plane, on December 11, with an arrow in his right lung.

The patrol-officer, with eight native police, went into the semi-controlled district, near the Leron River (tributary of the Markham) in pursuit of a native murderer. The party, on December 7, was suddenly attacked by a large number of natives. Hough, though severely wounded by an arrow and by spears, continued to direct the defence, and the natives were beaten off, after four had been shot.

The native police, with great difficulty, conveyed him to a mission station, and the Lutheran plane, on December 11, picked him up at Kaiapit aerodrome, on the Upper Markham.

District Officer Taylor and A. D. O. Roberts have gone out to the Leron River district with a strong police party.

A FETE DAY IN FIJI

From a Special Correspondent

NABOUWALU (Fiji), Nov. 12.

THE town of Nabouwalu (Vanua Levu, Fiji) is en fete to-day.

The Provincial meeting commences at 10 a.m. The *Pioneer* has just arrived. Several boats are in port, and the place looks quite busy. Crowds of natives are coming in from all parts of the province. The holiday spirit reigns. Many boats are in port, cutters, launches, etc. A launch party from Mount Kasi Gold Mine are down for a holiday, to view the ceremonies.

The District Court was opened by Mr. Maguire, D.C., who came over from Nasa-vusavu for the occasion. Various cases were dealt with and fines ranging from 30/- to £5 were inflicted. The natives down the Bua end of the province are allowed five dogs free on account of the pig menace; others are subject to licence fees, hence the above variations of fines. One case of obstructing the Government road by constructing a bamboo fence with slip rails was dealt with, and £2 fine inflicted on the offender, he having to remove the obstruction.

There were various Indian cases, and one Fijian case of suicide by hanging. Suicide is fairly rare among the natives.

ASSISTANCE FOR PACIFIC PENNY-A-LINERS

THOUGH Cacoethes Scribendi does not figure in handbooks on Islands entomology, it is nevertheless a "bug" that has bitten its way into popularity in the Pacific. Judging by the quantity of literary work received by the "P.I.M.", miners, planters, traders, missionaries, and a host of others spend many of their leisure hours in the throes of composition, trying to remember whether it should be who or whom, will or shall.

Penny-a-liners and budding Shakespeares will find much to interest, and, incidentally, help them in the 1937 edition of the "Australian Authors and Artists' Handbook," edited by W. E. Fitz Henry (of the "Bulletin") and Richard Geraint.

Among its many useful sections are articles on how to submit a manuscript, paragraph and article writing, the novel, the short story, serial fiction, verse, etc. There is a complete list of Australian journals and magazines which offer some market for free-lance contributors, and the editorial requirements and rates of payment of over 250 papers are set out.

In that it not only tells Islands writers where to sell work, but also indicates how to go about providing material with the best chance of acceptance, the handbook is an indispensable guide for the aspiring as well as the experienced contributor. It is published by Richard Geraint, Box 2455 MM, G.P.O., Sydney. Price 3/-.

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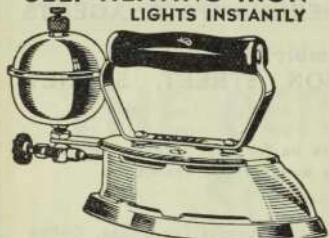
Mr. and Mrs. A. Drummond Thompson, of Numa Numa Plantation, in the Kieta District, New Guinea, arrived in Sydney on furlough by the Malaita early in December.

Mr. J. G. Fowler, A.R.M., who has been Acting R.M. at Cape Nelson, Papua, arrived in Australia in November by the Montoro on 10 months' furlough. After his leave he will retire from the Public Service on superannuation.



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IT'S easy and pleasant to iron with a Coleman. It saves your strength. You do better ironing easier and quicker at less cost. This modern Coleman iron lights instantly... no generating with match or torch... no waiting. Saves you more time and work than a \$100 washing machine. Do a whole ironing with one iron.

Coleman Lamp & Stove Co. Ltd.
Toronto, Canada
500 Kent Street, Sydney

PROSPERITY RETURNS TO SAMOA

From Our Own Correspondent.

APIA, Nov. 25.

TRADE is booming in Samoa at present. Copra prices are the highest recorded for several years. Copra is coming in freely and the natives are busy cutting to take advantage of the increased price for their Christmas buying.

Planters are picking their cocoa crop which, according to all reports, is a splendid one and, with the price keeping good, the outlook for the cocoa-planters is decidedly much improved.

Bananas also share in the improvement. Owing to the very good quality of our fruit, the demand in New Zealand is increasing and Samoan bananas are being given preference. For the *Matua*, leaving for Auckland to-day, a wireless order was received to increase the shipment from 7,000 to 8,000 cases, and also to ship small quantities of pineapples, mummy-apples, mangoes and avocado pears for the Auckland market.

Cocoa planters find it very hard to obtain Samoan plantation labour to pick the crop. With better prices prevailing for copra, cocoa and bananas, natives are more averse than ever to doing permanent or even casual work on European plantations.

OUTBOARD MOTORS FOR THE PACIFIC

IN introducing the "Archimedes" outboard engines to the Pacific Islands, Messrs. Nelson & Robertson, Ltd., Sydney, do so with every confidence, as the motors are a highly efficient product beyond the experimental stage, and are claimed to be the world's finest outboard.

