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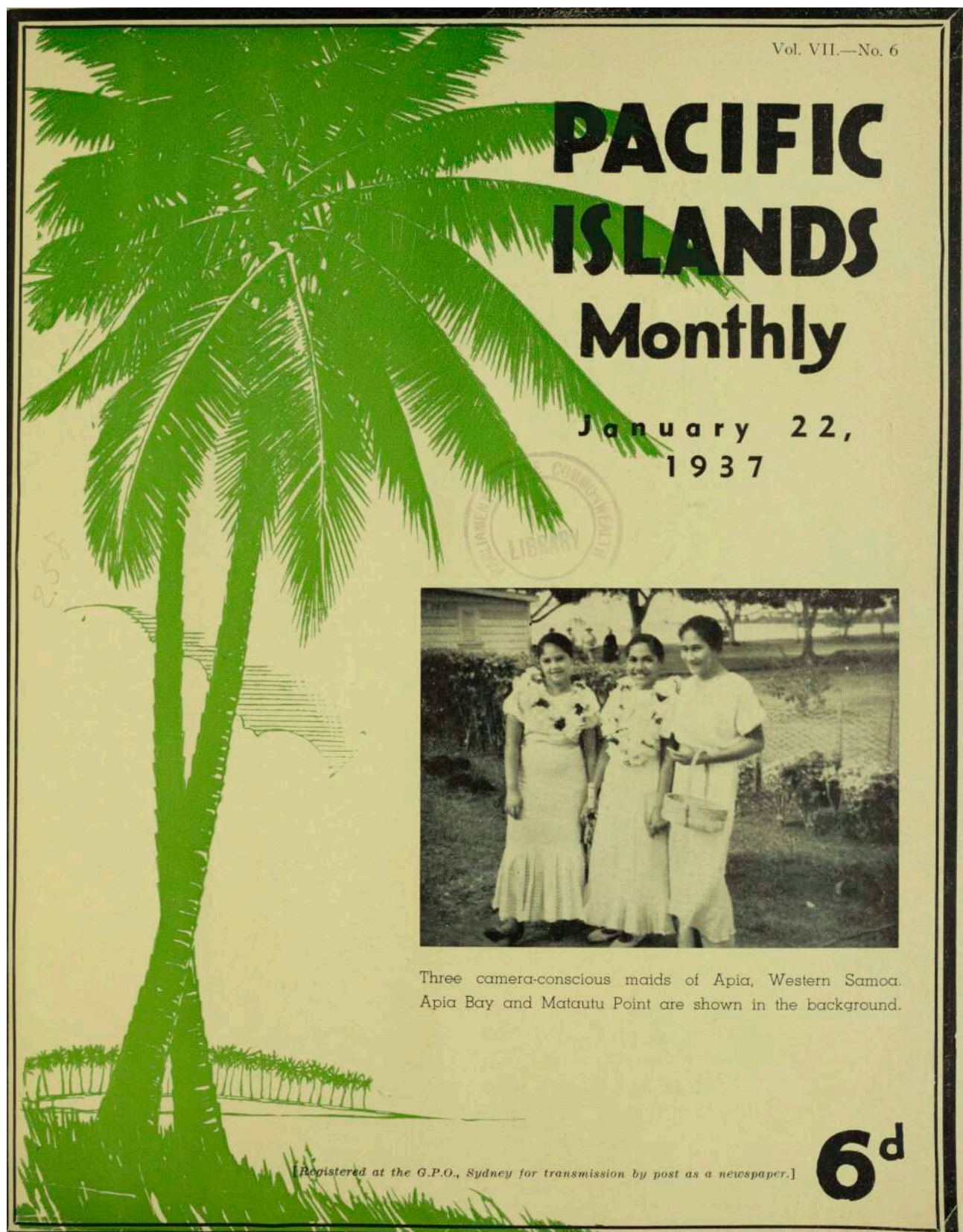
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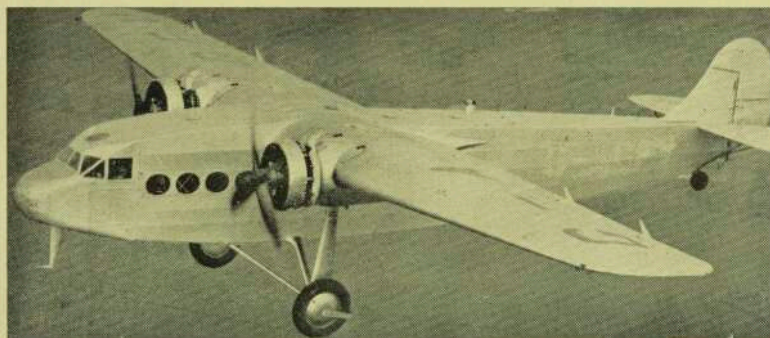
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Speakman, Stathers, Strong, Villiers, Wilson, Wilkie, Waterhouse, Wood, Wilson, Williams, Ward-Williams, Zimmer; Mesdames: Anderson, Armstrong, Balmain, Boehn, Edgell, Gunther, Haviland, Higgs, Harvey, King, Luff, Mackinnon, Maxwell, Noonan, Naulty, Obst, Phillips, Ross, Williams; Misses: Brown, Corkin, Cooper, Clarke, Ford, Holmes, Hales, Harford, Harris, Inman, Kessell, Leahy, McGregor, McMillan, Noonan, Page, Seacombe, Stewart.

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PASSENGERS PER TANDA WHICH SAILED FOR RABAU, NEW GUINEA, ON JANUARY 15: Brigadier-General W. R. McNicoll, Messrs.: Townsend, Ollerenshaw, Evans, Perriman, Dobbie, Monger, Cameron, Anderson, Gilmore, Kelly, Tracey, Sinclair, Mesdames: Cameron, Anderson, Sinclair, Ollerenshaw, Evans, Taylor, Miss Doering.

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Stone Age Relics from New Guinea

A Prehistoric Mortar from New Guinea" is the title of the main article in the October-December number of the *Australian Museum Magazine*. Mr. F. D. McCarthy writes interestingly of the relics found in the Mandated Territory which evidently form part of a megalithic culture once present in Oceania and to which scientists are now devoting a great deal of attention.

There is a fine illustration of a stone mortar which was dredged at a depth of 30ft. in the alluvial bed of Koranga Creek, in the Bulolo district, New Guinea. It was presented to the Australian Museum by Mr. L. V. Waterhouse.

"The performance of an act of magic in a primitive community is no trivial pastime, but is a serious business believed to be an indispensable aid to a prosperous, or even tolerable, existence," says Miss Elsie Bramell, M.A., Dip.Ed., in an article on "Magic Among Primitive Peoples." She surveys the field of black and white—evil and peaceful—magic carried on by native sorcerers in Papua, New Guinea and Australia.

Monsieur Hippolyte Fabre, of La Foa, New Caledonia, died on December 26 at the age of 58.

Rev. William B. Seaton, of the Melanesian Mission in the Solomons, arrived in Sydney by the Malaita on January 15, on his way to England on leave. Mr. Seaton, who has been with the Mission for 14 years, has been stationed at Pawa, Ugi Island.

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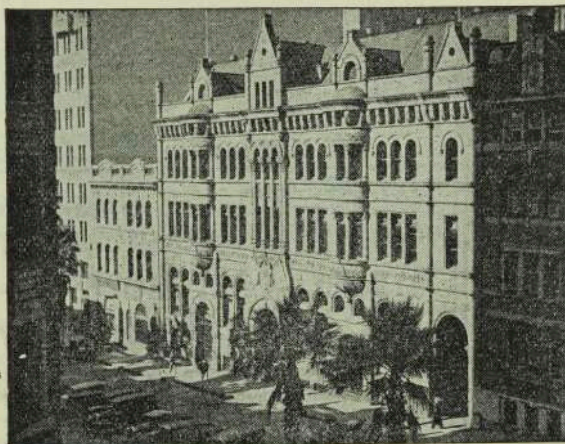
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Sydney, January 22, 1937

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THE THRUSTING POWER OF JAPAN

PEOPLE who live in the tropical islands
and territories of the Central Pacific are
personally and vitally affected by recent
international developments — events which
show up the Anglo-American-Japanese
situation with disturbing clarity.

That situation is well known, and may be
briefly stated.

There are now 100,000,000 people in the
small country of Japan. They cannot pro-
duce their own food—they must manufac-
ture, sell their goods abroad, and thus buy
foodstuffs. Japan wants additional territory
and trade. Great Britain and U.S.A. are
vitaly concerned with the future of the
Pacific, where their interests are as great
as those of Japan—U.S.A., because their
western seaboard, and Hawaii, are in the
Northern Pacific; Britain, because of the
situation of Canada in the North Pacific,
and of Australia, New Zealand, and other
dependencies in the South Pacific.

On December 31, there expired the Wash-
ington Naval Treaty, one section of which
provided that the parties (Britain, U.S.A.
and Japan) should not build fortifica-
tions on islands 500 miles or more distant
from their shores. Britain wanted to renew
that pact. Japan, definitely, and U.S.A., in-
ferentially, would not renew. Both pro-
fessed eagerness for "the establishment of
peace machinery and the maintenance of the
status quo in the Pacific"; but both had

reservations to make. Japan asked why she
should be restricted to that 500 miles limit,
when U.S.A. had been allowed to place the
enormous Pearl Harbour fortifications in
Hawaii, 2,400 miles from the American
coast. Washington indicated an eagerness
to "regain complete freedom of naval action."
The discussion is still going on, perfunctorily;
but the position is that the Treaty
has expired, and the three nations have
complete freedom to place fortifications
where they wish. Building will start any
day.

To better understand the situation, it is
necessary to consider all that has happened
since the Washington Treaty was signed in
1922 and renewed (by the London Treaty)
in 1930.

Japan has become a great industrial na-
tion, and her merchants and her shipping
lines are increasingly reaching out for
Pacific trade, to the serious embarrassment
of Britain and U.S.A.—especially Britain.
Although Japan has withdrawn from the
League of Nations, she holds on to the
Marshall and Caroline Islands (entrusted to
her under mandate by the League) and
Japanese men and money have been poured
into those groups—to such a degree that
we can say that Japan now extends south-
wards to the equator, only a few hundred
miles from New Guinea. Agents of the new
Japanese South Sea Company, a trading

and development enterprise, are busy, not
only in Japanese territory, but also in the
Philippines, East Indies, Borneo and Dutch
New Guinea. Japanese sampans, gathering
sea-products wherever they can find them,
are swarming along the coasts of North
Australia, New Guinea, Solomons, New
Hebrides and Fiji—that fringe of islands
that almost certainly is destined to protect
Australia and New Zealand against the
ruthless hand of Asia.

Since 1922, U.S.A. has built up the Pearl
Harbour naval base, transferred her mighty
navy to the Pacific Coast, and has estab-
lished the world's most notable aeroplane
service, across the North Pacific, from
Frisco to Manila. The Americans have
given freedom and independence to the
Philippines, and they have pledged their
national honour that that independence
shall not be interfered with.

Since 1922, Great Britain has further de-
veloped her dominions and colonies in the
South Pacific, and has established the
powerful Singapore base.

Look at a map of the Pacific; and, in the
light of these things, the situation is terribly
plain. Great Britain and the United States,
by the simple logic of inescapable facts, have
become the guardians of the *status quo* in
the Pacific. Singapore, in the north-west,
and Pearl Harbour, in the north-east, are
the plain manifestations of that policy. Japan
is hemmed in in the North-west Pacific. If
she seeks territory or special privileges in
any direction except westwards, she inevit-
ably will be in conflict with the British, the

Dutch (who, in this matter, make common cause with Britain) or the Americans. She can go westwards, to China; but even China, these days, is aggressively on the defensive.

The Japanese, a proud and clever people, recognise the situation quite clearly. Sooner or later, their expanding population will compel them to fight for more territory. The school of thought which dominates Japanese government at present would throw Japan immediately into a war against either Britain or U.S.A., alone, but any attempt by Japan to-day to seize new lands in the Pacific would immediately bring into the field against her Britain, U.S.A., the Netherlands and, probably, France. And so she holds her hand.

These are plain and simple facts, apparent to anyone who has watched events in the Pacific for the past two decades, and seen the logic of the incidents which attended the expiry of the Washington Treaty.

Britain and America, like Japan, are under no delusions. They understand the cruel problem which confronts Japanese statesmen. But what can they do? They cannot give up their already well-populated territories to Japan, and they cannot admit Japanese as settlers. If they were Europeans, the difficulty might be adjusted, but it is apparent that races so far apart as Japanese and North Europeans cannot live together as one happy, homogeneous community. The Anglo-Saxon nations are sincerely and anxiously ready to co-operate with Japan in creating a peaceful atmosphere (that is, in maintaining the *status quo*); but if, as is likely, the non-fortification pact is not renewed, the significance of the development will be perfectly clear. It will mean, simply, that Japan believes that sooner or later she must fight for greater privileges in the Pacific, and Britain and U.S.A. must prepare accordingly.

The trade position, no less than the naval position, is bad and is tending to get worse. Despite the natural determination of the British to hold their trade, Japanese goods and Japanese ships are being pushed into Britain's South Seas territories. Uneasiness and friction are growing—it would be foolish to ignore the fact. Only the other day, the old-established E. and A. Line, running from Australia through Rabaul to Japan, announced that it was now being systematically deprived of freight by the Japanese, and could not continue without assistance.

We are safe enough, so long as Britain and U.S.A. make common cause in the Pacific. But, if there should be a breach between the two great Anglo-Saxon nations, God help the British communities in the South Seas!

Dr. and Mrs. C. E. M. Gunther sailed from Sydney for New Guinea by the *Montoro* on January 13. He is chief medical officer for Bulolo Gold Dredging Limited at Bulolo, on the New Guinea gold-fields.

Rev. Sydney G. Caulton, of the Melanesian Mission, at Gela, Solomon Islands, arrived in Sydney with Mrs. Caulton on long leave by the *Malaita* on January 15. They will leave shortly for New Zealand.

Captain C. R. Pinney, M.C., Administrator of Norfolk Island, arrived in Sydney with his wife by the *Morinda* on December 30 to spend two months' furlough in New South Wales. They were accompanied by Miss Maura Pinney and Master Peter Pinney.

HAWAII-SAMOA

Pan-American Airways Inspection Proceeding

PAN - AMERICAN Airways, with characteristic American thoroughness, appear to be proceeding steadily with the formulation of their plans for a trans-Pacific service between 'Frisco and Sydney.

The three-masted schooner *L'oiseau des Isles* was chartered from the French Oceanic Phosphates Commission, Papeete, and arrived in Suva on December 19. She sailed early in January with representatives of Pan-American Airways, to inspect and map islands along the proposed route of the air-service, between Hawaii and Samoa.

Dr. Herivaux, who has been appointed Chief of the Health Services in New Hebrides, arrived at Vila by the *Ville d'Amiens* on December 30.

Captain A. Campbell, of the *Burns*, Philp motorship Macdhui, is at present making a holiday tour of Victoria and Tasmania. He has spent about 30 years—the last 20 with B.P. and Co.—on the Pacific and Eastern runs.

UNKNOWN PAPUA

Embargo Remains on Uncontrolled Areas

NO relaxation of the Government ordinance declaring the Tarifuroro Valley an uncontrolled area is likely because of the successful patrol carried out by Mr. Ivan Champion, said the Papuan Government Secretary (Mr. Leonard Murray) in a statement published early in January.

He said the area was likely to remain closed until the Administration could establish permanent police posts, which would probably be within two years. Champion's patrol had not entered the Tarifuroro, where Mr. Jack Hides earlier had found a big population, and had encountered persistent hostility. It was considered essential to accustom the natives to the European viewpoint before introducing civilian parties.

The ordinance was made last July, following an announcement by Mr. Hides that he was organising a prospecting expedition into country he had passed through during his patrol. Access to the area was forbidden to all save natives or Government officials on duty. No provision was made for the issue of permits to enter the uncontrolled area.

THIS TOURIST TRAFFIC



Shade of Old-Time Islands Belle to Shade of Old-Time Missionary: "There! Look! And you said I was immodest. At least I was pretty!"

N.G. AFFAIRS

Administrator's Rush Visit To Canberra

THERE was a good deal of speculation about the sudden visit to Canberra in January of Brigadier-General W. R. McNicoll, Administrator of New Guinea.

The latter was in Canberra only in mid-November. The newspapers, naturally, wanted to know what had happened in the meantime to justify a special aeroplane visit only seven weeks later. No official explanation was given.

Some newspapers insisted that a demand by Germany for the return to her of the Bismarck Archipelago was involved; but that can be washed out. It is not yet a major issue.

Some day, when the archives give up their dead, it will be found that the following matters were dealt with during the Administrator's visit:—

The mail and shipping services between Australia and the Western Pacific groups, now being carried on by Burns, Philp and Co. Ltd. under a temporary arrangement. (The tenders for a new contract, which closed on December 31, are complicated by some new factors, including the new shipping law in New Guinea, the decision to establish a weekly air-mail service between Sydney and New Guinea, and the appearance of a would-be competitor in a field which B.P. hitherto have had practically to themselves.) No finality was reached—discussions are still going on.

The conditions of the proposed new contract for a weekly air-mail service, Sydney-New Guinea.

Territory finances, especially in relation to the planters' old debts to the Government, and the extent to which those debts can be liquidated now by the sharp rise in copra prices.

Various matters of policy and administration, including the agitation about the "two-miles" trading limit, the Wanliss-Hogan incident, the Rabaul outcry against undisciplined natives, the future control of civil aviation, and criticism of the administration by various interests.

Decisions were reached concerning quite a number of matters; but we can only guess at their character. Nothing was published. The newspaper which has the temerity to criticise the bureaucrats usually is the last representative of the public to receive any information whatever.

CAPTAIN "BUNNY" HAMMOND LEAVES NEW GUINEA

CAPTAIN "Bunny" Hammond and Mrs. Hammond, well-known in New Guinea (where Captain Hammond was one of the best known air pilots) have settled down in Melbourne. The Sydney *Telegraph* has this note: "Captain Hammond has dodged streams of tracer in France, has barn-stormed all over Australia, and skimmed Papuan jungles with freights of high explosive. He has a record of over 20 years' continuous flying, and is (surely) one of the few pilots of 1916 days who are still flying without celestial aid."

Mr. W. H. Carpenter, Islands manager for Messrs. W. R. Carpenter and Co. Ltd., arrived in Sydney from Rabaul, New Guinea, by the Nankin on January 21.

SALAMAUA-SYDNEY

Notable Trip in Small 'Plane

A NOTABLE flight was made by Pilots R. O. Mant and M. Allen who, on behalf of Mandated Airlines Ltd., brought the Administrator of New Guinea, (Brigadier General W. Ramsay McNicoll), and the Treasurer (Mr. H. O. Townsend) from New Guinea to Sydney in a Dragon Moth aeroplane.

The party left Salamaua at 5 a.m. on Monday, January 4, and flew over to the Papuan coast, near Port Moresby. The weather ahead looked so bad that it was decided to avoid the direct sea-crossing to Australia of 450 miles. Instead, the pilots turned westwards, flew around the top of the Gulf of Papua, thence across Torres Strait at its narrowest point to Cape York, and down the Australian coast to Townsville, reached at 7 p.m.—14 hours of rough, hard flying. The next day, they flew to Sydney.

The Administrator had arranged to fly from Salamaua to Sydney in Guinea Airways' new Lockheed aeroplane, which could have made the trip in one day; but, for some unexplained reason, he changed his mind when he arrived in Salamaua, and travelled per Dragon Moth instead. He returned by the E. & A. steamer *Tanda*, leaving Sydney on January 15.

Messrs. Mant and Allen left Sydney on January 10 and flew the Dragon back to New Guinea.