Results obtained in the world's longest outboard races held last year, in which they secured four first places, are sufficient proof of their reliability. Climatic conditions do not affect the "Archimedes," whether they be used in the South Seas or the Arctic regions. The easiest starting of all outboards, they are absolutely free from vibration.

Simple in manipulation, they do not need any attention during running. Acceleration is exceedingly swift, and the speed from the minimum to the maximum can be raised in a moment. The "Archimedes" is remarkably light in weight in consideration of its output and powerful construction.

Further particulars will be supplied by Messrs. Nelson & Robertson, Ltd., 12 Spring-street, Sydney, who are the Australasian representatives.

TAHITI'S DEPUTY

Election in French Oceania

From Our Own Correspondent.

PAPEETE, Nov. 9.

ELECTION day (November 8) brought to an end one of the most exciting campaigns seen in French Oceania.

The contest was between two candidates for the office of Deputy, to represent the colony at Paris. The contestants were: Monsieur Emile Sari, a Senator from Corsica; and Monsieur Gaston Monnerville, Deputy for French Guiana.

At the present writing the returns show a decided majority in favour of Monsieur Sari.

The figures received from Tahiti, Moorea, Raiatea, Makatea, Gambier Islands, Tubuai, the Marquesas Islands and Apataki show:

Monsieur Sari 2098 votes
Monsieur Monnerville 1155 votes

The reports from those islands which do not possess wireless apparatus will be delayed; but they do not contain sufficient voting power to alter materially the above result.

Thursday Is. Notes

From Our Own Correspondent.

THURSDAY IS., Dec. 2.

THE Thursday Island municipal reservoir is now empty, waiting for the rainy season. There have been a few slight showers. For a few days the town will be supplied from the military tanks.

Mrs. A. T. Sullivan has been the guest of Mrs. Zabel on Badu Island (Torres Strait) during the absence of her husband in Sydney.

Mr. Alexander, pilot, of Townsville, North Queensland, who brought the American yacht "Director" here from Port Moresby, died recently in the Torres Strait Hospital, as the result of an attack of pneumonia.

Rev. Philip Seymour has arrived from Western Australia to be the new chaplain for the Mitchell River Mission, Gulf of Carpentaria.

Mr. and Mrs. D. J. C. Fell, of the Quarantine Department, have sailed for Brisbane on their regular furlough.

Radio-operator Paice, of the steamer "Taiping," who has been on Thursday Island receiving medical treatment, has rejoined his ship.

Mr. H. Chapman has been transferred from Wimmera, Victoria, to the local branch of the National Bank of Australasia, in place of Mr. Douglass, who has returned South.

Mr. and Mrs. Curtis have been transferred to the Aboriginal Industries' Store at Badu Island, Torres Strait, from Palm Island, near Townsville. Mr. and Mrs. Murphy, previously at Badu, have gone to Brisbane.

Mr. and Mrs. Harry Rowan, of the Lockhart River Mission, Cape York Peninsula, have returned from their holiday in Europe, having travelled on the Ormonde that caught fire off the Australian coast. Mrs. Rowan has been on a short visit to Thursday Island.

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"Shooting of Natives in New Guinea"

THE following news message dated London, December 6, was published in the Sydney newspapers on December 7:—

"The Anti-Slavery and Aborigines Protection Society has appealed to the Mandates Commission to endeavour to have an inquiry held into the shooting of natives by gold prospectors in New Guinea."

This is the kind of stupid and unnecessary act by which such societies make pests of themselves. If this Society knew anything of the subject, it would know that every case of assault upon natives has already been strictly inquired into by the Administration. The effect of the appeal is to give the impression that there is something wrong in New Guinea in regard to the treatment of natives.

PAPUAN METHODIST SYNOD

THE forty-sixth annual Synod of the Methodist Mission was held at Salamo, Eastern Papua, in October, under the chairmanship of Rev. J. R. Andrew, Revs. Guy, Rundle, Clarke, Dixon, Grant, Shotton and Robinson, with Mr. C. E. Sparrow and representatives from the Mission Sisters, were present.

During the sessions, Henry Robinson was ordained, the Chairman delivering the charge.

Two Papuans were received as the first candidates for the regular ministry. Four others were appointed catechists, and nine dedicated to the office of teachers from the District Training Institution.

Miss F. J. Pearce completed 20 years of service among the women and girls during the year, and was the recipient of hearty felicitations. This is a record term of service in the Sisterhood of the Papuan Mission.

The membership returns showed an increase of nearly 600 over those of last year, while the increase in the price of copra was indicated in the voluntary giving of the people—£300 more being received this year than last.

Splendid work is being done by the native boys under Rev. J. W. Dixon, at the printing press. Most of the printing work for the district is well executed by them.

Mr. B. Kroening, of Taboroi Plantation, Kieta District, New Guinea, reached Sydney from Rabaul by the Neptuna on December 15.

CHECKING MOSQUITO PEST IN N. GUINEA

NEW regulations have been promulgated in New Guinea for the destruction and prevention of mosquitoes.

Landowners are advised that five means are prescribed whereby persons shall prevent mosquitoes breeding in ponds, puddles, tanks, etc. They are: (a) by keeping the water constantly treated with kerosene or oil; (b) by keeping the water stocked with larvae-destroying fish; (c) by covering all openings in tanks, etc. with fine wire mesh, or with flap valves; (d) by drawing off all water or liquid and allowing puddles, etc. to dry; (e) by emptying receptacles and thoroughly scrubbing their interior before refilling, once at least every seven days.

The regulations provide that disused tins, etc. shall not be kept on premises; that owners shall construct and maintain gutters and drains; and that owners of land shall remove undergrowth and vegetation likely to harbour mosquitoes or obstruct watercourses.

Failure to comply with the new regulations may mean a fine of £25, and a further penalty of £5 for every day during which the offence continues.

FIRE ON COPRA SHIP

EN route from Sydney to London, via Pacific Islands ports, the motor ship *Inverbank* was threatened by a fire in her copra cargo early in December.

A message from Suva (Fiji) on December 4 reported that the vessel was anchored in five fathoms off Pegimotu Island, near Nukualofa, Tonga, and that the blaze was in the lower section of the No. 4 hold. The following day advice was received that the fire had been blanketed with steam and was then under control.

FIJIAN WORKMAN KILLED ON NEW REWA BRIDGE

SUVA, Nov. 20.

WHILE working on the new bridge at Rewa, a Fijian fell 100ft. down one of the cylinders on November 6, and was killed. Great difficulty was found in recovering the body.

It is believed that a bucket bringing spoil up to the surface caught on something. As it swung away, it hit the native who was working inside the cylinder. Apparently he toppled over and fell to the bottom of the cylinder, dislodging a quantity of spoil from the cylinder's sides which fell upon the body, covering it to a depth of 6ft.

MORE BUILDINGS FOR N. GUINEA

The New Guinea Administration, in October, let the following building contracts:—Erection of 11 bungalows in Rabaul, £8735, to the Bay Loo Company; three bungalows, Manus district, £2790, district office, Manus, £830, and native labour quarters, Manus, £335—A. P. Dowsett; native gaol, Manus, £645, and Customs store, Manus, £439—Bay Loo Company.

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Sydney
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Islands Produce

Coffee

The following quotations were obtained on December 18:

Robusta, f.a.q., imported from Java on firm conversion of exchange, c.i.f., prompt shipment, Sydney: Quote No. 1: 86/6 per cwt.; quote No. 2: 26/6 per cwt.

Kenya, f.a.q., immediate shipment, c.i.f., Sydney, per cwt. Season closed; last quotations were:—No. 1 quotations: Grade "A," 52/-; Grade "B," 48/-; grade "C," 45/-. No. 2 quotations: Grade "A," 58/-; grade "B," 52/6; grade "C," 48/-; Triange, 47/6. No. 3 quotations: Grade "B," 57/-; grade "C," 47/-; Triange: Season closed.

Mysore, f.a.q., prompt shipment, c.i.f., Sydney, per cwt.:—No. 1 quotations, grade "A," 57/-; grade "B," 51/-; No. 2 quotation: Grade Triange, 50/-.

Arabian (Aden), Hodeidah, f.a.q., immediate shipment, c.i.f., Sydney. Quote (a) No. 1, pure, 64/- per cwt. Quotation (b): 65/- per cwt.

Note: Importers of coffee from Java, etc., pay the following additional charges: Exchange, duty (4d. lb.), primage (10 per cent.), landing costs (1/- per cwt.). Coffee from Papua and New Guinea escapes most of these charges.

Kapok

Based on firm conversion of exchange, the c.i.f. official prices for kapok quoted in Sydney in mid-December were:—Average Java 74d per lb. and Japara, 7 7-32d per lb.

Cocoa

Quote No. 1: Cocoa beans, £49 per ton.
Quote No. 2: Accra, good fermented, £48/10/- per ton, c.i.f., Sydney.

Ivory Nuts

No. 1 quotation: £9/10/- per ton, f.o.b., Sydney.
No. 2 quotation: £9 per ton, f.o.b., Sydney.

Green Snail Shell

Green snail shell, good quality, was quoted by Sydney buyers in mid-December at £50 per ton.

Trochus Shell

Quotations for trochus shell obtained in Sydney from two different sources were:

(a) Trochus shell, No. 1 grade	£112
Trochus shell, No. 2 grade	£109
Trochus shell, No. 3 grade	£97
(b) Trochus shell, No. 1 grade	£110
Trochus shell, No. 2 grade	£108
Trochus shell, No. 3 grade	£96

All quotes are f.o.b. and on the Australian £.

Cotton

London c.i.f. prices for cotton during the month were:—Nov. 27, 6.51d lb., Dec. shipment; Dec. 4, 6.58d lb., Jan. shipment; Dec. 11, 6.88d lb., Jan.

Rice

Rangoon rice, packed in 100lb. or 200lb. bags, £12/10/- per ton f.o.b. Sydney.
Australian table rice, packed in 56lb. bags, £16/10/- per ton.

Exchange Rates

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

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

Australia on Fiji on basis of £100 Fiji: Buying £A111/2/6, selling £A113.
Fiji-London on basis £100 London: Buying, Selling.