Monsieur H. Martinet, president of the New Caledonian Aero Club, arrived in Sydney from Noumea on January 19 by the *Pierre Loti*, en route to France.

B. P. Mail Contract

CANBERRA, Jan. 21.

NEGOTIATIONS for the renewal of the Burns, Philp steamer and mail contract with the Western Pacific islands are practically completed on the basis of the tender launched in December.

It is expected that there will be some modification of the existing arrangements, but no details are available yet.

G.O.M. of the Pacific

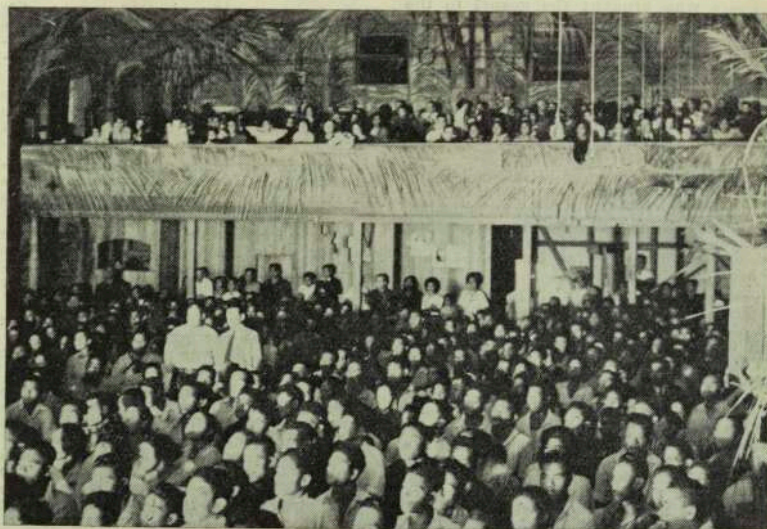
THE Lieutenant-Governor of Papua, Sir Hubert Murray, received congratulations from all over the world on December 29, when he attained the age of 75 years.

Sir Hubert is one of the most remarkable old men in the South Seas. Physically and mentally, he is more like a man of 40 or 45. He remembers every detail of Papuan administration, and is quick in summary and decision. He is a friend of youth, and eagerly encourages the young men of his service. Almost every day, he goes out riding—no sedate jog-trotting along quiet lanes, but hell-for-leather across country. He is intensely interested in his work, and the natives respect and love him.

His best birthday present, received that day, was news of the safety of the Champion expedition.

Mr. and Mrs. E. Boehn, of the Seventh Day Adventist organisation, departed from Sydney for Port Moresby, Papua, by the *Montoro* on January 13.

THE TALKIES COME TO TONGA



MR. W. BRIGGS (proprietor of Briggs' Pictures, Nukualofa, Tonga) after facing much expense in fitting up machinery and hall, including a visit by an Auckland expert, presented a talkie programme for the first time in Tonga on November 28. Prince John Gu formally declared the entertainment open, and congratulated Mr. Briggs on his enterprise.

Eager to see and hear what this invention of the white man was like, crowds of Tongans (as well as Europeans) soon filled the hall. All were delighted, and the talkie is the "talk of the town" now, from one end of the island to the other.

The above photograph of the crowd on the first night is by Mr. August Hettig.

L.M.S. PIONEERS

Their Work at the Octagonal Church in Tahiti

By Our Papeete Correspondent.

In grateful memory
of
HENRY BICKNELL
arrived
on the ship Duff
March 5, 1797
Died August 7, 1820.

Also
WILLIAM SCOTT
arrived
on the ship Royal Admiral
July 10, 1801.
Died February 9, 1815.

Also
SARAH HENRY
Died July 28, 1812.

MARY DAVIES
Died September 4, 1812.

SARAH HAYWARD
Died October 4, 1812.

The graves of the above lie nearby.

This Tablet was erected by the
L.M.S.
1936.

THE scholarly researches by Mr. W. W. Bolton, M.A. (Cantab.), into the early history of Protestant missions in Oceania have brought to light very many interesting facts, and have performed the priceless service of saving from oblivion the last resting-places of the faithful pioneers who brought the gospel to the Islands.

In November, 1936, a handsome tablet in the Tahitian language (of which the above is a translation)—presented by Mr. Bolton on behalf of the London Missionary Society—was installed and dedicated with solemn ceremonies in the Octagonal Church at Papetoai, in the island of Moorea.

The graves of the two missionaries and those of the wives of Messrs. Henry, Davies, and Hayward, of the mission, were identified by Mr. Bolton—after long research among widely scattered sources—from the obscurity of over a century of neglect.

The church at Papetoai, in which the memorial tablet has been placed, is, without doubt, the oldest building for Christian worship now standing in Polynesia.

The following, from the pen of Mr. Bolton, is the history of its construction:

THE OCTAGONAL CHURCH

This remarkable building, both in its shape and composition, took years in building, by reason both of the immense labour of securing slabs of coral from the reef and the inexperience of the workers in the needed woodwork.

The architect was the resident missionary, Rev. George Platt, who superintended the work during the years he was stationed at Papetoai (1817 to 1824), his place being taken by W. Henry, of the Duff, also a resident till 1827.

The site selected was that of a former important *marae*, a stone as its foundation having been brought from Opoa, on Raiatea, thus constituting it a *Tapu-tapuata*.

"The church is 60ft. in diameter, its coral walls nearly 20ft. in height, the doors and windows semi-circular, and well proportioned." (Tyerman and Bennett's report.)

Over each of the doors is an inscription cut into the coral, one in Tahitian, one in English, and two in Latin. Time has dealt harshly with the two latter, but the others still are in perfect condition. The Tahitian reads:—

"This house was begun in the year of our Lord Jesus Christ, 1822, in the reign of Pomare III."

The English is: "Holiness becometh thy House, O Lord, for ever."

Some of the Latin reads:—

"Hæc domus sacra . . . Anno Domini 1822 et in Anno Primo Regni Pomare III. . . Gloria qui in Secula. Amen."

The fourth has been handled very roughly by later folk. All that is left are the three words at the bottom: "*Gloria soli Deo.*"



The Little Church at Papetoai.

The rest has been erased, and "Ebenezer" is seen immediately above the "gloria," whilst above that there appears the very prosaic statement in French:—"This Temple was rebuilt by the Protestant parishioners of Papetoai 1887-1891."

Evidently a better word would have been "renovated," as there has been no known break in its use since its first erection.

Search is now being made amid the correspondence in the possession of the L.M.S. if haply the full Latin inscriptions may be found.

In their report for 1823 the delegation sent out from London headquarters were loud in their praise of this piece "of extraordinary workmanship" then slowly rising.

At last, the work was finished and in 1829, under the pastorate of Rev. Alexander Simpson, it was opened for public worship.

From "The Annual Report" of the Brethren 1821-1822: "On the 20th of February, 1822, the brethren had the pleasure to lay the foundation stone of a new chapel which is to be of an octagonal form and built with hewn coral rock. The people are carrying on the building with spirit, observing that it will be the first house of stone in these islands."

Captain A. McIntyre arrived in Sydney from Port Moresby by the January Montoro.

Miss McMillan departed from Sydney for Papua by the Montoro on January 13 to take charge of nursing work at the London Missionary Society's hospital at Poreporena. Her father was at one time a missionary in Fiji.

NO ONIONS!

Tahiti Suffers From Strike

From Our Own Correspondent

PAPEETE, Dec. 20.

UNLIKE the Hawaiian Islands, the French islands of Oceania have suffered little hardship from the maritime strike on the Pacific Coast of the United States, so far as the suppliers of food-stuffs are concerned—with one devastating exception—i.e., the exhaustion of the supply of onions.

Tahiti is the home of a race of noble Frenchmen, who demand strong flavours and piquant sauces, which lose their savour unless strongly impregnated with the essences of onions and garlic.

Onions do not mature in the soil of tropical Polynesia and must be imported from the Temperate Zone.

Were all communications with the outside world cut off our islands could struggle along with its ample supplies of fish from the sea; breadfruit, taro, kumera, yams from the plantations; and plantain and oranges from the mountains.

But without onions all these are as Dead Sea fruit on the palates of our epicures, and the pleasures of the table exist no more until fresh supply of onions shall be available.

NO AIR MAIL FOR N.G.

AN extraordinary attitude was taken by the Australian postal authorities early in January when they refused permission to Messrs. W. R. Carpenters' Dragon Moth aeroplane to carry an air mail to Papua and New Guinea.

Guinea Airways' Lockheed monoplane was similarly refused permission in November.

No reason was given—it is apparently just a bit of typical bureaucracy. That, however, is little consolation to the residents of the Territories who have thus been deprived of a valuable service—namely, letters delivered within 48 hours of their despatch.

Look on the Front of Your Wrapper!

The figures stamped there (if any) show the date when your subscription expires. This date will appear on wrappers of three issues preceding expiration, thereby giving 3 months' notice. If, at the end of that time, we have not been instructed to continue to send the journal to you, it will be discontinued.

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Union House, 247 George St., Sydney

SYDNEY-SALAMAUA AIR SERVICE

Tenders for Contract Invited

ON January 16, the Commonwealth Department of Defence invited tenders for the new air-mail service between New Guinea and Sydney. The advertisement was as follows:

TENDERS will be received by the Secretary, Contract Board, Department of Defence, Melbourne, until Wednesday, March 31, 1937, for the establishment and maintenance of an Aeroplane Service, weekly in each direction, between:—

(a) SYDNEY, New South Wales, and SALAMAUA, New Guinea;

or alternatively—

(b) SYDNEY, New South Wales, and RABAU, New Guinea;

over the route Sydney-Brisbane-Rockhampton, Townsville - Cairns - Cooktown - Thursday Island (Horn Island) - Wau - Salamaua.

Tenders may tender for a Sydney-Salamaua or a Sydney-Rabaul service, but a separate tender form is to be completed in respect of each and every offer the Tenderers desire to submit.

Tenders must be submitted on the forms provided for the purpose. These forms, including Conditions of Contract, etc., are obtainable at the office of the Secretary, District Contract Board, Circular Quay West, Sydney.

It is officially announced that the 'planes must be capable of carrying six passengers, mails and freight. They must be multi-engined, have a cruising speed of at least 140 miles per hour, and fuel capacity for a cruising range of 500 miles, against a headwind of 30 m.p.h.

It will be seen that the Commonwealth has stuck to its decision that the 'planes must go to the tip of Cape York, and cross to New Guinea by the shortest route (80 miles). Thence they will fly over many hundreds of miles of useless jungle, in Western and Central Papua, to Wau.

All the aerial traffic between New Guinea and Australia, up to date—and it has been considerable—has taken the other route—Townsville, Port Douglas, thence across 450 miles of ocean to the Papuan Coast, Port Moresby and Wau. It seems to be just as safe and practicable a route as that between Darwin and the East Indies, via the Timor Sea. But no

ordinary man can understand the working of the bureaucratic mind.

The Commonwealth has decided upon the Thursday Island route, and that is the end of it. Port Moresby—in fact, all the settled and developed part of Papua—is cut out from the direct benefit of the new service. Passengers and mails for Papua, presumably, will go to Wau, and thence will be taken, in a feeder service, southwards across the mountains to Port Moresby.

In view of the controversy in the past about the relative merits of the Lae and Salamaua aerodromes, it is interesting to note that Salamaua is stipulated and not Lae. It is obvious that if Guinea Airways are the successful tenderers for this service, they must use their Lockheed; and the contract says that the machines used must be put down on Salamaua. Bureaucracy rides high in the saddle these days. The Administrator knows very well that G.A. do not wish to risk their £30,000 Lockheed machine on the Salamaua aerodrome.

It will be surprising if the new service includes, at the beginning, the 400 miles stretch between Salamaua and Rabaul, along the practically undeveloped southern coast of New Britain. It seems more likely that, for obvious economic reasons, the service will end at the goldfields port, with the expensive extension to Rabaul to come later.

Yacht for French Commissioner in New Hebrides

A YACHT has been purchased in Australia by the High Commissioner for France in the Pacific for the use of the French Resident Commissioner at Vila, in the New Hebrides.

Not possessing an official vessel, the Resident Commissioner hitherto has had to reply upon the uncertain inter-island trading vessels when he wished to visit the scattered islands of the Group.

Mr. B. W. Taylor, headmaster of the Provincial School at Taveuni, Fiji, has been transferred to the Namaka School, Nadi, after nine years' service at the former institution.

"CLEAR OUT!"

How Samoa, In Panic Over Epidemic, Treated Five Apia Residents

IN New Zealand's long record of stupid and muddling mismanagement in Samoa, the case of the *Matua's* Christmas passengers probably will stand unique.

The *Matua* arrived in Apia on Christmas Eve. She carried a number of round-trippers, and five persons booked for Apia. The latter were:

Miss Betty Dawson, daughter of Dr. Dawson—a school-girl, on a visit to her parents from New Zealand.

Miss Mabel Yandell, an Apia resident, returning home after a holiday visit to Australia.

Mr. W. Links, an executive of Messrs. Burns Philp (S.S.) Ltd., Apia, returning home from leave spent in Australia.

Messrs. G. Stoeckicht and A. Matthes, two German residents of Samoa, returning to Apia after a visit to Germany.

These five people learned by radio, when half way to Apia, that there might be difficulties regarding quarantine in Apia, owing to the outbreak of infantile paralysis in New Zealand. But they had been allowed ashore freely in Nukualofa and Rarotonga, so they did not worry over much.

Miss Yandell and Mr. Links did not worry at all. They had gone from Sydney to Auckland in the *Awaita*, and transferred immediately to the waiting *Matua*, which sailed a few hours later. They had spent an hour or two in Auckland streets—but they felt that their connection with New Zealand was nil.

They calculated without Samoa's famous Old Granny Government.

The decision of the authorities, announced in Apia, was that no one could land from the *Matua*. The round-trippers growled, but submitted. The five Apia people protested, and pleaded that at least they be allowed to go ashore, in quarantine: but officialdom simply did nothing.

No European passengers were allowed ashore—they were allowed only to hold



The heaviest load ever carried in from the coast to the goldfield in New Guinea. Tumbler shaft for new dredge, weighing 7900 lbs., being unloaded from G31 aeroplane, operated by Guinea Airways Ltd.

Photo: A. T. Simmons.

distant converse with their friends, who circled around the ship in boats—but there was no restriction upon the Samoan cargo-workers from the shore. Over 100 Samoans, on two occasions, came aboard, mingled with the crew, and worked the cargo, which also was allowed ashore without restriction.

The Apia five, armed with piles of Christmas presents, watched the Apia shore hungrily during Christmas Eve and the whole of Christmas Day. Their friends came near, and shouted and gesticulated. Mr. Links, using glasses, had the doubtful pleasure of watching a Christmas party in progress at his own house.

Finally, it dawned upon the hapless five that the Administration meant it—they were to be chased away from their home.

Then, through Mr. Links, they appealed most urgently to the Acting-Administrator. They asked: Where were they to go? When might they come back? How were they to live in the meantime? Why could they not land and be placed in quarantine—especially in view of the fact that hundreds of natives had been allowed aboard the ship?

Officialdom simply shrugged its shoulders and said it did not know.

A few minutes before the *Matua* sailed for Suva the Captain was officially informed that the passengers must remain away for a month and then they could not return by any vessel which had called at a N.Z. port.

Messrs. Stoeckicht and Matthes left the *Matua* at Suva, and are still there, awaiting some way of getting home. Miss Dawson returned to Auckland.

Mr. Links and Miss Yandell returned to Sydney, in order to catch a copra-steamer, the *Tolken*, which is due in Samoa some time in March.

Round-trippers on the *Matua*, on their return to New Zealand, told the newspapers there that the proceedings aboard the vessel at Apia were a priceless farce. They said that the Samoan officials at first made the ship's company wear masks; but no masks were worn by the native cargo-workers, and the masks presently were abandoned, and the natives mixed freely with the ship's company.

EDITORIAL NOTE

ONLY the Samoan officials acted in this manner. The port authorities at Suva, Rarotonga and Nukualofa placed no restriction upon the *Matua's* passengers.

To get this Apia farce into the correct focus, it should be remembered that no one knows how infantile paralysis is carried—the way in which the germs of the disease are spread is completely a mystery.

The accommodation of 150 cargo-workers from the shore on a ship crowded with New Zealand residents, would be just as likely to transfer the disease from ship to shore, as would the arrival in Apia of Mr. Links who, on his way home from Sydney, spent an hour or so in Auckland streets.

New Zealand has never been forgiven for introducing pneumonic 'flu into Samoa, where tens of thousands of natives were killed. This has made the N.Z. authorities very sensitive on the matter of epidemics; and one can at least understand the fussiness of officials who have never, in any event, been conspicuous for strength of judgment.

The thing which has made such a bad impression is the indifference and callousness of officialdom towards those five residents of Samoa who, through no fault of theirs, suddenly found themselves

FOR GALLANTRY

Fiji Resident Awarded R.H.S. Silver Medal

From Our Own Correspondent

SUVA, Jan. 2.

THERE was an echo of the wreck of the M.V. *Derek*, in a hurricane at Komo Island in February last year, when the Governor (Sir Arthur Richards) at a ceremony in December at the Public Works Department yards, presented Mr. Henry Cross, who was engineer on the *Derek*, with the silver medal and certificate of the Royal Humane Society, in recognition of his saving the life of Captain E. W. G. Twentymann, retired Harbourmaster of Suva.

Congratulating Mr. Cross on his brave deed, His Excellency briefly outlined the circumstances that led up to the award.

When the *Derek* was being abandoned, it was a case of every man for himself. Captain Twentymann, who is an old man, was lowering himself over the side by means of hand ropes when his grip was broken and he was thrown into the boiling surf. Sucked under the vessel, which was rolling badly at the time, he was in imminent danger of being crushed to death when she rolled back again.

Mr. Cross, with no thought to his own danger and at considerable risk to his life, jumped overboard and succeeded in dragging Captain Twentymann clear of the ship and into shallow water, from which he was assisted ashore. Captain Twentymann stated at the time that he was completely exhausted, and had it not been for Mr. Cross, he must have lost his life.

Mr. TURNBULL'S VISIT TO N.Z.

From Our N.Z. Correspondent

AUCKLAND, Jan. 12.

THE Prime Minister, Mr. M. J. Savage, states that no special significance attaches to the visit of the Acting-Administrator of Samoa, Mr. A. C. Turnbull, to New Zealand.

He was merely in the Dominion on furlough, Mr. Savage said, and his visit was not connected with the appointment of an Administrator, although he would discuss the Samoan position with him while he was here.

Mr. Andrew Kelly, Rabaul solicitor, returned to New Guinea by the *Tanda* from Sydney on January 15, after spending Christmas holidays in Australia.

Mr. B. B. Perriman, M.L.C., manager of Messrs. W. R. Carpenter and Co. Ltd., Rabaul, sailed from Sydney for New Guinea by the *January Tanda*.

isolated aboard of the *Matua*. They were not strangers—they were well-known residents, and their homes and relations and resources were all in or near Apia. In a case like this, officialdom surely should have taken some responsibility for its own people, and advised them what to do and helped them to do it. Instead, it simply barred them out, and left them to shift for themselves.

The most charitable view is that it was not indifference so much as stupidity and lack of initiative, characteristics of the New Zealand regime in Samoa.

PACIFIC MISSIONS' CONFERENCE

In Sydney Next April

A MISSIONARY conference has been arranged by the National Missionary Council of Australia, to be held in Sydney over four days, from April 5 next.

The discussions of the conference will be divided into three groups: Pacific, Aborigines, and Home Base.

The various missionary societies working in the South Seas will be represented on the basis of three times their present membership on the Council, after taking into consideration the number of fields in which they are working. Thus each society will be ensured of adequate presentation of its views, and it is confidently hoped that the result of the conference will be a forward movement in the activities of Pacific missionary bodies.