Telegraphic transfer ..	£110 15 0	£112 0 0
On demand	£110 12 6	£111 17 6

DIRECT TELEGRAPHIC TRANSFER

SELLING RATES

Quoted by
BANK OF NEW SOUTH WALES
in Australia

Australia on Papeete	Francs to £ Australian
Average for week ended 30/11/36 ..	82.59
Average for week ended 7/12/36 ..	82.60
Average for week ended 14/12/36 ..	82.59

Australia on Noumea	Francs to £ Australian
Average for week ended 30/11/36 ..	82.74
Average for week ended 7/12/36 ..	82.75
Average for week ended 14/12/36 ..	82.74

WESTERN SAMOA—THROUGH BANK OF N.Z.

Exchange, Australia on Western Samoa, basis £100 Samoa—buying £A100, selling £A100/10/-.
Exchange, Samoa on London, basis £100 in London:—

	Buying.	Selling.
Telegraphic transfer	£123 0 0	£125 0 0
On Demand	122 15 0	124 17 6
30 days	122 15 0	124 15 0
60 days	122 10 0	124 12 6
90 days	122 5 0	124 10 0
120 days	122 0 0	124 7 6

NEW CALEDONIA—THROUGH FRENCH BANK

Drafts, Sydney-Noumea and Noumea-Sydney, are on the basis of current rate of exchange on Paris, less 11 per cent. either way. As quoted by the Comptoir National in Sydney, and the Bank of Indo-Chine, Noumea: On December 18, when the Australian £ was nominally worth 85.84 francs, £100 Australian would purchase a credit in Noumea of 8,584 francs.

NEW GUINEA AND PAPUA—THROUGH COMMONWEALTH BANK

From Australia, Pt. Moresby, £1 per cent.; on Rabaul 10/- per cent.—Other New Guinea districts £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.

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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, Sun-Dried, to London	Plantation, Hot-air Dried, Rabaul
Per ton, c.i.f.	Per ton, c.i.f.	Per ton, c.i.f.
January 16, 1931 ..	£14 7 6	£14 12 6
February 27 ..	£14 12 6	£14 17 6
March 27 ..	£14 10 0	£14 12 6
April 24 ..	£13 15 0	£13 17 6
May 29 ..	£10 17 6	£11 0 0
June 26 ..	£11 15 0	£11 17 6
July 31 ..	£11 5 0	£11 7 6
August 28 ..	£11 2 6	£11 5 0
September 25 ..	£12 15 0	£12 15 0
October 30 ..	£13 10 0	£13 15 0
November 27 ..	£13 10 0	£13 15 0
December 18 ..	£14 5 0	£14 10 0
January 1, 1932 ..	£14 0 0	£14 15 0
February 12 ..	£14 10 0	£14 15 0
March 25 ..	£14 17 6	£15 0 0
April 29 ..	£14 15 0	£14 17 6
May 20 ..	£13 10 0	£13 15 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 0 0	£13 12 6
February 3 ..	£12 5 0	£12 7 6
March 3 ..	£11 7 6	£11 10 0
April 28 ..	£10 10 0	£10 12 6
May 26 ..	£11 2 6	£11 5 0
June 30 ..	£10 17 6	£11 0 0
July 21 ..	£11 2 6	£11 5 0
August 4 ..	£10 10 0	£10 12 6
September 29 ..	£9 7 6	£9 10 0
October 20 ..	£8 15 0	£9 0 0
November 3 ..	£9 10 0	£9 15 0
December 1 ..	£8 12 6	£9 0 0
January 5, 1934 ..	£8 0 0	£8 7 6
February 16 ..	£7 17 6	£8 10 0
March 30 ..	£7 7 6	£8 0 0
April 27 ..	£7 7 6	£8 0 0
May 18 ..	£7 15 0	£8 12 6
June 15 ..	£8 0 0	£8 12 6
July 6 ..	£7 17 6	£8 15 0
August 3 ..	£8 0 0	£8 17 6
September 7 ..	£7 12 6	£8 15 0
October 5 ..	£8 0 0	£9 0 0
November 2 ..	£7 15 0	£8 15 0
December 28 ..	£9 0 0	£9 12 6
January 4, 1935 ..	£9 5 0	£10 5 0
February 1 ..	£11 12 6	£12 2 6
March 1 ..	£12 2 6	£12 15 0
April 5 ..	£10 15 0	£11 15 0
May 3 ..	£11 17 6	£12 12 6
June 7 ..	£11 15 0	£12 7 6
July 5 ..	£9 12 0	£10 5 0
August 2 ..	£9 15 0	£10 15 0
September 6 ..	£9 17 6	£10 17 6
October 4 ..	£11 7 6	£12 7 6
November 1 ..	£12 17 6	£14 0 0
December 6 ..	£12 17 6	£14 0 0

London Price on—	South Sea, Smoked, to London	Plantation, Sun-Dried, to London	Hot-air Dried, Rabaul
Per ton, c.i.f.	Per ton, c.i.f.	Per ton, c.i.f.	Per ton, c.i.f.
Jan. 3, '36	£13 2 6	£13 15 0	£15 0 0
Feb. 7 ..	£13 0 0	£14 0 0	£15 0 0
Mar. 6 ..	£11 15 0	£12 15 0	£13 0 0
Mar. 27 ..	£12 5 0	£13 5 0	£13 17 6
Apr. 3 ..	£12 7 6	£13 5 0	£13 17 6
May 1 ..	£11 10 0	£12 15 0	£12 10 0
May 22 ..	£11 15 0	£12 15 0	£13 0 0
June 5 ..	£11 10 0	£12 0 0	£12 17 5
June 12 ..	£11 10 0	£12 0 0	£13 0 0
June 19 ..	£11 15 0	£12 5 0	£13 5 0
June 26 ..	£12 2 6	£12 10 0	£13 12 6
July 3 ..	£12 0 0	£12 10 0	£13 10 0
July 10 ..	£12 10 0	£12 15 0	£13 15 0
July 17 ..	£12 12 6	£12 2 6	£14 2 6
July 24 ..	£12 15 0	£13 5 0	£14 5 0
July 31 ..	£12 10 0	£13 0 0	£13 17 6
Aug. 7 ..	£12 17 6	£13 7 6	£14 7 6
Aug. 14 ..	£13 0 0	£13 10 0	£14 10 0
Aug. 21 ..	£13 5 0	£13 15 0	£14 17 6

Rubber

London Price on—	Para per lb.	Plantation Smoked per lb.
January 6, 1933 ..	43d.	2.43d.
February 10 ..	43d.	21d.
March 10 ..	43d.	21d.
April 14 ..	44d.	2.34d.
May 5 ..	43d.	2.83d.
June 2 ..	53d.	3.56d.
July 7 ..	53d.	3.71d.
August 4 ..	53d.	4d.
September 1 ..	5d.	3.78d.
October 13 ..	43d.	4d.
November 10 ..	43d.	4.09d.
December 8 ..	43d.	4.03d.
January 5, 1934 ..	43d.	4.28d.
February 2 ..	41d.	4.84d.
March 6 ..	5d.	5.15d.
May 4 ..	53d.	7d.
June 1 ..	53d.	61d.
July 6 ..	53d.	7.06d.
August 3 ..	53d.	7.18d.
September 7 ..	53d.	7d.
October 5 ..	53d.	61d.
November 16 ..	53d.	61d.
December 28 ..	5d.	61d.
January 4, 1935 ..	5d.	61d.
February 1 ..	43d.	61d.

WAU-ITES NEW SPORT

"Clay pigeon shooting is something new among Wau sports and pastimes. A number of local residents have been seen trying their skill recently, much to the interest and amusement of the native population. No doubt the natives will soon be emulating them with bows and arrows," says our New Guinea Goldfields correspondent.

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Thirty-nine years before responsible government was introduced into the colony of New South Wales and twenty-five years before even limited representation in public affairs was obtained by the people, the Bank of New South Wales was established.

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Bank of New South Wales

ESTABLISHED 1817

236A.1936

Shipping Services in the Pacific

Sydney—Noumea—Tahiti

Mails and passengers from Sydney for Tahiti may connect with Messageries Maritimes liners at Noumea, per Pierre Loti (see Sydney—Noumea—New Hebrides service). The M.M. liners run between Marseilles and Noumea, via Panama Canal.

Subject to alteration without notice.

	C. Ramel	Eridan	D'Amiens
Papeete ..	Jan 31-F 1	Mar 13-14	Apr 25-26
Raiatea ..	Mar 15		
Suva ..	Feb 8	Mar 22	
Vila ..	Feb 10	Mar 24	May 5
Noumea, arr.	Feb 12	Mar 26	May 7
Noumea, dep.	Feb 19	Apr 3	May 14
Vila ..	Feb 22	Apr 6	May 17
Raiatea ..	Mar 1	Apr 13	May 24
Papeete ..	Mar 2-4	Apr 14-16	May 25-27

MESSAGERIES MARITIMES CO., Agents.

Sydney—N. Guinea—Hong Kong

The M.V. Neptune, running between Australia and Hong Kong, via Rabaul, Salamaua, Sandakan, Manila, and Saigon, is at present being overhauled in Sydney. She will resume the service in February, 1937.

BURNS, PHILP & CO. LTD., Agents.

Europe—Sydney—Suva—New Guinea

Subject to Alteration Without Notice

	Rabaul		
London ...	Dec 24	Suva	Mar 2
Port Pirie ..	Feb 14	Salamaua ..	Mar 12
Sydney ...	Feb 20	Rabaul ...	Mar 16
Brisbane ..		London ...	May 26

W. R. CARPENTER & CO., LTD.

Japan—N. Guinea—Noumea—New Zealand

Subject to alteration without notice

	Brisbane Maru.		
Kobe	Dec 30	Wellington ..	Jan 28-30
Moji	Dec 31	Auckland ..	Feb 1-2
Rabaul ...	Jan 9	Cebu	Feb 17-18
Noumea ..	Jan 15-16	Manila	Feb 19-20
Auckland ..	Jan 19-20	Hong Kong ..	Feb 22-23
Wellington ..	Jan 22-23	Shanghai ..	Feb 27
Lyttelton ..	Jan 24-25	Kobe	Mar 2-5
Dunedin ..	Jan 26-27		

OSAKA SHOSHEN KAISHA LINE

Sydney—Papua—New Guinea

Subject to Alteration Without Notice.