An outline of the enquiries to be made concerning Islands missions is as follows:

A Survey of Spheres of Operations.—Can any profitable adjustments be made? Can travel be simplified? Is any co-operation possible in the interests of efficiency and economy? Are any arrangements made for the transfer of native church members who leave their homes for other parts, to the church in their new place of abode?

Attitude to Native Customs, etc.—What is the attitude of missions to native customs? What is the attitude of the Christian church to mission trading? What improvements are possible in each of these matters? What is the relationship of missions with Governments? Is this relationship satisfactory? If not, what can be done to improve it?

Education, Evangelism, and Medical Work.—In the programme of missions, which of these, if any, should receive greatest emphasis? What is the relationship between education, evangelism, and medical work, in the missionary work of the churches?

Building the Indigenous Church.—Can anything be done to encourage the development of the indigenous church? If so, what is the course that should be pursued? Is it possible to develop more rapidly than at present, the fellowship between the church in the Pacific and in Australia? What are the more grave problems and the hopeful features of the life of the indigenous church in the Pacific?

Training of Missionaries.—Is the training at present being given missionaries adequate in every way? If not, in what ways can it be improved? What scope is there for a United Training Course for outgoing missionaries and missionaries on furlough?

N.G. OVERSEER ARRESTED IN SYDNEY

G. M. C. FFROST, 24, overseer, was charged at the Central Court, in Sydney, on January 11 with having at Meto Plantation, New Guinea, on October 23, 1936, unlawfully killed Mulmul, a native.

The police said that a wireless message from Rabaul stated that a warrant had been issued for Ffrost's arrest. Ffrost had been employed by Burns, Philp and Co. in New Guinea, and left by steamer on November 12. He was arrested at his home at Enfield. He was a single man, and was well thought of by Burns, Philp and Co., by which firm he was paid off on January 8.

Mr. McMasters, for Ffrost, applied for bail. He said that another party had been convicted of the offence. Therefore, the charge against Ffrost was not so bad as it appeared.

Ffrost was remanded to January 25 on £100 bail.

CHAMPION PATROL SUCCESSFULLY CROSSES UNKNOWN PAPUA

Paddles in from Wilds as Extensive Search in Progress

THE keen anxiety felt for the safety of the Champion expedition, which left Port Moresby last April on a perilous trek through unknown Western and Central Papua, vanished on December 29, when a message came through from Port Romilly that the party was safe, and was paddling down the Purari River in native canoes.

This heartening news reached Port Moresby in the midst of one of the best organised searches by land, sea, and air that had ever been undertaken in the history of Papua.

The patrol was a complete success. The expedition made friends with all the native tribes encountered and was received cordially everywhere. Not a single shot was fired in warning or defence.

Intense satisfaction has been expressed in official quarters at the peaceful penetration of what, it had been feared, was hostile country. Sir George Pearce (Minister for Territories) described the crossing as "another feather in the cap of the Papuan Service."

THE PATROL

SAILING from Pt. Moresby by the *Vailala* on April 1, Assistant Resident Magistrate Ivan Champion, with Patrol Officer C. T. Adamson, 12 native armed constables, and 27 carriers, set out for the Strickland-Purari region, penetrated a few months earlier by Mr. Jack Hides, with the object of examining the country further west, obtaining additional information about Mr. Hides's Furoro districts, and making contact with the natives.

Daru, in Western Papua, was left behind on April 25, and the party ascended the Bamu River to the Leonard Murray Mountains. Stores were relayed across the ranges and progress was painfully slow—it took five months to go 90 miles. Traversing a great plateau, they came to the Upper Kikori River. Twenty-six days were spent in scouting for a place to wade through this mighty roaring stream, racing at 13 miles an hour through gorges 2,000 ft. deep.

Lake Kutubu, set among rugged mountains, 2,600 ft. up, was reached on October 18. The patrol spent a week on the shores of this deep, clear lake, making friends with the natives, who sold them foodstuffs.

THICKLY POPULATED VALLEYS

Continuing northwards across grass valleys, thickly populated, they came to the Augu Valley, crossed an 8,000ft. limestone range (Mount Champion), and descended into the Wage Valley, five miles below Mr. Hides's crossing. Marching through well-populated valleys, they went S.E. to the Erewa River, then N.N.E. into the Kawuku Valley and over into Mendi Valley, west of Mt. Giluwe (near the border of Papua and New Guinea). Giluwe, a 20,000ft. landmark, was reached after trekking through the Pivla Plateau. The party spent an uncomfortable night on Giluwe, at 11,400ft. where the water froze in the buckets.

Descending into the Kagoli Valley, south of Mt. Hagen (in the Mandated Territory), they set out in a southeasterly direction, reaching Poru Plateau, near Mt. Ialibu, after travelling through uninhabited country. Wili River, at the lower end of Kagoli Valley, greeted them on December 1. To cross this stream, a canoe was built by the police.

ACROSS THE LIMESTONE BARRIER

Native guides led the party southwards across the Tu River and over the Karimui Plateau into the dreaded limestone country. Following native tracks, a

successful crossing was accomplished, though one of the carriers severely injured his leg and had to be carried over the last 10 miles.

Two days before Christmas, they reached the Purari River and, obtaining canoes, rafted downstream to Port Romilly, arriving on December 29. The Government vessel *Vailala* took the party aboard and on January 3 drew into Port Moresby wharf, where the explorers were welcomed by the Official Secretary (Mr. Leonard Murray) and Mr. H. W. Champion (Government Secretary), the father of Mr. Ivan Champion, and a large number of townspeople.

NO EXCITING ADVENTURES

In his official report, Mr. Ivan Champion said that the party had no exciting adventures, and except that the two

Europeans were reduced to living almost entirely on sweet potatoes for three months they were never short of food. Throughout the patrol, no trouble was experienced with the natives and friends were made in every tribe. In keeping with the Government's policy of peaceful penetration, no shots were fired and no lives were lost.

Patrol Officer Adamson, who is an experienced prospector, found no colours of gold, though he examined every river and creek. The patrol's position was always known with exactness, as astronomical observations were made throughout the trip. Time signals were sent out daily by A.W.A., Port Moresby, and picked up by the patrol on a small receiving set.

SUCCESS DUE TO CARRIERS

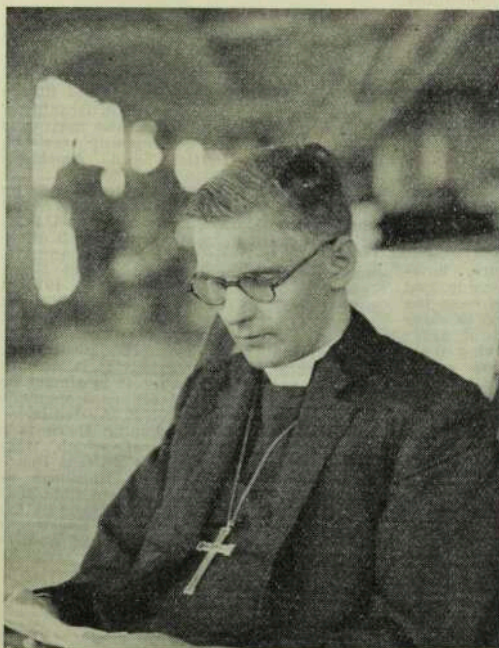
Paying a tribute to the 27 volunteer prisoners from Pt. Moresby gaol, Mr. Champion said: "They were splendid. I have never seen a finer band of carriers, and the whole success of the patrol is due to their efforts." Two natives from the Karimui Plateau and four from the Pio River returned to Port Moresby with the patrol to become police.

THE SEARCH

WHEN, at the end of November, the Papuan Administration had received no word of the whereabouts of the Champion expedition, grave fears for its safety were expressed in many quarters. Anxiety became acute when a Lysol tin and abandoned rafts, thought to have been used by the party, were found floating down the Purari.

A launch party, under Mr. S. H. Chance, A.R.M., proceeded far up the river in the hope of finding some trace of the expedition. Nothing was dis-

NEW BISHOP OF NEW GUINEA



THE newly-appointed Bishop of New Guinea, in the Anglican diocese of Papua, the Right Rev. Philip Nigel Warrington Strong, reached Australia from England early in January and sailed from Brisbane for Samarai, Papua, by the *Montoro* on January 15.

Bishop Strong is taking over from Bishop Henry Newton, D.D., who is 70 years of age and in failing health. As soon as he is well enough to travel, Dr. Newton will return to Australia.

Only 37 years old, the new Bishop is a graduate of Selwyn College, Cambridge, and he received his theological training at Bishop's College, Cheshunt. During the Great War he served as a second lieutenant in the Royal Engineer Signal Service.

Before his appointment to Papua, he was Vicar of St. Ignatius, Sunderland, Durham, for six years. During the early part of his Church career, he was curate at St. Mary's, Tyne Dock, and later was Vicar of Christ Church, Leeds, for five years. He was consecrated in St. Paul's Cathedral, London, on October 28 last.

—Block by courtesy of the Australian Board of Missions.

covered, however, and Mr. Chance returned to Port Moresby.

The Administration then arranged with Guinea Airways Limited for two flights to be made over the country in the vicinity of the Purari headwaters. Though much valuable data concerning this region was obtained, no signs of the Champion party were seen.

REPORT FROM MT. HAGEN

On December 25, reports through native channels came to the ears of a missionary at Mount Hagen, in New Guinea, that two Europeans had reached Mt. Ialibu, across the border. It was stated that they were without food, had little trade goods, and were breaking up the remainder of their pearl-shell to buy provisions. The reports indicated that the men had come from the south-west and were travelling to the south-east. This report, as it turned out, was based on fact.

Acting on the assumption that the two men were Champion and Adamson, the Lieutenant-Governor (Sir Hubert Murray) ordered a relief party to set out immediately for Mt. Ialibu. The party, consisting of Mr. R. G. Speedie, A.R.M., and Mr. S. G. Middleton, A.R.M. (both of whom took part in the aerial search), 15 native police, and 32 carriers, was flown in a Guinea Airways machine from Pt. Moresby to Mt. Hagen. Mr. C. E. Searle, of Amalgamated Wireless (Australasia) Ltd., accompanied them with a radio transmitting and receiving set weighing only 80 lbs., which had been specially built by A.W.A.'s local manager, Mr. K. Frank.

TO FOLLOW TRACKS FROM BAMU

In the meantime, a second patrol was being assembled in Pt. Moresby to go up the Bamu River, in the Western Division, and to follow Mr. Champion's tracks from the commencement of the patrol. This party was to be led by Mr. S. H. Chance, with Mr. Alan Champion, the missing patrol leader's brother, as his assistant. They were to be accompanied by Rev. B. T. Butcher, of the L.M.S., and another missionary.

Just as the party at Mt. Hagen was preparing to leave on a forced march to Ialibu, word was received from the Police Camp at Bevan Island, Purari River, that the expedition was safe and on its way down to the coast.

COST £5,000

It is estimated that the cost of fitting out the search parties and the chartering of Guinea Airways' plane for the aerial reconnaissance flights was about £5,000.

It was necessary expenditure, however. The patrol was long overdue and some effort had to be made in case the lives of the two explorers were in danger. The aerial flights proved of great use to the Administration in giving them correct positions and a general knowledge of the vast area in Central Papua yet to be brought under control.

Mr. and Mrs. A. R. Haviland, accompanied by their two children, departed from Sydney for Rabaul by the Montoro on January 13. Mr. Haviland is a member of the New Guinea Police Force.

Captain J. D. Campbell, of Rarotonga, Cook Islands, who has been on a visit to New Zealand, left Auckland by the Matua on January 12 on his return to the Islands.

Rev. H. T. Williams, of East Cape, Papua, returned from furlough in Australia with his wife and two children by the January Montoro.

GOLD FEVER

On his sick bed at 82 Melody Street, Coogee, Sydney, Mr. Frank Pryke, a pioneer of the New Guinea goldfield, read about the "rush" to the new goldfield near the Sepik River. Frank could not join the lads in breaking a new trail, so he turned to his muse instead.

THEY'RE finding gold up Sepik way—
You read the news with puzzled frown;
For you are old and tired and gray
And keen on settling down.
Your movements now you cannot choose,
Your health will not withstand the strain,
But should it be to win or lose
You want to take the trail again.

Let once gold fever in your blood,
And grim old Death's the only cure!
Danger, famine, thirst or flood
You'll cheerfully endure.
You may be old and getting slow,
And long for comfort, ease and peace;
When King Gold calls you have to go—
Till Death grants you release.

So it's swag and billy once again,
Pick and shovel, dish and bar;
With the gold fever in your brain
You'll travel fast and far.
O'er stormy sea and desert sand,
Thro' jungle dense, and open plain—
Just one of a goldseeking band,
When you take the trail again.

And you will meet old comrades there—
Tho' most of them have passed away;
And others show the wear and tear
Of rough times in a former day.
All kinds of hardship they've withstood,
But rarely they complain—
They take the bad things with the good
When on the trail again.

From place to place you've often rushed,
And round from field to field—
Many a ton of ore seen crushed,
For rich or poorer yield.
You've tried to give the old game best—
An effort made in vain!
You cannot conquer this unrest
Till on the trail again.

—FRANK PRYKE.

CHRISTMAS IS.

A Claim by U.S.A.

IT is understood that the United States has put in a claim for ownership of Christmas Island, and that the matter is being argued, in gentlemanly fashion, between the British and American Governments.

Christmas Island was discovered by Captain Cook on Christmas Eve, 1777, and annexed by Britain in 1888. The U.S.A., in 1888, issued a "reservation on all questions" relating to Christmas Island. It was included in the Gilbert and Ellice Islands Colony in 1919; and in 1914 it was leased to Central Pacific Coconut Plantations Ltd., of London, for 87 years.

It is a very large atoll, 100 miles in circumference. It does not appear to be very valuable, but probably it is now of interest to U.S.A. because it is almost on the direct route of the proposed seaplane service, Hawaii-Samoa-N.Z.-Australia.

In this part of the Pacific there is a line of six atolls, all of which were regarded, until recently, as British. Reading from north to south, they are as follows, and it is interesting to note that on a new map of the Pacific, issued by the National Geographic Society a few weeks ago, their ownership is indicated now in the manner shown hereunder:

Kingman Reef, United States.
Palmyra Island, United States.
Washington Island, Great Britain.
Fanning Island, Great Britain.
Christmas Island, United States-Great Britain.
Jarvis Island, United States.

A NON-PAYING ENTERPRISE

Seychelles Vessel in the Solomons

From a Special Correspondent

TULAGI, Jan. 10.

TULAGI was visited by a strange-looking craft on December 20.

It proved to be the *Felice*, from the Seychelles Islands, manned by her owner and two men. The *Felice* is a double ended craft of over 65 tons, painted black, of no particular rig, but two-masted. She stands very high out of the water, and is very roughly built.

When she arrived in Tulagi, her engine was giving trouble, and the foremast was badly sprung. The three men on board were "fed up" and disillusioned.

The owner, Mr. H. Parsons, an Englishman of birth and education, bought the *Felice* on "spec," and used her for trading and freighting along the African coast, and to and from the Seychelles. He was told of great possibilities in the "prosperous" Solomons and in New Guinea, and so he set sail, taking with him an engineer and mate, both Seychelles men.

They called at Singapore, Kavieng and Rabaul. According to their story they were given no work and were on the point of starvation.

At Rabaul they were advised to go to the Solomons, where freighters were required. They left Rabaul with a cargo of rice for W. R. Carpenter and Co. and took three months to get to Tulagi, owing to bad weather, a sprung mast and engine trouble.

After a week in Tulagi, where they got no work and scant hospitality, they left once more for the African Coast.

Mr. Parsons, the owner, said that native conditions in the Solomons were extraordinary, compared with the Seychelles. He was astounded at the large wages, want of discipline and general velvet-glove system. What surprised him more than anything were the number of Chinese in Tulagi and the way in which they traded and held licences on an equality with the Europeans.

Seychelles, said Mr. Parsons, was a prosperous and industrious group of islands of 40,000 inhabitants. There was plenty of work and labour, and good conditions. He was sorry he had ever left there, as his trip to the Solomons had proved a dead loss.

Mining Engineer Reports on N. Caledonian Chrome

A WELL-KNOWN Melbourne mining engineer, Dr. Alex. McIntosh Reid, sailed from Sydney in January for New Caledonia to make a comprehensive report on the property at Prony Bay held by Chrome Alluvials Limited. This report will deal specifically with the quantities of chromite and raw sienna available.

Dr. Reid, who was accompanied by Mr. Sydney H. Martin, a director of Chrome Alluvials, will also check the report made recently on the Company's other chrome-bearing areas by Mr. Pierre Goyette, a mining engineer of Noumea.

Chrome Alluvials Ltd., which was registered in Victoria in December, has a capital of £25,000 in £1 shares. Subscribers to the memorandum were: Norman L. Hansen (100 shares), Sydney H. Martin (100 shares), Russell D. Hall (1 share), Alfred H. Serpell (1 share), and William L. Forsyth (1 share).

TROPICALITIES

WANDERING in the Mediterranean, American journalist Marc T. Greene met Alexander Hume Ford, the G.O.M. of Honolulu and the Pan-Pacific Union. Mr. Greene says that Ford, although 69, has been prowling around in out-of-the-way places for the last five or six years. He went to Kabul by bus, from Peshawar, using a visa from the Afghan Minister in Tokio as a set-off to an interdiction by the British in India. Ford later spent some time in Greece and then, quite recently, made for Palma, in Majorca. The Spanish war has chased all the tourist traffic out of the Balearic Islands, and the thought of it attracted Ford, so he settled down for a time in Majorca.

ERROL FLYNN, who has become one of the star actors of filmdom, has told friends in Hollywood that he intends to visit his copra plantation in New Guinea on his pending trip to the South Seas. The trees, which are eight years old now, will be in full bearing in two more years. Then he expects to settle down on the plantation, never to return to picture making. Mr. Flynn made an outstanding success of the name part in the 1936 film, "Captain Blood."

WE have taken a mean advantage of a Rosicrucian who lives in the Lower Watut, New Guinea. Rosicrucians specialise in prediction; and this gentleman kindly wrote us at the beginning of 1936, giving a forecast of the leading events of the year. The P.I.M. does not believe in prophecies—although the Rosicrucians claim nothing supernatural, but only "a scientific tabulation of human and economic tendencies."

We kept our friend's letter until the end of 1936; and now look back on his predictions, in the light of 1936 events. He predicted:

"Gold will begin its final bow as the traditional medium of exchange, giving way to a predecessor that will be decided upon by the major nations."—No sign of it yet.

"Real estate will boom in U.S.A."—We have not heard of anything startling.

"War will rage throughout the Far East."—Sorry; a complete miss.

THE British Solomon Islands Protectorate is in a happy financial position. It has an excess of assets over liabilities of £68,000, and it has most of the excess in cash. According to a recent statement, £2475 was in the Treasury, £9325 in the bank, £3630 in the hands of the High Commissioner, £3759 in the hands of Sydney agents, and just on £40,000 in fixed deposits.

ABOUT a dozen residents of New Guinea have written to us about the article we published in November, "Journalistic Ethics, Judge Wanliss, and Mr. Mullaly." Most of the writers are eager to "have a go" at Mr. Mullaly; so we hope they will forgive us if we do not wish to carry on a campaign against Judge Wanliss or Mr. Mullaly. In attacking the judicial system in New Guinea, and the grave weaknesses which are apparent in it under Judge Wanliss, we believe we have expressed the opinion of 90 per cent. of the non-official residents of New Guinea. We can do no more. Reform

in New Guinea can come only through a change at Canberra—and we can expect nothing from the present flabby control. But the Federal general election this year will almost certainly bring about a change of Government, and out of that there may come some new policies and sound realignments in regard to Australia's tropical territories.