	Montoro	Macdhu	Montoro
Sydney	Jan 13	Feb 4	Feb 24
Brisbane	Jan 15	Feb 6	Feb 26
Townsville ..	Jan 18		Mar 1
Cairns	Jan 19	Feb 9	Mar 2
Pt. Moresby ..	Jan 21	Feb 11	Mar 4
Yule Is.			
Samarai	Jan 23	Feb 13	Mar 6
Woodlark Is. ..			Mar 7
Rabaul	Jan 25-26	Feb 15-16	Mar 9-10
Lindenhafen ..		Feb 17	
Kavieng	Jan 27		Mar 11
Salamaua	Jan 29-30	Feb 18-19	Mar 13-15
Lae			
Finschafen ..	Jan 31		Mar 12
Lombrum		Feb 21	
Lorengau			
Boram		Feb 22	
Wewak			
Madang	Feb 1	Feb 23	Mar 16
Alexishafen ..			
Finschafen ..		Feb 24	
Salamaua		Feb 24	
Kavieng		Feb 26	
Pondo	Feb 3	Feb 27	Mar 18
Rabaul	Feb 4	Mar 1	Mar 20
Salamaua	Feb 6	Mar 3	Mar 22
Samarai	Feb 8	Mar 4	Mar 24
Pt. Moresby ..	Feb 9	Mar 5	Mar 25
Cairns	Feb 11		Mar 27
Brisbane	Feb 14	Mar 9	Mar 30
Sydney	Feb 16	Mar 11	Apr 1

BURNS, PHILP & CO., LTD., Agents.

Papuan Inter-Island Service

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, Orokololo, Kikori and back via Orokololo, Yule Island, and Hisiu—full trip occupying about one month.

S.S. Papuan Chief

Pt. Moresby	Jan 12	Pt. Moresby	Jan 23-27
Hisiu	Jan 12	Kapa Kapa	Jan 27
Yule Is.	Jan 12	Abau	Jan 29
Kukipi	Jan 13	Baibara	Jan 30
Orokololo	Jan 14	Samarai	Feb 1-4
Kikori	Jan 16	Baibara	Feb 5
Daru	Jan 17-18	Abau	Feb 6
Orokololo	Jan 19	Kapa Kapa	Feb 8
Yule Is.	Jan 21	Pt. Moresby	Feb 9-13
Hisiu	Jan 22		

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.

M.V. Matoma (Burns, Philp & Co. Ltd.) makes round trips on a regular schedule from Samarai to Misima Island, via the Conflict Group.

Saigon—Java—Noumea Line

Subject to Alteration Without Notice.

	S.S. Van Rees.		
Saigon ...	Jan 14	Vila	Feb 9
Batavia ..	Jan 18-20	Noumea ..	Feb 11-13
Samarang ..	Jan 21	Sydney ..	Feb 17-19
Pt. Moresby ..	Jan 30	Pt. Moresby ..	Feb 26
Samarai ..	Feb 1	Batavia ..	Mar 9
Rabaul ..	Feb 3-4	Noumea ..	

ROYAL PACKET NAVIGATION CO. LTD.

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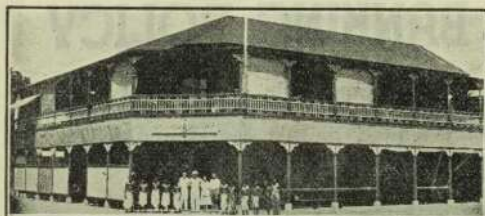
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COLYER, WATSON & CO., N.D.L. Agents, New Guinea, Rabaul.

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



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Situated on high ground overlooking both coasts, its Spacious Lounges are always Cool and Comfortable. Tariff: Per Day, 16/-; per week, £5/5/-; per month, £14/-; bed and breakfast, 10/-; bedroom only, 7/6.

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WINES, SPIRITS AND BEERS
IN STOCK

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Hotel Moresby Ltd.



Solomon Islands—N.G. Service

Subject to Alteration Without Notice

M.V. Malaita			
Sydney	Jan 23	Mar 6	
Brisbane	Jan 25	Mar 8	
Townsville	Jan 28	Mar 11	
Tulagi			
Makambo	Feb 1-2	Mar 15-16	
Gavutu			
Su'u			
Domma	Feb 3	Mar 17	
Mamara			
Tasavarong	Feb 4	—	
Aruligo			
Lavoro			
Mamara			
Tasavarong	—	Mar 18	
Aruligo			
Merimge	—	Mar 19	
Hivo			
Yandina			
Banika			
Ufa			
Faiami	Feb 5	Mar 20	
Younger			
Pejessala			
Langatu			
West Bay	Feb 6	—	
Somata			
Gizo	Feb 7	Mar 21	
Faisi	Feb 8	Mar 22	
Kieta	Feb 8	Mar 22	
Arigua			
Numa Numa	Feb 9	Mar 23	
Teopasino	Feb 10	Mar 24	
Rabaul	Feb 11-12	Mar 25-26	
Soraken	Feb 13-14	Mar 27-28	
Kieta	Feb 14	Mar 29	
Faisi	Feb 15	Mar 30	
Gizo			
Tetipari	Feb 16	Mar 31	
Russell Is.	Feb 17-18	Apr 1-2	
Gavutu	Feb 19	Apr 3	
Makambo			
Brisbane	Feb 24	Apr 8	
Sydney	Feb 26	Apr 10	

BURNS, PHILP & CO., LTD., Agents.

Ocean Island—Nauru Service

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

Sydney—Norfolk Island—New**Hebrides**

Subject to alteration without notice.

S.S. Mortinda.

Sydney	Dec 31	Jan 7	Jan 21
Lord Howe	Jan 2	Jan 9	Jan 23
Norfolk Is.	—	Jan 11	Jan 25
Vila	—	—	Jan 28-29
Bushman's Bay	—	—	Jan 30
Malo	—	—	Jan 30
Tangoa	—	—	Jan 31
Hog Harbour	—	—	Jan 31
Aoba	—	—	Feb 1
Vila	—	Jan 12	Feb 4
Norfolk Is.	—	Jan 14	Feb 6
Lord Howe	Jan 2	Jan 16	Feb 9
Sydney	Jan 4	Jan 16	Feb 9

BURNS, PHILP & CO., LTD., Agents.

Wau-Port Moresby Service

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 purser of the Burns, Philp steamers.

N. Zealand—Samoa—NiueThe New Zealand Government's steamer *Maui* Pomare (1159 tons) is the only direct connection between the Dominion and the Mandated Territory of Western Samoa. The vessel, carrying mails, passengers, and cargo, is controlled by the Department of External Affairs at Wellington, where application should be made concerning freights, berths, etc.**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.

Samoa Inter-Island ServiceA.S. *Makoa*, 250 tons (Burns Philp (South Sea)

Co. Ltd.) operates from Apia and connects regularly with Pago Pago, also Tokelau, Swain, Nassau, and Phoenix Groups.

Sydney—N.Z.—Fiji—Samoa**Hawaii**Owing to the American maritime strike, the *Monterey* and *Mariposa* have been held up in San Francisco. Their departure has been postponed indefinitely. If the vessels are permitted to leave U.S.A., their first three trips in the Pacific in 1937 will be as follows:—

	Mariposa	Monterey	Mariposa
Honolulu	Jan 11	Feb 8	Mar 8
Pago Pago	Jan 16	Feb 13	Mar 13
Suva	Jan 19	Feb 16	Mar 16
Auckland	Jan 22	Feb 19	Mar 19
Sydney, arr.	Jan 25	Feb 22	Mar 22
Melbourne	Jan 29-30	Feb 26-27	Mar 26-27
Sydney, dep.	Feb 3	Mar 3	Mar 31
Auckland	Feb 6	Mar 6	Apr 3
Suva	Feb 9	Mar 9	Apr 6
Pago Pago	Feb 10	Mar 10	Apr 7
Honolulu	Feb 15	Mar 15	Apr 12

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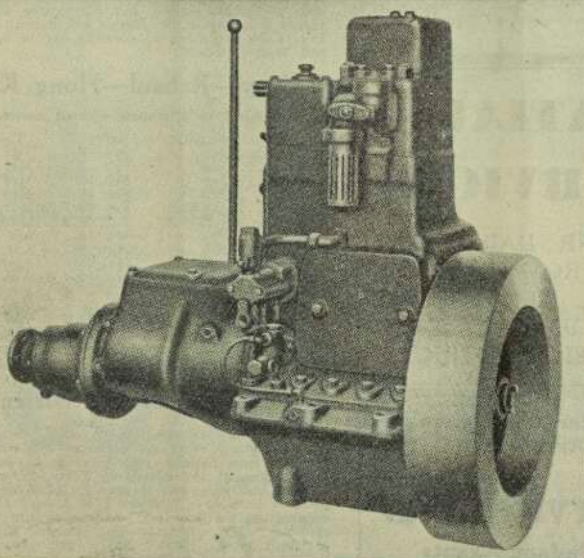
Sydney—Noumea—New**Hebrides**

Subject to alteration without notice.

Pierre Loti.

Sydney	Jan 14	Feb 5	Mar 11
Noumea	Jan 18-20	Feb 9-11	Mar 15-17
Lifou	Jan 21	Feb 12	Mar 18
Vila	Jan 22	Feb 13	Mar 19
Luganville	Jan 23	Feb 14	Mar 20
Le Dart	Jan 24-25	Feb 15-16	Mar 21
Bernier B.	—	—	Mar 22
Tortues B.	—	—	Mar 22
Hog Harbour	—	—	Mar 23
Pt. Olry	—	—	Mar 23
Norsup	—	—	Mar 24
Sarmentes	—	—	Mar 24
Sandwich	—	—	Mar 25
Epi	—	—	Mar 25
Vila	Jan 26	Feb 17	Mar 26-27
Lifou	Jan 27	Feb 18	Mar 28
Noumea	Jan 28-29	Feb 19-20	Mar 29-30
Sydney	Feb 2	Feb 24	Apr 3

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companies, leave Salamaua and Lae two and three times daily for Wau and other centres on the Morobe goldfields. The aerial services are the only means of communication.