A Kavieng resident, writing under a *nom de plume*, makes statements typical of all the letters we refer to:

"I think that the administration of justice in this Territory is a menace to peace and good government. I am not going to sign my name to this. I am not game to do so. I think the majority will agree with me that if one is not a M.L.C. or something of the sort one is foolish to take chances. Trivial offences in this Territory have become dastardly crimes, without any reason that one can see. As for the Judge not being able to defend himself, I can say that some of the unfortunate prisoners whom he has bullied have been in the same plight."

THAT American "will o' the wisp" newspaper man, Marc T. Greene, of whom we heard recently in South America and in Roumania, is now in Central Africa. He wrote in November from "an oasis somewhere in the Sahara," and he says he is glad to get away from the horrors of European civilisation—"wars, suffering and semi-starvation everywhere with nobody trying to do anything about it."

"True, the desert has certain disadvantages," he goes on. "The sun is hot, the nights are cold, flies are thick, and the habits of the Arabs leave something to be desired. But they are friendly enough, here in southern Algeria, where the French have ruled for 80 or 90 years. The dancing-girls, called the *Ouled Naels*, are not devoid of charm, having a certain resemblance to the Tahitiennes both in appearance and characteristics; and you can have all the dates you want for the asking (I mean, of course, dates of the

fruit sort—in this oasis alone there are several hundred thousand bearing trees). But it rains here about once a year and then only a spatter. The water from the springs and wells is so thick with magnesia that it tastes like a blend of the Dead Sea and the American Great Salt Lake. So maybe a European would get tired of it in time."

Mr. Greene thought he would continue by camel—though, as he points out, the French now run motor-buses right through to Timbuctoo, and thence along the Niger 1800 miles to Fort Lamy, on the southern shore of Lake Tchad.

THE PREHISTORIC PACIFIC

OUR well-known archaeological friend, Mr. Arthur J. Vogan, on January 12, addressed a crowded meeting under the auspices of "John o' London's Literary Circle," Sydney, and described some of his discoveries in the Pacific Islands.

"I have never yet visited a new island," he said, "without discovering something new to science. Thousands of these exquisite gems that stud the royal-purple of the Pacific are quite unknown beyond their immediate coastal-parts. I have found great figure-groups, cave-temples, carved human-heads and figures, ciselures of note, including a Buddha's foot and several vastly ancient sun-dials; and inscriptions at least a thousand years old."

The lecturer explained how the New Zealand Ma-oris (not "Mowry," which means in their language: "Faint-hearted") had, for ancestors, the great Ma-uria communities of Bengal, whose leader, Chandragupta, sent Buddhist missionaries into part of the Pacific about 300 B.C.; and how the Fijians came originally from Tanganyika, on the east coast of Africa, being employed by Arab traders, who were trading through the Pacific over a thousand years ago.

The well-known Boer War veteran, Colonel Jones, C.M.G., presided, and moved a vote of thanks to the lecturer. Mr. Vogan, although nearly 78 years of age, is still carrying on his scientific work amongst those "Enchanted Isles where Giants lived."



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ABOUT ISLANDS PEOPLE

Mr. A. T. Acton, who during recent years has been manager of the Levuka branch of Messrs. Burns Philp (South Sea) Co. Ltd., has been transferred to the head office of the firm in Suva. Having resided in Levuka for five years, he had done much splendid work as secretary of the Levuka Chamber of Commerce and as a committee-man of the local Bowling Club.

Towera, a London Missionary Society worker, who has been 13 years in Papua, arrived in Sydney by the January Montoro en route to his home in the Ellice Islands.

Miss C. G. Fairhall, of the London Missionary Society's Hospital at Port Moresby, Papua, is at present spending leave in Sydney.

Mr. D. C. Harman, has been appointed secretary of the Torres Strait Hospital, succeeding Miss G. Hennessey who has resigned.

Mr. Frank Keys, of the Commonwealth Bank staff at Rabaul, New Britain, sailed for the East on holidays by the Nellore at the end of December.

Rev. J. Bertin, of the Marist mission, returned to Australia in December after an inspectional visit to the Mission's stations in Samoa, Tonga, and Fiji.

High Chief Faumuina Fiafe, leader of the Samoan Mau, took up duties as Supervisor of Native Police at Apia in December.

Senor Bosch Barrett, a Spanish lawyer, arrived in Sydney from Vila, New Hebrides, by the Pierre Loti on December 27. He is President of the Joint Court of the Condominium.

Mr. J. C. H. Perry, Seventh Day Adventist missionary at Aoba, arrived in Sydney from the New Hebrides by the Morinda at the end of December.

Pastor F. Otto Theile, Director of the Lutheran Mission in New Guinea, returned to his home in Brisbane in December after a visit to Europe and the United States. He will shortly make a tour of the Mission's stations in New Guinea.

Mrs. L. D. Doughty, an old resident of Fiji, died in Suva on December 23. Mrs. Doughty, who went to Fiji from England many years ago, had lived for a long time in the lonely Yasawa Group where, since the death of her husband, she carried on a copra plantation.

Captain G. F. Zimmer, who was at one time a member of the Papuan Service and who now is goldmining on the Tiveri headwaters, returned to Port Moresby from Sydney by the Montoro on January 13, after three months' holiday in Australia.

Mr. H. Beilby Evans, of Rabaul, returned to New Guinea in January by the Tanda. Mr. Evans is now running his own plantation on the Bainings, and is residing in Rabaul. In recent years, he has obtained practically a monopoly of the business of exporting whole coconuts to Australia.

Mrs. E. Knox, of Rabaul, arrived in Sydney from New Guinea by the Tanda on December 23 to make her home permanently in Australia. Her husband, Hon. E. Knox, Director of Public Works in New Guinea, has resigned from the Public Service and will in future be attached to the Commonwealth Government in Sydney. Mr. Knox arrived in Australia by the January Nankin.



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ABOUT ISLANDS PEOPLE



Mr. C. E. Ahrens, B.Sc. Agr., who recently was appointed to succeed Mr. B. C. Meek, as principal of the Methodist Mission's Agricultural College at Navuso, Fiji, sailed from Sydney for Suva by the Niagara on January 21. He had a distinguished career at Sydney University where he obtained his degree.

Mr. and Mrs. H. J. Murray, of Lakurama Estate, Kavieng, New Guinea, reached Sydney by the Macdhui in December. After spending furlough in Sydney, they will visit the East.

Mr. L. G. Usher, who for the past four years has been headmaster at the Levuka Public School in Fiji, left Ovalau on four months' leave in December, prior to being transferred to one of the other Provincial Schools in the Colony.

Mr. and Mrs. W. A. Boucher, and their daughter, Miss Dulcie Boucher, passed through Sydney in January to join the Narkunda for England, where they will attend the Coronation festivities. Mr. Boucher is Crown Agent for the Kingdom of Tonga at Auckland, New Zealand.

Miss Brenda Lynch, of Hunter's Hill, Sydney, will leave shortly for Fiji where she will be married to Mr. Cecil Young, who is on the staff of the Bank of New South Wales in Suva. On her voyage to Fiji, Miss Lynch will be accompanied by Mr. and Mrs. Fred Carr, of Goulburn, N.S.W.

Mr. L. V. Waterhouse, technical director of Placer Development Ltd. and Bulolo Gold Dredging Ltd., sailed from Sydney for Port Moresby by the Montoro on January 13. In Papua, he joined Guinea Airways Ford plane and flew across to the N.G. goldfield to inspect Bulolo's workings.

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New Guinea Public Service

Mr. J. Ward Williams, whose expedition is looking for gold in Papua, returned to the Territory from Brisbane, after spending Christmas in Australia, by the Montoro on January 15.

Mr. G. J. Bridges, manager at Ocean Island for the British Phosphate Commission, arrived in Melbourne in December by the Triaster on furlough, with his wife. He has been at Ocean Island for 10 years.

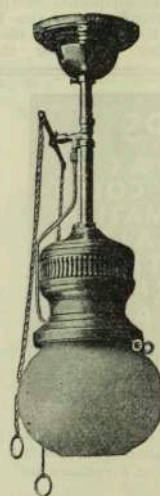
Mr. L. G. Vial, of the N.G. District Services Department, recently married Miss Marjorie Strangwood, of Melbourne. They have made their home at Bukl, near Finschhafen.

Messrs. O. Wurst and G. Thresher departed from Sydney during December by the Macdhui to join the staff of Bulolo Gold Dredging Limited in New Guinea.

Mr. T. R. Benson, a mining engineer, who has been working in the New Hebrides, arrived in Sydney by the Pierre Loti at the end of December.

Mr. J. W. Austin, auditor for the Bulolo Gold Dredging Company, sailed for New Guinea by the Montoro from Sydney early in January.

Rev. James Benson, who was formerly attached to the Community of the Ascension, at Goulburn, N.S.W., sailed for Papua by the Montoro on January 13 to join the New Guinea Mission. He was associated with the same organisation during 1920-21.



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WAU ROADS IMPROVED

From Our Own Correspondent.

WAU, January 3.

MUCH praise is due to Acting Assistant Engineer Harslett and his staff, for the high standard of the town and district roads on the Morobe goldfield.

Within the past six months first-class roads have taken the place of erstwhile native pads and bridle tracks, which were for so long the bane of residents, as well as a detraction from the town's natural beauty. Encouragement is now given for householders to follow suit with their properties.

At first doubts were expressed as to the durability of the road surfaces in view of the heavy rains experienced at Wau. These, however, have proved groundless, and appreciation is heard on all sides of the application and keenness of Mr. Harslett and his fellow workers.

Local residents hope that the Administration will permit Mr. Harslett's services to be retained in the Wau district.

SEARCH FOR OIL IN PAPUA

Activities of Three Large Companies

From Our Own Correspondent

PORT MORESBY, Jan. 1.

THE west of Papua, with its port of Daru, has become within the last few months a busy and important place, due to the active enterprise of the three oil companies which recently acquired large prospecting concessions between the Fly and the Vailala rivers, extending from the Gulf, through the Delta, to the Western Division.

Papuan Oil Development Co. Ltd., the first company to get busy, have already a large European staff at their command. Surveying parties have been despatched by land, sea and air to all points of their concession, which extends from the Fly to the Purari, each with their radio plant. The company besides operating their

vessels, the *Palma*, *Angas*, and *Midas*, are expecting another shortly for work in western waters.

Recent additions to the staff include a surveyor and a radio engineer who arrived by the *Montoro* on December 11; and Messrs. P. D. Radcliffe, A. H. Baldwin, and V. W. Maxwell, who have had many years of experience in the Papuan bush. The latter are to supervise native labour, and general transport work.

By the Shell Company's vessel *Pinna*, the company received on December 20, 900 drums and 300 cases of diesel fuel for the use of their ships—one of the largest cargoes of fuel to enter the port for many years. For future consignments, it is understood the Papuan Government are improving the Daru jetty, to enable the handling of cargo at that port.

Mr. E. M. Bland, general manager of P.O.D.'s operations in the Territory is at present in the capital, and his company's head office has been established in Douglas Street, Port Moresby.

Island Explorations Pty. Ltd., also operating from Daru, have already a number of Europeans at work. The company has chartered the vessel *Velmouri* for use in connection with work up the Fly river, which lies to the north of the Papuan Oil Development Co.'s concession, and further east, to the Vailala river.

Oriomo Oil Co. Ltd. are busy at their base camp at Kikori, and their staff of Europeans are daily extending their operations. Transport is being carried out by means of the *Olive*, imported to the Territory for the company's enterprise.

That oil exists in Papua in commercial quantities has been considered a possibility for many long years, and several attempts have been made to find it on quite an extensive scale—but never before on a scale approaching the present activities. It is ardently hoped that these activities will soon be rewarded with the success they deserve.

The late Sir Edward David in an article on "The Imperial Geo-physical Experimental Survey" in the *Journal of the Council for Scientific and Industrial Research* for May, 1931, referring to the "vast alluvial plains of the Fly River and other rivers in Papua," stated emphatically: "There can be little doubt that under the alluvial of this great plain are, in places, what will eventually prove to be payable oilfields."

New Pearlring Co. for Thursday Island

From Our Own Correspondent

THURSDAY IS., Jan. 6.

ANOTHER pearly company is being floated at Thursday Island, to be known as Harman's Proprietary Limited.

The concern will carry on business in mother-of-pearl shell and other marine produce. The capital is £10,000, and Messrs. D. C. Harman and P. H. Mendis are the principals.

Mr. Ragnar Hyne, Chief Justice of the Friendly Islands, and Mrs. Hyne arrived in Sydney by the *Largs Bay* from London on January 1. They were en route to their home at Nukualofa, after spending leave in Great Britain and on the Continent.

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FAREWELL TO THE SEA

Viggo Rasmussen Retires

From Our Own Correspondent

RAROTONGA, Dec. 15.

CAPTAIN VIGGO RASMUSSEN, admirable Crichton of schooner captains, has sailed with Mrs. Viggo as a passenger on board his old command, the *Tiare Taporo*, bound for Penrhyn Island, where he will take up the duties of Resident Agent.

On December 11 a social evening was arranged in Captain and Mrs. Rasmussen's honour, and in spite of the bad weather there was a large attendance. During the evening Judge Ayson, C.M.G.,

on behalf of the Captain's numerous friends, presented him with a cheque; and Mr. S. Bennett, representing Messrs. A. B. Donald and Co., in which firm Captain Rasmussen has served for the past 30 years, presented a second cheque, for £150.

A big crowd was present on the jetty at Avatiu where the *Tiare Taporo* pulled out for the Northern Group, and the unanimous good wishes of the community, native and European, go with Captain Rasmussen into his new sphere of activity as an official of the Administration.

Mr. Richard Gebauer joined the Police Department in Western Samoa in December.

N.G. GOLDFIELD ROAD

Would It Reduce Transport Costs?

FOR years now the construction of a road from Wau to Salamaua has been under discussion.

Parts of the road location were surveyed years ago and, as recently as twelve months ago, a graded mule track was taken out as far as the Black Cat by a Government party. There the matter rested, as far as the public were concerned, until it was learned recently that another survey on the Wau-Salamaua location had been completed.

This has given rise to speculation as to the possibility of a road being made after all. Many think that road transport would under no circumstances be able to compete with the already low aerial freight rate of a little over 2d. per pound. Others maintain that road transport would pay at as low a figure as 1d. per lb., in view of the fact that the road is alleged to be no more than 52 miles in length and the grade not exceeding one foot in eleven.

The newly-formed Morobe Chamber of Mines circularised its members early in January, and urged, "as the only means to reduce transport costs," the construction of a vehicular road between Wau and Salamaua; and it suggested that representations be made to the Administration.

A well-known resident of New Guinea, and one of the biggest individual purchasers of freight, was in Sydney in January, and was shown the Chamber of Mines' circular.

"A road will be a waste of public money," he declared. "I am buying freight from the aeroplane companies at a shade over 2d. per pound. My stuff is handled safely, and very quickly. The aerial transport companies cannot operate for less than present rates and, in any event, we cannot carry on without them."

"We want the lowest possible transport costs; but we must be fair and reasonable. Twopence per pound is the lowest we can expect."

"I know that some of them will work it out that a road will allow goods to be brought in for a half-penny to a penny per pound. That is a delusion."

"The cost of constructing a road will be very high; and the cost of maintenance in that country will be enormous. The community will have to pay, in some shape or form, for both capital cost and maintenance. Motor transport also will itself be costly, and, in comparison with aerial transport, it will be slow and will represent much extra handling."

"If a road had been put in in the beginning, it might have given us some advantage in transport. But, with aerial transport now stabilised and giving us cheap rates, there is really no need for imposing this heavy expenditure upon the community."

Mr. R. A. L. Brown, Officer-in-Charge of the Motor Transport section of the New Guinea Administration, has been in Sydney spending Christmas furlough.

Mr. Grahame Dickson, until recently acting-manager for the Union Steam Ship Co. at Rarotonga, Cook Islands, and well and popularly known as purser on the old Makura, has joined the liner Niagara on the Vancouver run in charge of the purser's department.

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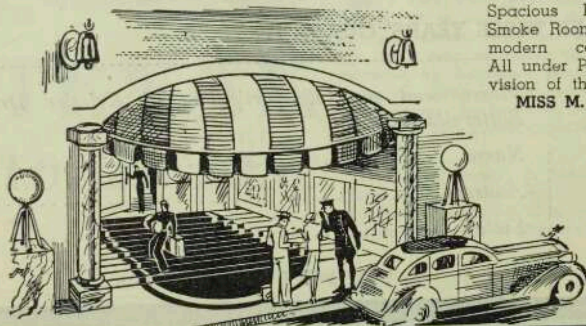
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IN THE GOOD OLD BAD DAYS

A Wanderer in Fiji a Hundred Years Ago

By JULIAN HILLAS

ALMOST a hundred years to a day have passed since John Jackson, the son of a yeoman farmer of Ardeigh, in Sussex, sailed away from London Docks, being, in his own words, desirous of seeing "foreign countries and strange manners."

That these modest wishes were more than amply fulfilled appears plainly from the record of his adventures, written at the request of Captain Erskine, R.N., when employed as an interpreter on board H.M.S. Havannah in 1850.

AT the beginning of 1840, whilst cruising off the coast of Samoa, Jackson—then one of the crew of a whaling vessel—was sent ashore with a party in search of fresh provisions. Here, although hospitably treated by the natives, he was forcibly restrained from rejoining his ship, since, as the islanders explained, they wished to have a white man reside among them.

In Manua, Jackson quickly became a great favourite with the king, until on one occasion, finding a piece of meat set before him in an offensive state, he flung it away in disgust. The king at once told him that he was also *pua alo* or "stinking pig."

Jackson, bent on making a day of it, slapped the Royal chops, and was only saved from instant death by the monarch himself tying a strip of sacred *tapa* cloth around the young man's neck.

Shortly before his own arrival, two

missionaries from Rarotonga had settled at Manua, and the work of converting the Samoans was proceeding apace. Incredible numbers of pigs were killed at the opening festivities of the new churches. At Fituta, 1050 hogs were slaughtered in a single day. As a distinguished guest, Jackson's share of these amounted to 30 hogs, with vegetables in proportion.

He was by now becoming resigned, and even fairly contented with his fate, going so far as to contemplate setting up for himself as a trader. But these notions of respectability were rapidly dissolved by the missionaries refusing to marry him to a young girl of his choice, and, discouraged by this, he tramped over the mountains to Pago Pago, where the presence of a brig had been reported.

Gaining passage on this vessel—which mounted 12 guns—he left Samoa bound for the Fiji Group. But, following the overtaking and boarding of a strange schooner that turned out to be the Mission-ship *Triton*, Jackson grew suspicious of the true character of the craft on which he had embarked, and, believing her to be a pirate, decided to desert at the first opportunity.

His chance came when the ship anchored off Somo Somo, in Fiji. Taking with him a clasp knife and two suits of ducks, he slid down the hawser and swam ashore, intending to remain hidden until the vessel sailed. Walking inland along

the bank of a small stream, he awaited daylight and then bathed.

Whilst thus engaged, he was approached by an elderly and fierce-looking man who perfunctorily demanded his clothes. After a short argument, which terminated with Jackson leaving his knife in the old gentleman's stomach, the former retraced his steps to the coast, where he threw himself on the hospitality of King Tuithakau, who begged him to remain at Somo Somo.

TUITHAKAU was soon after visited by a renowned chief named Bonavidongo, or "Stinking Mahgrove," so called on account of the great number of bodies with which he had strewn a certain mangrove swamp. Bonavidongo came to solicit Tuithakau's help in an expedition to quell a disturbance between the people of Male, an island off the coast of Vanua Levu, and the neighbouring district of Mouta.

The king consenting, forty canoes, containing upwards of 2000 warriors, left Somo Somo. Halting for a night at the island of Rampe, they were here supplied with fresh stores, including two hundred bushels of crabs, ready cooked and strung on sticks.

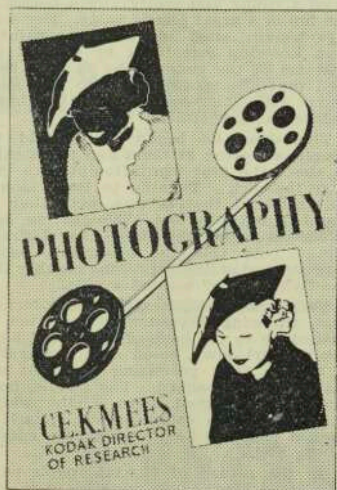
On arrival at Mouta, an up-river settle-

WILLIAM FINAU

PHOTOGRAPHER,

FRIENDLY ISLANDS, OCEANIA

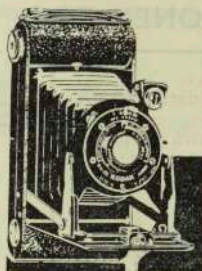
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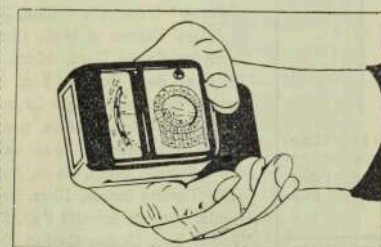
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ment, they were reinforced by further allies, and a day or so later all set off together for Male.

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The people of Male lived on top of a sugar-loaf mountain, to which the only means of access was a narrow path, easily defended by the inhabitants. Down this, three of the Male men now rashly ventured, dancing and hurling insults at the attackers, who promptly fired upon them with their muskets, killing all three.

The bodies were immediately collected and borne back to Mouta, each one hove into a sitting position at the bow of a war canoe. On being landed, they were painted with vermillion and soot, and placed in front of the king's house. The tribal orator then approached and, laying his hand on their heads, asked each in turn whether he was not ashamed at finding himself in such a predicament?

Working gradually to a fine pitch of fury, the orator ended by kicking the bodies down from their formal postures. This was the signal for the general public to rush forward and drag the corpses higgledy-piggledy over the rocks, and bushes to the temple of their chief deity.

Here dwelt an old and bearded priest who took his meals off a little table constructed from human bones. The walls of the temple were decorated with long broad strips of coloured *tapa*, which gave the place a serious and sacred air.

While the bodies were being dissected

and prepared for the ovens, the king of Mouta, growing impatient, ordered that the ends of the noses be sliced off and, when this was done, he placed them carefully on the hot stones to cook. The first he scarcely allowed time to heat through, but the second was better done.

When he was about to eat the third, now cooked to a turn, he caught sight of Jackson looking at him, and, mistaking his glance for one of longing, generously offered him the nose-tip! Quite unconvinced by the European's repugnance the king merely replied "different countries, different fashions," and despatched the rejected morsel himself.

On the return of the party to Somo Somo, Jackson obtained Tuithakau's permission to spend several months with Bonavidongo at Nateva.

IN comparison with his fellow chiefs, Bonavidongo was a moderate and enlightened man, having little use himself for the practice of cannibalism. His capital, Nateva, situated on the coast, was well fortified with wood and stone walls, outside which was an embankment almost twelve feet high and surrounded by a deep moat.

The entire top of the palace was constructed like a huge loft, and here were stored hundreds of bales of fine *tapa* cloth, specially woven and kept in readiness for diplomatic gifts to neighbouring chiefs. At Nateva there was none of the ceremonial noticeable at Somo Somo, and the king lived almost as simply as any of his subjects.

Soon after his arrival Jackson accompanied Bonavidongo to collect tributary property from among the inland tribes.

At Wace Wace, a large town on their route, they were entertained lavishly, a vast heap of raw provisions being gathered immediately the visitors appeared.

Going out to inspect this, Jackson noticed a young and pretty virgin seated on the top of a great pile of yams. Her body was heavily oiled and her face painted. But, knowing something by now of the customs of the country, he at once realised that she was destined to be cooked along with the vegetables on which she perched so gracefully.

Thereupon he began to upbraid the people, swearing at them and threatening to shoot the first who attempted to butcher the girl. Turning to Bonavidongo, he explained that it was more than he could stand "to see them eating nice young women who were so desirable alive." At this the assembled people laughed and called out to one another that the "white man" wanted a wife.

Their remarks so exasperated Jackson that, throwing discretion to the wind, he rushed up to the heap of yams and hauling the girl down, stood with her against a nearby tree, promising to shoot any man who approached. The people, however, only laughed more loudly, adding that he had no cause to put himself in such a rage, as he was welcome enough to the girl.

On the return of Bonavidongo's party to Nateva, Jackson carried his new wife along; and it is satisfactory to relate that she proved herself both faithful and grateful to her protector.

(To be concluded.)

Dr. Reo Fortune, who has on several occasions carried out anthropological research in New Guinea, passed through Sydney in January to join the Tanda for Hong Kong. He has been appointed to found a department of anthropological research at the University of Ling Nam, near Canton.

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TAHITI'S ISOLATION

Vain Plea to Matson Line

From Our Own Correspondent

PAPEETE, Dec. 20.

SO far as present indications disclose there is little prospect for the fulfilment of the hopes of many in Tahiti for a new passenger service between Papeete and the Pacific Coast of North America.

Tahiti once had an ideal service. The steamer *Mariposa* of the Oceanic (now the Matson) Line came from San Francisco to Papeete every month; remained from four to six days; and then returned to San Francisco.

When the Union S.S. Company instituted its through passenger service to the Coast, the brilliant intellects on the beach at Papeete sent the *Mariposa* home in ballast. When the *Mariposa* reached San Francisco, Mr. Spreckels (President of the Line) withdrew the vessel from the run and, it is said, took an oath that so long as the company might be in business, no ship under its flag would ever again go to Tahiti.

The said brilliant intellects lived to repent at leisure and with much gnashing of teeth. But that is another story.

Recently, the Matson Line was approached with the view of interesting it in a passenger service from San Francisco to Honolulu, thence to Tahiti, and return via Honolulu.

The reply by the Matson officials, as reported, indicates that Mr. Spreckel's vow of 25 years ago has not fallen into desuetude.

There were bright hopes at one time that Papeete would be the "Crossroads

of the Pacific" South of the Equator as is Honolulu in the North. The unfortunate truth is that the "great circle" route from Panama to Australasia runs 1,300 miles south and that to the Orient far to the north of Tahiti.

Tahiti lives in a sort of Sargasso Sea between the main trade routes of the Pacific. By grace of the Government of France, the subsidised ships of the Messageries Maritimes offer cheap transportation for the products of the country to the most advantageous of all markets, and excellent passenger accommodations to Panama and France to the East and to Noumea in the West where connections can be made for Sydney and the Orient.

N.G. AIRMAN FORCED DOWN ON BEACH

From Our Own Correspondent.

WAU, January 4.

SEARCH planes went out to locate Pilot "Nobby" Clarke, of Mandated Airlines Ltd., on December 24, when he failed to return from a flight to Juni drome. Inquiries at Juni indicated that he had left for Salamaua by way of the Morobe coast on the previous afternoon. As nothing had been seen of him at Salamaua a search was made of the coast.

Without much trouble, Clarke and the machine were located on December 25, on a stretch of beach. He had been forced down by engine trouble caused by choked jets, and when found by Pilot R. O. Mant, was quietly waiting for the tide to recede to permit a safe take-off.

The engine trouble was soon remedied and the lost plane arrived in Wau shortly after the return of the rescue machine.

DUTCH MOUNTAINEERS' FEAT IN NEW GUINEA

A little Dutch expedition on the remotest fringes of Holland's great Colonial Empire, with an area 56 times that of the Netherlands (730,000 square miles against 13,214) and a population between six and seven times as great (53 millions compared with 8 millions) has just achieved a remarkable feat.

Led by Dr. A. H. Colijn, son of the Prime Minister (who had himself a distinguished career in Sumatra and elsewhere in the Indies), it has just climbed Mt. Carstens in the Snow Mountains of Dutch New Guinea.

Mt. Carstens is 16,400 feet high and takes its name from Carstens-Zoon, the Dutch navigator who was the first of Europeans, as far as we know, to see these mountains.

An English expedition under Dr. Wollaston tried to climb the range in 1912 and made friends with the Tapiro pigmies, who live on the southern slope. The attempt on the peak failed.

Dr. Colijn had the advantage of the knowledge gained by an air reconnaissance. It was, however, a fine feat, and the climb was made by men from a country which has no mountain, hardly even a hill, within its borders.—*Melbourne Herald*.

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Mr. Edward Neil Bovill, of Tavua, Fiji (formerly of Tasmania), married Miss Sophie Joan Molloy, daughter of Mr. and Mrs. J. P. Molloy, of Suva, at the Sacred Heart Cathedral, Suva, on December 25.

Mr. V. R. Robb, New Zealand manager of the British Phosphate Commission (which works and controls the phosphate industry on Nauru Island) arrived in Sydney by the Maunganui on January 1. He left shortly afterwards for Melbourne, the headquarters of the Commission, to confer with other executives.



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Islands Agriculture Up-to-date

THE following information and suggestions are offered for the guidance of planters and gardeners:

VEGETABLE SEEDS

If little black ants run away with seeds before germination rub the seeds in your hand with a little kerosene before sowing.

MAURITIUS BEANS

Two years ago, I warned Island growers in these columns of the possibility of not finding a market for this product. My own entire crop lay in Cairns for a year before a buyer came along and the price was very unsatisfactory.

On enquiry, I now discover that Torres Strait Mauritius Beans are selling at 16/- per bushel, much less than the 1933 price, which has not been reached since, and the prospects for Island growers are not very good, as substitutes are becoming more popular. The chief of these is Giant Cow Pea, which fetches a high price—but this plant may not thrive in the tropics.

CASTOR OIL

A hand machine for seeding and winnowing this product is now obtainable in London at a reasonable price, and is being tried on a plantation in Papua. Without mechanical aid of this sort, it is impossible to market satisfactorily the Castor Seed, as natural de-husking in the sun is not effective.

PEANUTS

There appears to be some confusion in parts of Australia about permitting peanuts to enter the country.

Recently, I proposed to ship a small consignment into a minor Australian port, but cancelled it on the advice of the Customs Department, who informed me that an embargo on overseas nuts was in existence. On referring the matter to Canberra, word came that peanuts from Papua would be admitted duty free, so,

Island Planter, if you feel inclined to tackle the Australian market, there is nothing in Customs regulations to stop you.

There is another side to the question, however. I took my samples to Sydney, where a business friend commented favourably on their size and flavour. He submitted them to a crushing factory, which declined them on the grounds that, like all Islands nuts, they were mouldy.

As no mould could be seen, my friend and I compounded by referring to it as "Invisible Mould"; so allow for this in your calculations.

AVOCADO PEAR

Reference to a recent work on tropical agriculture indicates that a great future lies before this little-known fruit, and the author appears to think that before long it will almost rival the banana in popularity and mass sales.

A tree is now fruiting on the Tambourine Mountains, in South Queensland, so there should be no difficulty in growing it in the Islands. But transport will, as usual, probably be the chief difficulty in marketing.

At present the fruit seems to be rarely offered for sale in Sydney; but, in view of the fact that a much discussed lady of the English press needs one for breakfast every morning, a greater demand may arise.

My authority states that the tree grows equally well in clay or sand, and at high or low elevations. A curious feature of the tree is that its flowers are male in the morning and female in the afternoon, or vice versa, and a judicious mixing of the two varieties must be made. This phenomenon is referred to as "Sex Reversal"; and even Kraft-Ebing has not reported a human being with the same propensities.

KAPOK

Anyone interested in the difference between the price the planter gets and what the consumer pays should study the market price of kapok, which will be found in the back pages of this magazine.

Information about kapok growing appears to be lacking, and anyone embarking on its culture in Australasian tropics has to learn its idiosyncrasies by personal experience, and not from books. Certainly I have never struck anyone in Papua who really knew anything about it.

The tree appears to be particularly in its choice of soil and it certainly requires a lot of moisture. As so many villages in Papua have a few specimens growing nearby, would-be growers might learn a lot by travelling round and observing in what sort of soil the best bearing trees are growing, with a view to obtaining similar conditions for their own plantation.

This is the latest thing I have heard about kapok:

A young relative of mine in Australia, whose husband is a sheep-farmer in a district where nothing but sheep are ever considered, was told that the writer was "Going in for kapok." Quite innocently, she remarked, "Why, has Uncle So-and-So got sheep on his place in New Guinea, too?"

—G.H.V. (Daru).

Mr. R. Metzger, a New Hebrides coffee planter, reached Sydney on December 27 by the Pierre Loti, on a holiday visit.

Mr. J. G. Boileau, Supervisor of Telephones at Port Moresby, has entered upon long leave prior to retirement from the Papuan Public Service on superannuation. Mr. K. A. Lewis is at present acting as Supervisor.

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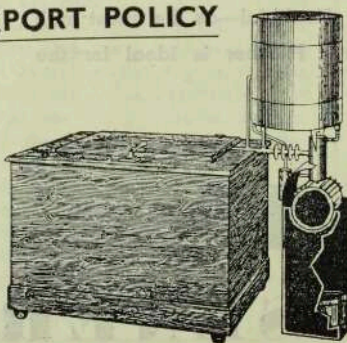
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POSTMASTER FOR 23 YEARS

Mr. E. E. Dunwoodie Leaves Apia

From Our Own Correspondent

APIA, Jan. 3.

BY the *Matua*, which left Apia for Auckland on December 26, the popular Postmaster of Apia, Mr. E. E. Dunwoodie, departed from the territory, having retired on superannuation after serving with the



Mr. Dunwoodie.

Samoan Administration as Officer-in-Charge of the Wireless Station and Postmaster for 23 years.

Mr. Dunwoodie came to Samoa with the first New Zealand occupying forces in August, 1914, and resided here ever since. He was the oldest remaining Government official by length of service, and was easily the most popular civil servant in the territory, earning great popularity and the respect and esteem of the residents by never-failing courtesy, consideration, and devotion to work. Mr. Dunwoodie immediately worked the incoming mails irrespective of time or day of arrival, to make the letters available to the general public at the earliest possible moment.

The appreciation of Mr. Dunwoodie's qualities found expression in a large number of crowded farewell functions, which culminated in a civic function held at the Catholic Club when over 100 representative Europeans attended and feted Mr. Dunwoodie. The Acting Administrator, heads of Departments, members of the Legislative Council, and representatives of all public bodies were present.

Mr. and Mrs. Dunwoodie, who both took a very prominent part in social and sporting affairs of Apia, intend to take up residence in Auckland.

Dr. V. W. T. McGusty, Secretary for Indian Affairs in Fiji, has been appointed Chairman of the Suva Town Board. Mr. J. Judd, who was Chairman until Dr. McGusty relinquished the post of Acting Colonial Secretary, has been appointed to be a member of the Board in place of Mr. D. R. McDonald, who was recently transferred to the Solomon Islands.

CHALLENGE TO CLIMBERS

Mountains of Tahiti

From Our Own Correspondent

PAPEETE, Dec. 15.

THE mountains of Tahiti present some interesting problems for the aspirant for climbing honours.

The 6,000 foot mountain overshadowing Papeete—Mount Aorai—is not very difficult to ascend and its summit has been repeatedly visited.

But Tahiti's highest mountain—the twin-peaked Mount Orohena—has defied all attempts to conquer it.

Mr. James Norman Hall (the co-author of the *Mutiny on the Bounty* trilogy) has made two well organised attempts to gain the summit. The only practicable approach to the main peaks is by way of a knife edge spur, offering a narrow foothold between chasms, a couple of thousand feet deep, on either side.

On one expedition an earthquake came along just as the party was half way across this narrow spur. The tremor was not severe in the coastal levels; but the ridge rocked and tossed like a ship in a storm, compelling the climbers to lie

down and hold on by their fingers and toes and teeth, to prevent being hurled down one or the other of the awesome precipices.

Both attempts to reach the summit failed on account of the friable nature of the rock structure of the higher cliffs.

Native tradition alleges that a race of mountain-dwellers, called *Pii Mato*, had ascended and descended with ease the many fearsome precipices of Tahiti, including Orohena, and that from them had been learned the existence of a lake, between the summits, on the shores of which was a *Marae* (temple).

The third highest mountain—Tetufera—in the district of Atimaono, a pyramid peak of noble proportions, has also defied all attempts to reach its summit.

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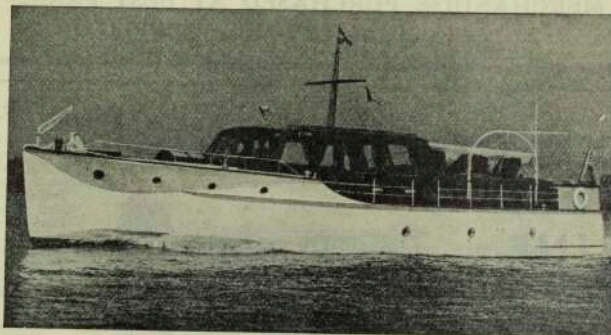
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FIJI FINANCES HEALTHY

SUVA, Jan. 2.

CUSTOMS revenue for 11 months ended November 30, shows an increase of £67,791 on the estimate.

Import duties brought in £376,942—an increase of £61,150; Port and Customs service import tax totalled £25,233, an increase of £6,900. The only decrease was £259 in the Port and Customs service export tax. Total revenue was £416,583, an increase of £68,050.

Although the Colony's expenditure has exceeded the figures for the same period of 1935 by £41,561, details of the balance of revenue over expenditure for the nine months ended September 30 show that this amounted to £88,944.

The largest item of revenue was from Customs—£332,994, compared with £283,590. Total revenue for the nine months was £579,339, against £535,195 from January to September, 1935, a net increase of £44,144.

OFF TO EASTER

Scientists Visit Island Which Has Lost Its Mysteries

From Our Own Correspondent

PAPEETE, December 20.

ONE of the largest schooners at Tahiti has been chartered to transport an expedition of scientists to Easter Island. The ignorant but cynical layman presumes to wonder what they will accomplish when they arrive in that "Island of Mystery."

The South Seas have been inundated with scientists, in small and large parties, during the past 20 years and (with the notable exception of the distinguished

achievements of the Bishop Museum of Honolulu) there has been little, if any, addition to the sum of human knowledge as a result of their researches.

Easter Island has been explored, inspected, and ransacked as thoroughly as has been any locality of its size in the Seven Seas.

Everything moveable has been carted away and lodged in museums and private collections. The gigantic images have been photographed behind and before, measured in terms of millimetres, stared at, and prayed over, and reams of paper and oceans of ink have been used to record the lucubrations of the learned explorers.

The language—when it existed as a spoken tongue—was thoroughly recorded and analysed by William Churchill in his work on Polynesian dialects. It is reported that the remnant of Polynesians now existing on Easter Island speak Chilean Spanish.

The generation of elders who remembered the legends and traditions of the race has passed into the Beyond. The tablets inscribed with hieroglyphs have long since been spirited away and are available for study in various museums of Europe and America. There would appear to be, therefore, more material for scientific research and meditation away from Easter Island than on it.

We forget, however, that scientists, like myriads of lesser folk, are human. The stuffy offices and bleak corridors of museums become monotonous.

Mr. George Follansbee Babbitt—the wealthy and generous patron of the institution—can easily be persuaded that an unknown beetle on a Polynesian island will bring fame and headlines when discovered and classified. Mr. Babbitt also is human. He is promised a special museum bulletin, with his name in large letters on the title page, some paragraphs in the press about the Babbitt Exploration Expedition; and *Colcopterus Babbittus* as the name of the new beetle.