Sydney—N.Z.—Fiji—Hawaii

Subject to alteration without notice.

	Aorangi	Niagara	Aorangi
Honolulu	Jan 6	Feb 24	Mar 24
Suva	Jan 15	Mar 5	Apr 2
Auckland	Jan 18-19	Mar 8-9	Apr 5-6
Sydney	Jan 23	Mar 13	Apr 10
Sydney, dep.	Feb 18	Mar 18	Apr 15
Auckland	Feb 22-23	Mar 22-23	Apr 19-20
Suva	Feb 26	Mar 26	Apr 23
Honolulu	Mar 5	Apr 2	Apr 30

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

Gilbert and Ellice Islands Service

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

Central Pacific Services

Subject to alteration without notice

	M.V. Matua (4166 tons)
Auckland	Jan 12 Feb 9 Mar 9
Rarotonga	Jan 16 Feb 13 Mar 13
Nukualofa	Jan 20-21 Feb 17-18 Mar 17-18
Apia	Jan 22-23 Feb 24-25 Mar 24-25
Suva	Feb 24-25 Feb 24-25 Mar 24-25
Auckland	Feb 1 Mar 1 Mar 29
Wellington	Feb 3-6 Mar 3-6 M.31-A.3
Auckland	Feb 8 Mar 8 Apr 5

Under charter to the Union S.S. Co., the motor vessel Cape Horn will leave Sydney with cargo, mails and a limited number of passengers for Fiji and Tahiti on January 14. She will call at Suva (arr. Jan. 20), Lautoka (arr. Jan. 21), Suva (arr. Jan. 28), Papeete (arr. Feb. 3), and will then proceed to North American ports. The following steamer will be the Limerick from Sydney early in February, calling at Suva and Lautoka (Fiji), Apia (Western Samoa), and Papeete (French Oceania).

UNION S.S. CO. LTD., 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. John Bolton, M.V. Desikoko, S.S. Durour M.V. Duranbah (W. R. Carpenter and Co. Ltd.) make sailings from Rabaul every two or three weeks to various ports in the Territory.

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 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. Helena (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, Nakaloa, Dreketi, Naisereawaqa, Lekutu, Galoa, Nabouwalu, and Levuka. Latter trip occupies about 10 days.

M.S. Tui Kauvaro (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.

New 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, Teatun, N. Goye, Kuake, Thio, Nakety, Canalo, Gouaoua, Houailou, Mouco, Pouterhuene, Tieti, Poindimie, Wagap, Touho, Kokingone, Hieghene, Tao, Outbatch, Pouebo, Balada, Pam and Arama. Return by same route. Ports visited on west coast trip are: Bourail, Poya, Mueo, Pombout, Kone, Voh, Temala, Ouaco, Koumac, Karambie, Tangadieu, Pasagouene, Nehoue, Mouac, Belep, and return by same route.

S.S. Loyaute (Societe des Iles Loyalties) maintains a four-weeks' service between Noumea and Loyalty Is. Trip occupies 6 days and the vessel calls at Tadine (Mare Is.), Chepenehe and We (Lifou Is.), Fajoue, St. Joseph and Banout (Ouvea Is.). Calls are made occasionally at Isle of Pines and Walpole Island.

Sydney—Rabaul—Hong Kong

Subject to alteration without notice.

	Nankin	Nellore	Tanda
Hong Kong	Jan 2	Jan 30	Mar 5
Manila	Jan 5	Feb 2	Mar 8
Rabaul	Jan 13	Feb 10	Mar 16
Brisbane	Jan 19	Feb 16	Mar 22
Sydney	Jan 21	Feb 18	Mar 24
Melbourne	J.25-F.23	F.22-M.3	M.29-A.3
Hobart	Feb 5	Mar 5	Apr 5
Newcastle	Feb 8	Mar 8	Apr 8
Sydney, dep.	Feb 13	Mar 13	Apr 14
Brisbane	Feb 15	Mar 15	Apr 16
Townsville, dep.	Feb 18	Mar 18	Apr 19
Rabaul	Feb 23	Mar 23	Apr 24
Manila	Mar 3	Mar 31	May 2
Hong Kong	Mar 6	Apr 3	May 5

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

New Hebrides Inter-Island

S.S. Mirani (Burns Philp (South Sea) Co. Ltd.), connects every six weeks at Vila with S.S. Merinda 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, Aoba, 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.

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Year Ended Feb. 28	Tonnage Transported	Passengers Carried
1929	434	869
1930	949	2,047
1931	1,146	1,995
1932	3,947	1,607
1933	3,980	3,856
1934	6,044	7,398
1935	5,688	9,721
1936	6,476	12,137
Totals	28,664	39,630



A typical load landed from one of Guinea Airways' giant freight-carrying aeroplanes. This big G-31 Junkers machine carried from Lae, on the coast, to the aerodrome at Wau, the goldfields centre in the interior, a Baby Austin motor car, an office safe, and 38 bags of rice—a total weight of nearly two and a half tons.

Guinea Airways Ltd. operate regular air services in New Guinea and Papua; they use over 50 Aerodromes and Landing-grounds in the two Territories.

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