The South Sea islands are delightful places for rest and refreshment. And, anyway, science will be advanced; for a healthy mind in a revived and renewed body will the better be enabled to explore the mysteries of the unknown.

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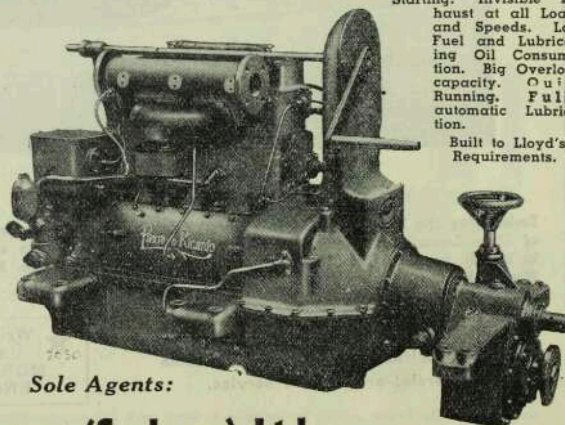
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GROWTH OF FAMOUS ENGLISH JAM FIRM

AWAY back in 1806 a family named Chivers commenced as farmers in a small way in Histon, the centre of the Cambridgeshire farming industry. Years of farming depression changed the family's policy and fruit-growing was undertaken. By 1873, Mr. Stephen Chivers had extended the estate to 150 acres. It was then that his son put forward the jam-making proposition. The first boil of jam was made in a barn which still stands near Chivers' Orchard Factory.

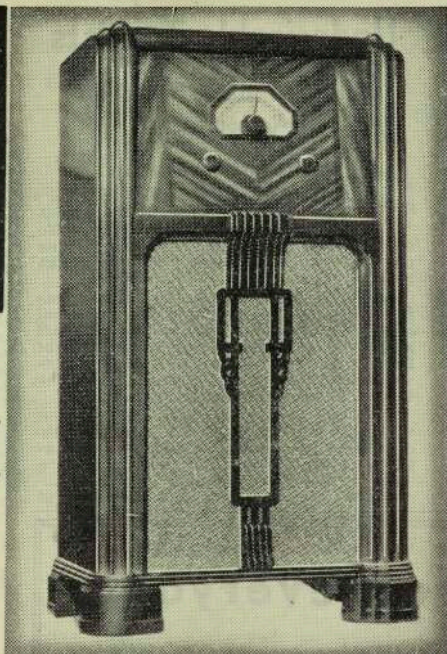
When the coming-of-age was reached in 1894, 400 people were employed and the floor space of the factory had increased to 60,000 sq. ft., and the farm acreage to 500. From then onwards, the firm has been growing tremendously every year. In 1923 over 2,000 employees were entertained at Cambridge, to celebrate the firm's jubilee, and an even greater celebration was held in 1933, the year of the firm's Diamond Jubilee.

The Orchard Factory, as the name suggests, stands in the midst of acres and acres of fruit orchards, and the fruit grown therein is taken to the factory in fresh condition, sorted and cleaned in ideal surroundings, and in a very short time is being made into one of the firm's world-famous products.

Messrs. Chivers, who are the largest individual firm of fruit-growers in Great Britain, now employ 8,000 workers and the acreage has extended to over 8,000. It is their particular pleasure to state that they are purveyors of jams, canned fruits and vegetables, and jellies to H.M. the King. Products from Chivers' factory are sold throughout the South Seas.

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Mr. Percy Chadderton, who has worked for the London Missionary Society at Port Moresby for many years, was recently elected chairman of the Papuan District of the L.M.S. at the Annual Assembly.

Mr. N. J. Bruchhouse, who has been a pilot with Guinea Airways Ltd. at Lae, New Guinea, for 18 months, arrived in Sydney, where he has accepted a new position, by the Montoro on January 7.

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Tahiti's Future Based on Agriculture

From Our Own Correspondent
PAPEETE, December 20.

THE rise in the price of copra at Marseilles during the past two months has greatly heartened the planters in the colonies of France in the Pacific.

During the long period of low prices for copra and vanilla and the practical extinction of demand for mother-of-pearl shell, the only future for the colony of French Oceania appeared to be a development of tourist traffic from the United States and Australasia.

This had been well under way when it was suddenly extinguished by the withdrawal of the passenger steamers voyaging over the Sydney-San Francisco route. And, at the same moment, the devaluation of the franc increased the cost of

wares and foodstuffs from the usual sources of supply.

These factors have compelled a radical readjustment of the commerce of the islands. Fortunately the excellent service by the steamers of the Messageries Maritimes links the colony with the Home Country which offers—and has offered during the difficult years—the most favourable market for its products. Credit established in France by virtue of exclusive export to that country of Island products, will tend more and more to divert buying requirements toward French merchandise. Hitherto the lower values of foreign currencies in relation to the franc have permitted imports at costs greatly under those of French manufactures.

Should the prices for copra and vanilla be maintained, and the development of the pineapple canning industry eventuate in accordance with the hopes and expectations of its directors, the colony may look with confidence to a happier future, based on its agriculture rather than on the elusive traffic from tourists.

As a matter of truth, the major number of tourists, who have come to Papeete, were of a quality that their passing can be viewed with equanimity.

TAXES ABOLISHED

Important Ordinances Passed in Samoa

From Our Own Correspondent
APIA, Dec. 26.

AT a recent meeting of the Western Samoan Legislative Council, presided over by the Acting Administrator (Mr. A. C. Turnbull), several important ordinances were submitted. Two newly-elected representatives of the Samoans, Hon. Tamasese and Hon. Tuala, took their seats on the Council for the first time.

The new Samoan representatives submitted a large number of questions referring mainly to the promised changes and concessions granted during the visit of the N.Z. Government's "Goodwill Mission." Answers to the questions were supplied by the Administration.

The most important features of the six new ordinances passed were the abolition of personal taxes for both Europeans and natives; the repeal of the "Samoa Offenders' Ordinance," dealing with political offences due to the previous unrest in the territory; the "Revenue Amendment Ordinance, 1936," revising business license fees and reducing same in a number of instances, also making provision for the payment of fees in instalments; the prohibition of the sale and purchase of coconuts to prevent plantation thefts.

The meeting, which proceeded smoothly and in which the new Samoan representatives took an active and prominent part, concluded on December 16.

The Acting Administrator, in reply to an enquiry, stated that a further meeting would be called early in the next year to discuss various important matters now under consideration.

Mr. A. Francis (meteorologist), Mr. W. T. Jarboe (radio expert), and Mr. M. M. Thompson (ground engineer) are at present in New Zealand on behalf of Pan-American Airways in connection with the completion of the survey of the route for P.-A. Airways' proposed trans-Pacific air service from Frisco to Auckland.

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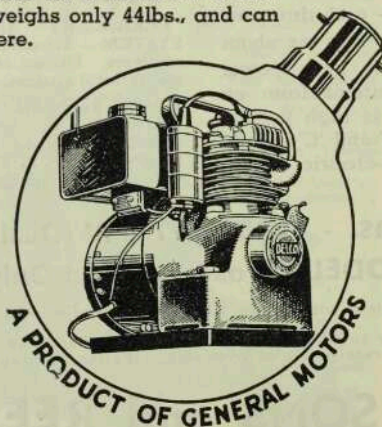
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OVER UNKNOWN PAPUA

Two Notable Aeroplane Journeys Provide Valuable Geographical Information

IN the course of the search in north-west Papua, in December, for the patrol led by Messrs. Ivan Champion and Adamson, a 3-engined Ford aeroplane, owned by Guinea Airways Ltd., was employed; and two flights were made which deserve a place in the history of tropical aviation.

In the first, on December 15, the plane was continuously in the air from 9.34 a.m. to 2.23 p.m.; and in the second, on December 17, from 6 a.m. to 1.45 p.m. These flights were over wild, unexplored country, where there was no emergency landing-ground within hundreds of miles. Their successful completion is a tribute to G.A. pilots and mechanical staff.

Much credit for the flights must be accorded Mr. L. H. Ross, the skilful young pilot in charge. With him on the 'plane were the Papuan officers, Messrs. Speedie and Middleton (examining the country through which they expected to lead a search party) and Mr. Lewis Lett, an observer.

The data gathered on the two flights has great geographical value, as it should assist the Papuan authorities very much in filling in their maps of this rich, thickly-populated and unknown region.

The following notes of the flights have been supplied to our Port Moresby correspondent.

FIRST FLIGHT

WE took off from Morgei aerodrome (near Mt. Hagen) at 9.34 a.m. on Monday, December 15.

The Ford 3-engined 'plane was very heavily loaded with a ton of extra fuel and oil in addition to the pilot and mechanic and three passengers. But she rose from the rather soft surface of the 'drome with a score of yards to spare, circled and climbed, and at 9.40 was on her course at 141 degrees (S.E.S.).

We were over the hills that rise slightly to the west of the landing ground. Houses and gardens were below us, but these gave way within the first five minutes to rugged hills, thickly covered with scrub, and a very scattered population living in small clearings on the rough hill-sides.

At 9.55 we crossed a large creek running N.E. towards the Wahgi valley. Country rather less rough, but uninhabited, and jungle very dense.

At 10.0 a.m. we crossed the border into Papua; and at 10.5 saw below us a big stream of very muddy water running S.W. through a deep gash in the line of hills.

At 10.7 a big group of steep, timbered ridges, gashed and scored with vertical gorges a thousand feet deep, showed to

the south and at 10.10 open grass country opened out to the south-east.

By 10.12 we were above it. A wide and shallow valley extending round two sides of a mass of steep hills that rose to 8000 feet. A big population, living in separate houses, each in its own plot of cultivated land.

We flew to the north of the hills, still over inhabited country, till 10.20 when the populated area ceased abruptly in very rough country. At 10.22 we saw below us a big stream flowing N.E., and followed it among precipitous hills to its junction with the Purari.

Following the river down, we passed over Gleeson Islands at 10.35.

Bevan Island was reached at 10.50, and we flew very low and circled twice, searching for Chance's camp. There was no sign of it, and we turned back towards the valleys.

Then we saw Chance's camp on the hillside above the river, and on the river itself we saw a canoe, and dropped quickly to examine it. It contained four police and half a dozen paddlers—obviously Chance's men returning from a reconnaissance upstream.

For half an hour we flew over the river and beyond it to the west, over extremely rough country, which culminated in a fantastic group of hills 8000 feet high, and cut up into pinnacles and sheer ravines many hundreds of feet deep.

Four minutes later we were over populated country again—the same valley that we had crossed at its northern end during the outward trip. At five-minute intervals we passed over four more valleys where the population was very thick; the last of them being in extremely steep country where the gardens were cleared on the sides of sharp spurs and on ridges

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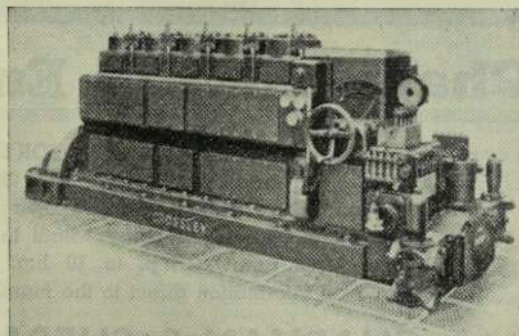
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where small torrents foamed five hundred feet below them.

Our objective was Mt. Gilua, where we would cross the range to land again at Morgei. But the range was buried in cloud. The peaks of Hagen, Gilua, and Ialibu were buried in black rain-cloud and there was certainty that the landing ground would be obscured. There was nothing for it but to turn again and run for Port Moresby, 300 miles away; for there was no landing nearer.

We turned at 11.50, and reached Port Moresby at 2.23 p.m.

SECOND FLIGHT

ON December 17 we took off from Port Moresby at 6.0 a.m.

At 8.6 a.m. we were over the Aure-Purari junction, and at 8.16 over Gleeson Islands.

8.22: A big creek joins Purari from the east.

8.31: A big rough hill to the north, with long winding spurs in all directions, like the arms of an octopus.

8.34: Populated valley, with very many clearings among the scrub.

8.40: Country rougher, population more scattered.

8.42: Big muddy creek flowing S.W. No population.

8.45: Fairly extensive clearings below an abrupt peak.

8.49: Moderate-sized creek, running S.E., joined by another from N. Isolated clearing at junction.

8.55: Un-named mountain, 9000-10,000 ft. high; very steep rocky sides; a few miles to the N.

9.0: Big creek running S.E.

9.2: First of the really big population. Cultivated area extending N. up wide slope, towards Gilua-Hagen pass.

9.5: Flat open valley to W. and S.; many small winding creeks; many gardens. No scrub. Houses in loose groups or isolated.

9.8: Turned S.W.

9.10: Circled above valley full of small lakes.

9.16: Country flat and well-watered. Garden beds now round, instead of square. Population not quite so dense.

9.20: Small hills intruding; small patches of scrub; but population still very dense.

9.23: Big clear creek running S.

9.28: Big patch of scrub, with new clearings eating into it on all sides.

9.29: Very dense population. Limestone boulders and low cliffs beginning to show. Circled over rather deep valley with white cliffs bordering stream.

9.32: Limestone pinnacles, thickly scattered.

9.36: Big creek running E. End of population. Very rough and steep limestone hills, uninhabited.

9.42: Wide flat valley extending W. Clear creek from lake flows into very muddy creek from N. and flows away S.E. Canoes on creek.

9.45: Moderate population on extensive flat in lake valley.

9.53: Head of lake, 2 miles wide. Many low promontories and small islands. Very deep. Islands, promontories, and shore inhabited. A few canoes drawn up on banks. Houses rectangular; a few villages with houses in neat rows.

10.0: End of lake. On along valley to W. 10.5: Turned. Cleared areas below us at turn. Population extending N.E. along valley, into which spurs intrude from E. and W. Easy country towards Tari-Furoro. L. Murray Mt's. cap hidden in rain-cloud.

10.17: Over hills. Valley below us again. Good visibility. Population very dense. Flying about E.N.E. Very many grass fires—all native. Examined them. Obviously signals, but no connection with patrol.

10.45: Fairly big creek flowing E. through small ravine 200 ft. deep.

11.0: Keeping rather to south of populated areas. Flying between limestone ridges thickly timbered.

11.18: Over Purari river again.

12.15: Over Kerema.

12.33: Motu Motu.

1.45: Landed at Port Moresby.

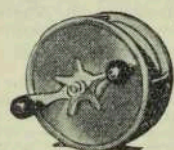
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IMPORTS

Month	From Australia.	From Pacific Is.
November, 1935	£1878	£3
November, 1936	£1176	£5

EXPORTS

Month	To Australia.	To Pacific Is.
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November, 1936	£394	£61



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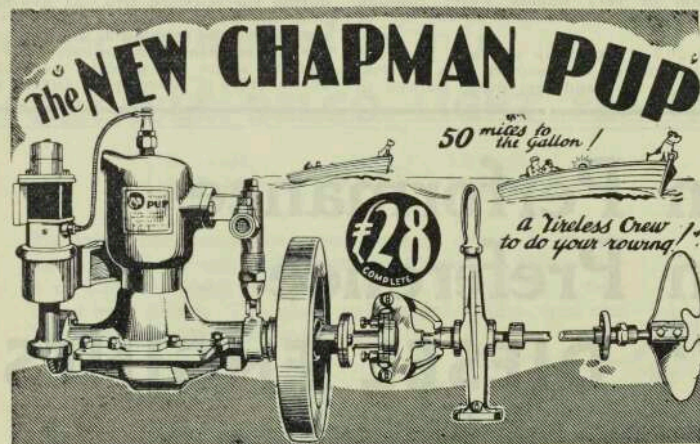
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HOW SHALL NEW GUINEA NATIVES MAKE AND SELL COPRA?

Outspoken Statement by Rabaul Resident

Letter to the Editor

IN your recent article on the "Two Mile Limit" of Rabaul, T.N.G., it seems to me that the full facts of the trouble there are not stated. The kernel of the matter is that the natives in that area are drying their own copra and marketing it at the full market price in Rabaul. Hence these tears.

Let me begin at the beginning. The various high chiefs around Rabaul have told me that, when the missionaries first went to New Guinea, the native chiefs were not very deeply impressed with the talk of a new religion; but they realised that the white man's ways were more conducive to comfort than were the dark man's ways. They liked the white men's houses, their food, their talk; therefore for the sake of their children, whom the missionaries promised to bring up in the white man's way, the chiefs agreed to be peaceful and accept the new civilization.

The Germans took control. Later, under directions from the then German Administrator, Dr. Hahl, a wise and kindly man, the natives in the Rabaul district cleared large portions of their land, and planted the ground with coconuts. These coconuts they watched and tended until the trees were in full bearing, hoping, as Dr. Hahl had promised them, that the produce of the palms would be the means of their civil advancement.

In 1914 the Australians took control. Our representatives at Geneva solemnly swore to "uphold the moral and material welfare of the natives." It is fashionable nowadays to laugh at this "serap of paper"; nevertheless these promises were solemnly undertaken.

About 1926, the ex-German plantations were sold to the highest bidder on very easy terms, which were, to returned soldiers, five per cent. deposit, a further 10 per cent. on taking possession, and the balance spread over 20 years. Certain German freehold trading stations were also sold at this time; the majority in the Rabaul district being bought by a certain trading firm at prices ranging from a few pounds upwards. Then was introduced the two-mile limit, which meant that, within a radius of two miles in every direction of a plantation, other trading stations were closed and the native planters were forced to accept for their nuts whatever miserable trade goods the planter cared to fling to them. This in spite of the fact that under Australian law the native is the freehold owner of his ground.

In 1933 political pressure was brought to bear, and another regulation was passed, that not only was there to be a two-mile limit in the case of plantations, but that the two-mile limit was also to apply to the freehold trading stations, the majority of which were held by the big trading firms. This infamous regulation automatically shut down all the leasehold stations, the owners of which (returned soldiers for the most part) were turned away to starve, and the natives were denied even the wretched advantage that they had had when there was free competition for their coconuts.

The north coast of the Rabaul district was practically divided up between four planters. The trade of the Kokopo Road

was virtually monopolised by one big trading firm. One of these men made it an open boast that he was clearing £8000 a year from the trade copra—and this was during the copra depression. (There are about 5000 tons of copra from native nuts in the Rabaul district alone.)

The poor natives, who should have been receiving a total income of from £60,000 to £80,000 a year for their produce, had great difficulty in finding the ten shillings head tax for the Administration. Here is one instance: At Christmas, 1935, the high chief Tingai, of Tolligap, was thrown ten sticks of tobacco (manufactured in the dens of Chinatown) and one cup of rice as payment for himself and his 13 under chiefs for thousands of coconuts. The despoiled natives began to murmur, and talked openly of cutting down their coconut palms, which were now of no value to them, only an encumbrance, as they were forced under penalties to cut the grass under the trees and keep the pests out. They felt their position all the more when they saw that on the white man's plantations the kumal grass was nearly as high as the coconut palms.

At this time certain independent white people, who had always kept in close touch with native thought, advised the natives not to take such drastic action as to cut down the palms, but to build their own hot-air dryers on their own land, dry their own coconuts and market their own copra to the best advantage, that is, with

Rabaul copra-buyers. The natives replied that they had no money to build dryers.

So these white residents gave them sufficient materials to erect small dryers capable of producing up to three tons of copra a week. The natives built their

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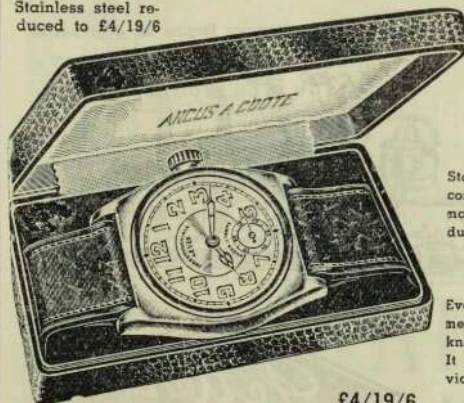
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hot-air dryers and are now producing copra which is consistently graded by the Government copra inspector as "first quality Rabaul hot-air copra." This meant that the natives at once leaped from a state of pauperism to one of independence, as they now receive from £30 a week from each dryer.

When the remainder of the native planters saw undreamt-of wealth flowing into the lap-laps of the owners of the dryers, they promptly killed the pig, *tambu*-ed the white men's trading stores and commenced building dryers of their own, also borrowing the money for material from the owners of the existing dryers.

The white planters and traders, now realising that their day was done, went from dryer to dryer threatening the natives with calaboose, abusing and even striking them to force them to close down their dryers. These men were met by the

natives with the blank non-co-operative policy of the *tambu*.

Infuriated, the planters and traders appealed to General McNicoll. His Honour the Administrator inspected the dryers personally, inquired into the financing, appreciated the propriety with which the natives were behaving, and refused to interfere with the natives' work. The high chiefs tell that this action of General McNicoll marks the first step forward the natives have been permitted to make since the German Administration of Dr. Hähl.

Next, the natives began to say, and they had bitter reason to say so, that they had as much right to demand a two-mile limit around their plantations as did the white nominal owners of the ex-German plantations. They pointed out that, while the black men had flogging and gaol (punishments that can be compared only with

those of the old penal settlements of Tasmania), pack-drill, and dozens of other things to prevent them from stealing the white men's coconuts, the white men had had their coconuts for many years.

Then the infuriated planters and traders appealed to Canberra, spattering the name of General McNicoll with mud, but by this time the big Missions had awakened to the position and were ranging their influence behind the natives.

Canberra refused to interfere—without endangering the rights of private property Canberra cannot interfere. The native owns his ground. The white planter owns 5 per cent. of his, if he is lucky; the next greatest equity of 10 per cent. is with the big firms; and the other 85 per cent. belongs to the Australian taxpayers.

The next move of the disgruntled traders is to whip up the colour question. There is talk of the "protection of our women and children." Every white person who has lived in the Territory knows the silly "peeping Tom" tricks of half-grown kanaka lads. Only an hysterical, crazy woman could stretch these sillinesses to mean "assault with criminal intent," but for these offences the lads are flogged in calaboose till their backs are lumps of bleeding flesh. I venture to say that not one in a hundred such offenders would, on such flimsy evidence, be convicted in an Australian or British Court of law. Shall I mention white men's attacks on black women—white men with a heritage of two thousand years of civilization to strengthen their morality?

In conclusion may I point out that in this matter of the native coconut gardens lies Australia's opportunity to prevent a repetition of the tragedy of the Australian aboriginals. Is it not better to see the New Guinea natives strong, well-fed and housed as decent self-respecting citizens, than to see them turned into poor cadging loafers begging for a *tickapen* from a white man? The high chiefs have *kiwunged* (met in council) and decided to build decent houses, buy decent food and build schools with their surplus funds.

I hope to see within the next few years the more intelligent of the natives being trained as doctors, lawyers and school-teachers. All this is possible if the natives are allowed to receive the full market value for their produce. In the name of common humanity is this not better than to see the natives drift into a condition of apathy and degeneration, all to please a few selfish white men who have already been pampered by moratoriums and kept afloat by financing until they are far too big for their boots.

I am, etc.,

DOROTHY FAY.

Walaor, Rabaul, 4/1/37.

Editorial Note.

MRS. FAY makes a number of statements that are open to serious challenge; but she has had the courage to write over her own name, and therefore we must give her the opportunity of making her contribution to this very important discussion.

The weakness of Mrs. Fay's case—and it is almost a fatal weakness—is her assumption that practically every planter and trader is trying to exploit the natives, and that all traders are in a kind of conspiracy to keep the dark people in ignorance and subjection. This definitely is not a fact. The great majority of planters and traders in New Guinea are men of good type, with enough vision in public affairs to realise that there rests upon them an obligation to assist the Admin-

THE REASONS WHY

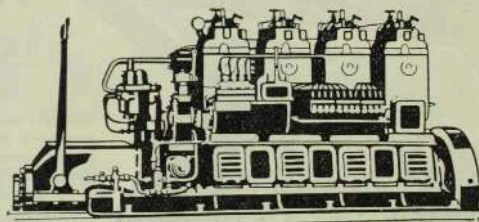
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istration in every way to raise the standard of living among the natives.

That there has been exploitation of the New Guinea natives, in both commerce and industry, is beyond doubt. They have been, on occasions, tricked out of their copra, fobbed off with outrageous rubbish as trade goods, and literally enslaved as labourers on plantations and mines. But the men responsible for those outrages are not numerous—the great majority of traders and employers conduct themselves with some sense of decency.

The Administration is to blame, first, in permitting rather too many rogues and sadists to remain in the country, in contact with the natives; and, further, in not having sought or secured from planters and traders a much larger measure of co-operation in regulating trading conditions between whites and blacks, and in preventing exploitation.

Mrs. Fay's letter is valuable because it so clearly and forcefully sets forth the case for the natives. Its presentation may be fatally coloured by prejudice and a lop-sided vision; but, nevertheless, one must give homage to people, whether they are right or wrong, who fight on the side of the down-trodden.

Conditions in New Guinea are not nearly so bad as Mrs. Fay suggests. But constant watchfulness can do no harm.

NOTES FROM THE COOK ISLANDS

From Our Own Correspondent

RAROTONGA, Dec. 10.

CLAIMS arising out of the fruit abandoned last September at Atiu and Mauke, when the *Matua* was obliged to return hurriedly to New Zealand without visiting those islands, have been settled reasonably, and even generously, by the trading firms concerned.

Fruit in the outer islands is bought strictly subject to shipment. Thus, in the present case, the traders would have been well within their legal rights in refusing all or any payment to the local growers who, had their fruit been shipped, would have been entitled to receive 2/- per case. As it is, the traders have offered payment at the rate of 1/- for the fruit, plus cost of cartage and other labour charges. In addition, a number of growers have obtained employment in emptying the abandoned cases into the sea.

According to information supplied by the two companies involved, direct losses amount to well over £1,000, being at the rate of 3/9 a case, of which the Auckland Fruit Merchants have borne a share to the extent of 2/- per case.

PENRHYN AND MANIHIKI

After five weeks' absence in the Northern Group, the Resident Commissioner recently returned to Rarotonga by the *Tiare Taporo*.

Judge Ayson reports that sites for the new leper isolation camp and wireless station in Penrhyn have been selected and that work on them will begin immediately. At Manihiki the erection of the wireless station will be in the hands of Mr. L. H. Trenn, who has just taken up his duties as Resident Agent there.

"ANTI-COHABITATION"

Unofficially reported was a statement by one of the schooner's crew to the effect that a body, representative of local church interests, approached Judge Ayson with a view to securing for Penrhyn similar "anti-cohabitation" laws as now exist in some of the Lower Group islands.

If this was so, it is to be hoped that a careful enquiry will be made, to ascertain whether the desire for such a law is unanimous, or simply the wish of a small but organised minority.

TWO PARTIES OF EIGHTY

During November two large *teres*, or parties of visitors, reached Rarotonga. Each consisting of approximately equal numbers they were, however, both in their objective and behaviour the antithesis of one another.

Eighty-six young Aitutakians, members of the C.I.'s Sports Association, arrived almost simultaneously with eighty sober Seventh Day Adventists—representatives from that denomination's churches throughout the Group. To house them, an enormous *kikau* or palm-thatch tabernacle had been erected at Titikaveka and, during the ensuing week, services were held in this thrice daily, interspersed with illustrated lectures and other serious entertainment—since all forms of dancing, a great deal of food and most sports are actively discouraged.

Meanwhile, each district vied with its neighbours in welcoming the Aitutaki visitors who, after playing matches during the day, feasted and danced at night.

The Sports Party returned home last Saturday with the very material satisfaction of having beaten their hosts in both the Rugby Football and Cricket Test Matches.

AN ARTIST AT WORK

Visitors to Rarotonga will no longer be able to complain that our lovely views can only be carried away in photographic form. Mr. "Alepha" Ulfaby, a young Norwegian with seven years' experience as a trader in the Group, is now devoting his full-time to water-colour paintings of local scenery.

His work is characterised by a distinction of detail and a veracity of colouring which come as a pleasing relief after the

THE SCOTS COLLEGE

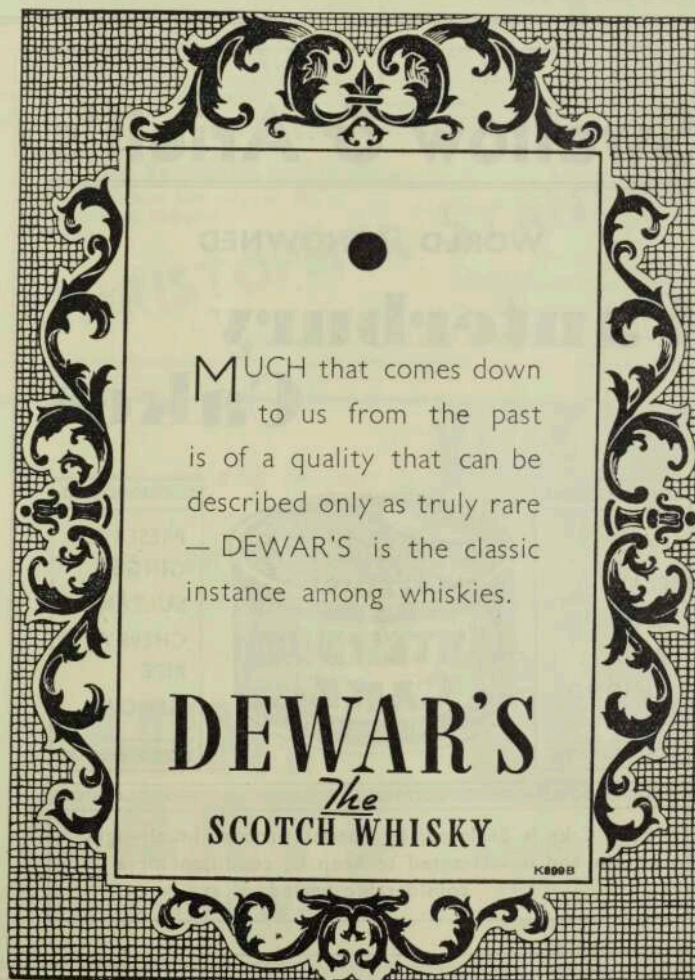
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"blaub and daub" surrealists whose conception of a South Sea Island often appears to the uninitiated uncommonly like a row of fantastic feather-dusters up-ended in a sand bank.

Mr. W. Smith, who was admitted to Wau Hospital suffering from blackwater fever, died on December 19.

On her annual extended cruise for training purposes, the *California State*, operated by the California Nautical School under the California and United States governments, arrived in New Zealand on December 21, via Papeete, Tahiti. She will visit other Pacific Islands and Australia before returning to San Francisco.

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GOLD IN THE SOLOMONS

New Mining Laws Open Way For New Industry

NEW mining regulations for the British Solomon Islands were published at the end of November, and it is now expected that there will be fairly rapid developments in the gold mining industry there.

Gold has been found in various localities in the Solomons for many years, but special interest has been centred during the past three years in the gold-bearing region around Berande, on the northern coast of Guadalcanal.

A local syndicate, which included most of the leading traders in the group, carried out prospecting operations in the Berande district some two or three years ago. Then the syndicate merged its interests in the Pioneer Expedition N.L., which has its headquarters in Sydney. An engineer, Mr. A. J. Ault, of the Pioneer Company, has been at work in the Berande district for a considerable time, and he appears to have great confidence in the field. A good deal of developmental work has been done—a road for motor trucks has been constructed from Berande for some miles inland.

The absence of necessary mining laws has held up the operations of the Pioneer Company; but the recent gazettal of the new regulations paves the way for greater activity. It is understood that a good deal of machinery is already on the way, or ordered.

If the gold industry is to be established in the Solomons it should mean a good deal to this Cinderella among the Pacific territories. Hitherto the Solomons have been merely a copra-producing group—and, seemingly, a place where pessimistic planters sat and called down maledictions upon the heads of omnipotent officials who, they point out, never had their salaries reduced even during the depths of the depression. As a matter of fact, the depression wiped out a large number of independent planters, their plantations being surrendered to the big trading firms which had advanced money on them.

The establishment of a mining field at Berande would offer a unique opportunity to some enterprising person to provide a hotel at Tulagi. There has been no hotel there since the old hostelry was destroyed by fire a couple of years ago. Tulagi is 21 miles by sea from Berande. It is suggested in some quarters that the hotel should be built at Berande.

If the field fulfils its promise, however, there will be plenty of room for new hotels at both Tulagi and Berande.

Mr. J. A. Thurston and Mr. M. P. Curtain, Australian mining engineers, who have been prospecting in the Wewak area, Northern New Guinea, returned to the Territory to continue their activities by the Macdhui from Sydney on December 22.

Mr. L. D. Hopfield, of Oaklands, U.S.A., who has been in New Guinea for some time supervising the erection of Bulolo Gold Dredging Limited's new dredges, arrived in Sydney from the Territory by the Tanda on December 23. He was accompanied by Mrs. Hopfield.

DEATH OF N.G. PATROL OFFICER

Result of Arrow Wound in Lung

THOMAS Alfred Hough, a Patrol Officer in the New Guinea Administration, who was admitted to Salamaua Hospital on December 11 with an arrow in his right lung, died on December 20. He was 23 years of age.

Hough, with a party of native police, was seeking a native murderer in the semi-controlled country near the Leron River, in the Markham River district. On December 7 a large body of natives ambushed the party. In driving off the attack the Patrol Officer was severely wounded by an arrow and by spears. Four hostile natives were shot.

His police "boys" carried Mr. Hough to the Lutheran Mission station where the missionaries took him in their aeroplane to Salamaua Hospital.

A well-equipped police party under D. O. Taylor and A. D. O. Roberts was sent out to the Leron area to arrest the savages connected with the murderous attack.

Early in January, Mr. Roberts returned to Salamaua with a native alleged to be the murderer of Hough. Roberts left again for Leron to escort other natives said to have been implicated in the affray.

VALE, "TOMMY" HOUGH!

By W.C.G.

EARLY in 1933, while I was doing ethnographic work at Tatau, in the Tabar Islands group of the Mandated Territory of New Guinea, I received a letter from a young teacher in Queensland.

A recent graduate of the Teachers' College at Brisbane, the lad told me of his ambition to take up life amongst the natives of New Guinea, and enquired of me (because of some articles of mine which he had recently read) how he might set about preparing himself for a possible opportunity.

The characteristic note of the letter was one of sincerity, and I pictured the lad as a clean-minded, decent fellow prepared to work earnestly and assiduously towards furthering his ambitions.

The letter bore the signature "T. A. Hough."

I lost no time in sending him a well-considered reply, advising him to seek an administrative cadetship when applications were again called, and suggesting certain literature dealing with the Territory and its people which he might immediately read. Subsequent occasional correspondence with the lad showed his interest in the native to be ever widening, and I was not surprised to learn of his being one of the 1200 applicants for cadetships in 1933.

Twelve were selected, and Hough, being placed about number 18 on the list, was disappointed. But not for long! For my next letter from him, received while I was camped at Bukl, near Finschhafen, told me of his success.

Soon after his arrival in the Territory with Cadet T. Aitchison, he called at Bukl in the Government schooner *Wandera* about the middle of 1934, to find me away down the coast. My "boy" told me about the visit of this "long fella

master, 'e young fella Kiap; good fella man too much."

I was not to meet "Tommy" Hough until May, 1936, when the cadet group was present at some lectures I gave to the anthropology course at Sydney University. And I was not disappointed at meeting him. He turned out to be a clean-cut, tall, keen young gentleman, a fine type of the Australian secondary-school product.

We spent an hour or two together in my room, while he told me of his interesting experiences around the Morobe hinterland, and showed me some of his excellent photographs of native life.

When I came away, to return to Melbourne he was at the train to see me off, and I could not but feel then that Thomas Hough would always prove worthy of the high standard and fine tradition that characterises the New Guinea service of to-day.

He returned to the Territory in August—straight to the hinterland from the lights of Sydney. And now comes the stark announcement of his death from a treacherous native arrow within a few short months of our parting.

Adieu, "Tommy"; like so many other good fellows you have answered New Guinea's insistent call.

Mr. H. Brown, chief inspector of Government electrical undertakings at Suva, Fiji, arrived in Sydney early in January from London by the *Mongolia* after spending his leave in England.

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"CLOSED DISTRICTS" IN G. AND E.

A GAZETTE issued in Suva in December contained a new ordinance to provide for the declaration of closed districts in the Gilbert and Ellice Islands Colony.

It has been enacted that the High Commissioner for the Western Pacific may by proclamation declare any part of the Gilbert and Ellice Islands to be a closed district, and no person may enter a closed district except natives of that district; Government officials acting under orders; and licensees.

The Resident Commissioner of the Gilbert and Ellice Group has authority to grant licenses to persons to enter closed districts under conditions which he may lay down.

The purpose of the new law is not clear from the terms of the ordinance as published.

Hon. F. R. Charlton, Commissioner of Lands in Fiji, and a member of the Legislative Council, arrived in Auckland, New Zealand, by the Niagara on December 21 to spend five weeks in the Dominion on a holiday and business visit.

REARRANGEMENT OF N.D.L. SHIPPING

New Guinea and Solomons

DURING the month, Messrs. Gilchrist, Watt and Sanderson Limited, Sydney agents for the Norddeutscher Lloyd shipping company, issued a new timetable, which shows the new arrangements for carrying on the N.D.L. shipping service between Hong Kong and New Guinea and the Solomon Islands.

Formerly, two steamships, the *Bremerhaven* and the *Friderun*, ran between Hong Kong and numerous New Guinea and Solomon Islands ports on a regular schedule. The new shipping law in New Guinea, however, forbids overseas ships to call at small ports in New Guinea—they are restricted to "proclaimed" ports (see P.I.M. of December). This made a reorganisation of the service necessary.

The *Bremerhaven* has been taken over from the N.D.L. by interests connected with Messrs. Colyer, Watson and Company of Rabaul, and a company for this purpose has been formed under the name of Inter-Island Shipping Co. (Pty.), Limited. The vessel has been placed under the British flag and registered as the *Island Trader*. She will operate only between New Guinea ports in future and will connect regularly with the *Friderun* at Rabaul.

The *Friderun* will maintain a seven-weekly service between Hong Kong, the "proclaimed" ports of New Guinea (where she will connect with the *Island Trader*), and Tulagi and a number of small ports in the Solomon Islands.

The *Friderun* will leave Hong Kong on the new service on February 13 and the *Island Trader* will commence her new inter-island service when she sails out of Rabaul on March 15.

Details of the new timetables are published in our shipping columns.

THE MISSIONS IN PAPUA

Letter to the Editor

I READ with interest "Old Trader's" remarks about the operations of the missions in Papua. I would like to say that although I have been in Papua for over 20 years, I have yet to learn that the Roman Catholic Church does what he says. Even supposing such be the case, it would be in order, because it is done by other missionaries. This I can verify.

My own experience of the Roman Catholic Missions is that they do not run after the natives. If the natives go to the missionaries they are more than welcome; and, then, perhaps, they are told that it is the only true mission. Everyone thinks his own crowd is the blackest.

My experience is that it is the different day of worship that is the cause of most of the little differences.

You will notice I don't use a *nom de plume*.

I am, etc.,

A. W. MILES.

Aromā, Papua.
Dec. 13, 1936.

A party of six Fijian scouts and six Indian scouts from Fiji arrived in New Zealand by the *Niagara* on December 21. Representing six troops they will spend a month in New Zealand touring and meeting Dominion scouts. They are returning a visit to Fiji some time ago by N.Z. boy scouts.

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

WHY RISK YOUR LIFE?

take

R. M. Hardy's

Indigestion and Ulcerated
Stomach Remedy

Obtainable at All Burns, Philp & Co. Stores.

Price: 3/9, 3/6, and 2/6 per Tin.

No Dieting—No Headaches—No Stabbing
Pains

MONUMENT TO A FRENCH SOLDIER

HEREWITH is a photograph, by Paul Mercier, of a monument which may be seen on a lonely hilltop in New Caledonia. The inscription on the lower panel reads:—

"To the memory of the brave Colonel Gally-Passebosc, a victim of the rebellion of 1878, who was struck down by a bullet on this spot on July 4. Honour to a valiant soldier who died in carrying out his duty!"



Colonel Gally-Passebosc was born in 1836, served in Cochinchina and Senegal, was military attaché with the English Army in the Abyssinian campaign, served in the Franco-Prussian war in 1871, and was appointed Commander-in-Chief in New Caledonia in 1878.

The Colonel, after having cleared the country round La Foa and La Fonway of rebels, was returning to Bouloupari to meet the riders of M. Boutan's detachment. On arriving at Red Hills, he found the telegraph wires cut. Friendly natives told him that the rebels of the tribe of Naina occupied the surrounding heights. The Colonel advanced to see for himself, and it was here that he received two bullets, one in the right thigh and one in his stomach. He died next day in the arms of Dr. Defescout.

The Colonel was buried at Teremba,

but in 1880 Admiral Courbet (then Governor) had him re-buried in Noumea, at the quatrieme kilometres. The barracks in Noumea have been named after him.

N.G. NATIVE PASSES FORGED CHEQUES

From Our Own Correspondent.

RABAU, Dec. 16.

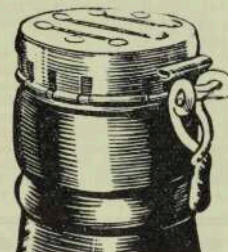
AN interesting case came before the District Court on December 8, when a native house-servant was charged with stealing cheque forms, and obtaining goods and money from a local store by means of fraudulent cheques.

The evidence showed that the native wrote out orders for goods and filled in two cheque forms, signing the names of Europeans. Both the orders and cheques were accepted by the firm and the goods and change were supplied. The defendant pleaded guilty. He was sentenced to two months for stealing the cheque forms and eight months for passing worthless cheques.

Mr. A. T. Sullivan, manager of Messrs. Morey and Co. Ltd., Thursday Island, returned from Australia by the Taiping in December.

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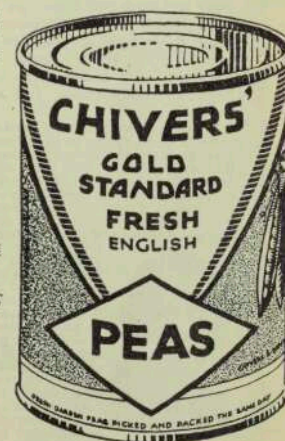
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Histon, Cambs., Eng.
FOR ATTRACTIVE RECIPE BOOK



RABAU'S NEW CLUB BUILDING

From Our Own Correspondent

RABAU, Dec. 10.

ANOTHER worthy addition to the new buildings in Rabaul is the new New Guinea Club building, which is nearing completion by the contractors, Messrs. Bay Loo Company.

The exterior appearance is most impressive. An elaborate *porte cochere* leads into a spacious, well-ventilated lounge. Through an archway is a small reading-room specially lighted. The dining-room will seat about 60. The visitors' room has an unusual decorative scheme, in the form of a frieze of pastel shades. The kitchen, which is a model of cleanliness, has the most modern labour-saving devices. The

bar is perhaps the most picturesque room in the building; it is finished in brown-stained panelling, with a frieze motif of autumn tints, and the bar itself consists of inlaid local timbers.

The club is fitted with every modern comfort and convenience, and is perhaps the finest edifice of its kind in the Southern Pacific.

Mr. and Mrs. A. E. Cridland, of East Cape, in the Eastern Division of Papua, returned to Samarai with their baby daughter by the Macdhui from Sydney on December 22. They spent their furlough at Manly, New South Wales.

Hon. J. T. O'Malley, Commissioner for Native Affairs in Papua, arrived in Sydney by the B.P. vessel Macdhui on six months' leave in the middle of December.

Kill Kidney Acid New Way

Win Back Your Vigour

Famous Doctors

Tell About Successful Prescription That is Ending Kidney and Bladder Troubles and Making Men and Women Feel 10 Years Younger Through New Health and Vigour Brought by Cleaning Out the Kidneys.

You need not suffer another day from Kidney troubles and Bladder weakness, thanks to a remarkably successful prescription prepared especially to end these troubles, and which now may be obtained at any chemist's.

Doctors and scientists say that there are nine million tiny, delicate tubes or filters in your Kidneys which must work every minute of the night and day, cleaning out Acids, Disease, Poisons, Germs, and Waste from your blood, or slowly but surely your body becomes poisoned and you can't possibly feel well. Your blood circulates through your kidneys 200 times an hour and if your Kidneys and Bladder do not do their work you are certain to feel old before your time. Tired, Run-Down, Nervous, and suffer from Getting Up Nights, Rheumatism, and many other troubles.

If Kidney troubles or Bladder weakness cause you to suffer from serious symptoms such as Loss of Vigour, Getting Up Nights, Backache, Leg Pains, Nervousness, Lumbar, Stiffness, Neuralgia, Sciatica, Rheumatism, Dizziness, Dark Circles Under Eyes, Headaches, Frequent Colds, Burning, Smarting or Itching, Acidity, you can't afford to waste a minute and take chances with dangerous delay. You should start taking the Doctor's prescription called Cystex (pronounced Siss-tex) and see for yourself how quickly it helps nature correct these troubles.

Cystex is not an experiment—it is a Doctor's discovery—quick and sure in action—it has been tested and proved in millions of cases throughout the world and thousands of Doctors recommend it daily. For instance, Dr. T. J. Rastelli, M.D., B.Sc., of Kensington,

London, England, writes: "Cystex is one of the finest remedies I have ever met with in my long years of medical practice. Any fair-minded physician will at once recommend it for its definite benefits in the treatment of many common kidney and bladder disorders. Cystex counteracts the excess acidity, relieving the uncomfortable sensations within a very short time. It flushes out the kidneys and bladder and is safe and harmless." Cystex is the prescription of a doctor with nearly 40 years of experience, and is prepared especially for Kidney and Bladder troubles. It starts work in 15 minutes to tone, soothe, and heal raw, sore Kidneys and Bladder, and brings a new feeling of health, youth, and vigour in 48 hours.



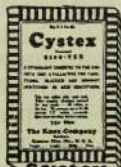
Dr. Van Straubenzee

Doctors throughout the world praise the merits of Cystex. For instance, Dr. C. Van Straubenzee, noted specialist, of London, recently made the following written statement: "Poisons taken from the blood are deposited in the Kidneys. They must be removed promptly or irritations are set up which annoy the system. I consider Cystex one of the most meritorious formulas of its kind and recommend it most highly when such a prescription is required."

Because of its amazing and world-wide success, the Doctor's discovery known as Cystex is offered to sufferers from Kidney troubles and Bladder weakness under the fair-play guarantee to end your troubles to your complete satisfaction or money back on return of empty package. It costs only a few pence a day. Ask your Chemist for Cystex to-day and see for yourself how much younger, stronger, and healthier you will feel by using this special prescription for Kidneys and Bladder. Cystex must do the work to your entire satisfaction in 8 days or cost you nothing under the money-back guarantee. Get Cystex (pronounced Siss-tex) to-day from any chemist. Beware of substitutes. Cystex is a doctor's prescription specially prepared and guaranteed for Kidney troubles. Price 4/- from all Stores and Chemists or from Schaffer & Co., 189 Clarence St., Sydney



Dr. T. J. Rastelli



TRADE

HE was a brown brother and I a missionary.

My typewriter was working at top speed in getting through reports and necessary correspondence when he arrived. From the office chair I could see him and his grass-clothed consort, and he could see me. For a while he stood about invitingly and I did not stop.

Then he coughed politely to draw my attention, so I stopped the rattle of the keys and said, "Yes, what?" I was new to the district and did not know the vernacular.

He spread out a piece of paper and said the one word, "Money."

I confirmed his statement, "Yes!"

Then he again caressed it and straightened it out and held it so that I might clearly see that it was a ten-shilling note, and again said "Money."

I gathered that he wanted to say something more about it, but, language was a difficulty. So I said, "What for?" Said he again "Money" and then "Store." Said I, "No."

There was a trader's store within reach, and the established rule is that we do not interfere with his business. The brown brother knew that, and he also knew I had just arrived and might respond to a "try-on." But, I did not.

The sequel came out on a visit to the trader. I had met him before and we were friends. I asked him whether the native had gone to him with his money.

"What?" he said, "That cow! Yes, he came all right. This is what happened. I was just about shutting up when he arrived and started to stare about and to take stock of the place. I served all the other 'boys' and he was still staring. 'Here, come along if you want anything,' I said, and the dolt stood there and spread out his ten-shilling note and said 'Money.' 'So I see,' said I, 'and what about it?'"

"'Money,' he said, 'change!'"

"Of course, that's part of the routine, you know; they get their money changed first and then buy. So I gave him two florins and six single shillings for it. 'Now!' I said.

"'Money, Taubada, change!' he said, and held out a shilling, for which I gave him two sixpences.

"'Now, hurry up and say what you want!' said I.

"'Fissk.'"

"'What?'"

"'Fissk, 'Ook.'"

"'Big one?'"

"'Little bit big, Taubada.'"

"But, I was out of medium hooks and told him so.

"'Big feller then, Taubada.' That was sixpence.

"'Anything else?'"

"'Yes, Taubada, change.' And he produced a florin. I gave him a shilling and two sixpences for it.

"'That's the last change I give you; I've been on my feet all day!'"

"'Sixpen' sugar, Taubada.' I weighed it out and gave it to him.

"'Yes?'"

"'Rice, Taubada.'"

"'How much?'"

"'Shilling, Taubada—no, sixpen.' So I gave him the sixpen-orth of rice, and I tell you I was getting tired.

"Now, quick, any more?"
 "Yes, Taubada, sixpen' kuku (to-bacco)," I gave him that.
 "Now, come; I want to close the store," I said.

"No, Taubada, Taubada you wait one minute! You want buy 'im nosebone along store?"

"No; they're no use here, miles from anywhere. Come on, I'm going to close!"

"No. One minute, Taubada! And, like a fool I stayed.

"Taubada, you buy 'im shell along boy?"

"Of course I do, and you needn't ask me that and keep the store open only for that. Get on out quick!"

"No, Taubada, wait wait . . ."

"Wait, nothing! I'm through, and the store is being closed NOW! So, hop it! And I shepherd him out still talking.

"And when he got outside, do you know what he did? He vilified me in some of the choicest English I have ever heard from a native and with some of the Australian slangage thrown in. I ran him off the place, the cow!"

There are advantages in leaving trade to the trader.

—OWEN G.

THE MOTE IN N.Z.'S EYE!

Asiatic Labour in Samoa and New Zealand

From Our Own Correspondent.

APIA, Dec. 23.

AS the New Zealand Government are apparently determined to stick to their intention to repatriate the vitally necessary Chinese plantation labourers from Samoa, thus destroying the European plantation industry, the European settlers have decided to fight for their existence, and against the shortsighted policy of the N.Z. Labour Government, with all means at their disposal.

It has been pointed out by the Europeans that, while the New Zealand public may not be much interested in the Chinese problem in Western Samoa, there is an Asiatic problem in New Zealand which has a Chinese and Hindu population of over 5000. While the N.Z. Government propose to deprive the planters of Samoa of their Chinese plantation labour, for which no substitute is available, they allow the numerous Asiatics in New Zealand to monopolize the market gardening and laundry business, as well as the fruit trade, and thus to deprive many white New Zealanders of a livelihood.

The question is asked here: If the N.Z. Government are so anxious to solve the "Asiatic problem" by doing away with Asiatic labour, why do they not start to clean up New Zealand, where Asiatic labour thrives under their very noses?

Mr. E. V. Stevens, managing director of Frazer and Company Ltd., Tokio, arrived in Sydney on December 17 from Japan by the Komo Maru, en route to Noumea. In New Caledonia, he will investigate the possibility of importing nickel and chrome for refining in Japan.

Hon. W. G. Bagnall, Treasurer of the Government of Tonga, arrived in Sydney in December with his wife and son, on leave. A New Zealander, he will spend some time in his homeland, when he is on his way back to Nukualofa in April.

ROYAL FAMILIES OF POLYNESIA

Interesting Marriage Next May

From Our Own Correspondent.

PAPEETE, Dec. 5.

A MARRIAGE has been arranged between Tekao Tinirau Makea, cousin and adopted son of Tinirau Makea, the head of the ancient Makea family, who have been the paramount high chiefs (Ariki) of Rarotonga and the Cook Islands since time immemorial; and Noeline Titaua Teuaril Matahihae.

The latter is the great-great granddaughter of Queen Pomare IV. of Tahiti, great grand-daughter of Tamatoa, the brother of King Pomare V., the last King, and grand-daughter of Teriivaetua (daughter of Tamatoa) and her husband, Norman Teriitua Brander.

This marriage will link the old royal families of Tahiti and Rarotonga. It is appointed to take place at Rarotonga during the month of May, 1937.

N.G. PUBLIC SERVICE

STAFF movements in the New Guinea Public Service announced on December 11 were as follows:—

TRANSFERS

District Services Dept.: J. R. Rigby, Assistant District Officer, Rabaul to Sepik; G. G. T. Wells, Clerk, Rabaul to Mading; M. R. Jones, Clerk, Wau to Wewak.

Dept. of Agriculture: R. E. P. Dwyer, Economic Botanist, Rabaul to Kavieng and Namatanai; W. M. Pestell, Inspector and Instructor, Salamaua to Rabaul.

Public Health Dept.: Miss C. Laurie, Nurse, Rabaul to Wau.

Lands and Survey Dept.: R. W. Rogers, Chainman, Rabaul to Kieta.

Police Force: W. E. Allen, Warrant Officer, 2nd Class, Wau to Rabaul.

ENGAGEMENTS

Public Health Dept.: Mrs. T. Price, Nurse, Kieta.

Lands and Survey Dept.: Miss M. Hawt, Typist, Rabaul.

Mr. B. B. Perriman, M.L.C., who is manager of Messrs. W. R. Carpenter and Company Limited at Rabaul, arrived in Sydney on annual furlough by the Tanda on December 23.



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Foster Clark's is the creamiest, most flavoursome and most dependable Custard you can make. Serve it often. It's full of nourishment, and very economical. There are so many quick and interesting ways of serving it, too.

Try the dishes in Elizabeth Craig's Recipe Book, and serve Foster Clark's Custard with stewed fruit, puddings and pies. It increases their food value and brings out their flavour. Always ask for Foster Clark's Custard, and refuse cheap imitations.

FS139

Foster Clark's

creamy CUSTARD

RAROTONGA'S HOWL

Few Berths and High Fares

From Our Own Correspondent

RAROTONGA, Dec. 10.

AFTER a paean in praise of the fine appointments, speed and comfort of the Union Company's new motor-ship *Matua*, Rarotongans are now indulging in a choral grievance directed against the preferential treatment which they consider has been accorded to the other ports of call on the vessel's route.

With the cessation of the Sydney-San Francisco mail run, passenger facilities between Rarotonga and the Dominion are now restricted to the accommodation available on the *Matua* and, not unreasonably, residents here feel that their claims merit priority of attention.

The *Matua* has accommodation for 39 passengers. Of this, a certain proportion will generally be occupied by those "round trip" tourists to whom the voyage offers a programme of exceptional variety. But—and this is where the trouble comes in—persons living in other Central Pacific Groups, wishing to cross to New Zealand, can always do so—those in Fiji by the Auckland-Honolulu mail steamers or, in the case of the Samoans, by the Government-owned *Maui Pomare*. Unlike the Rarotongans, they are not wholly dependent upon the *Matua*.

In these circumstances local opinion is incensed by the Union Company's explanation that, owing to the majority of the berths being already reserved for Samoan, Tongan and Fijian passengers, a number of would-be travellers from here cannot be carried either on the December or January trips. In several cases this has entailed a great deal of inconvenience, some of those who had intended leaving in December being obliged to hurriedly catch the November steamer.

The situation is further aggravated by the rise in fares. A return ticket from Rarotonga to Auckland now costs a trifle less than £40. Since the vessel carries only one class, there is no alternative—beyond remaining at home, which is what very probably will happen to many not in the fortunate position of being Government employees and having their passages paid *en famille*.

RELIC OF MARQUIS DE RAYS EXPEDITION

From Our Own Correspondent.

RABAUL, Dec. 21.

AN interesting historical object was brought to Rabaul recently by His Honour the Administrator (Brigadier-General W. R. McNicoll), who made a visit to Breton Harbour on New Ireland, the site of the settlement of the ill-fated Marquis de Rays expedition.

A huge granite mill-stone was, with great difficulty, transported from the bush to the water's edge where a suitable raft of logs and oil drums was constructed. The work was carried out under the supervision of Commander C. J. R. Webb. The stone weighs over two tons, and was successfully towed to Rabaul by the Government schooner.

It is intended to place this relic in front of the local post office.

Mr. F. P. Brewer recently joined the Papuan Public Service as Patrol Officer. He will be stationed at Buna, in the Northern Division.

CANNED BEER

CANNED beer has come to the Islands. Just think of it—beer in tins! Why didn't we think of it years ago? We can go and become comfortably blotto, now, without the fear of a broken-off bottle being pushed into our face.

How justly righteous we feel when we come home late to explain to the wife that we loitered to purchase a few tins of salmon. (We find fish glue best for re-sticking the labels, as it also helps to evade close inspection.)

We have been getting through quite a lot of salmon lately. Funny, how we acquire a taste for a thing like that. One time we couldn't look at it. Now we take two tins in our lunch every day, and often polish off one after work.

The wife thinks there's something wrong with us, and suggests having us examined by a doctor. However, it seems to have come in epidemic form, and has attacked several of our leading practitioners. With some of the patients it is tinned oysters.

What a field of invention this has opened up. Next we shall have tin-openers deftly concealed in tooth-picks, pen-knives, and other articles of men's most necessary equipment. Why not whisky-filled cigars, brandy in hat-bands, and creme de menthe in the thermometer?

Then there's the ideal pick-me-up—beer in lobsters.

Just a minute! Something is going on in the kitchen. The cook-boy seems to have had an overdose of betel nut.

Oh Lord; that's torn it! I remember now—the wife gave him his weekly ration of a tin of salmon.

—L.H.W.

NEW OIL STATION IN
TAHITI

From Our Own Correspondent

PAPEETE, Dec. 5.

THE increasing requirements by passing motor ships, visiting yachts, the fleet of inter-island vessels and the works at the phosphate island of Makatea have made necessary the establishment of a storage station for fuel oil, suitable for diesel engines, at Papeete.

Hitherto, the islands have been supplied by the clumsy method of sending hundreds of empty steel drums to the Pacific Coast by mail steamer, to be returned, filled, by a freight vessel two or three months later.

Any extraordinary demand diminished supplies on hand to the vanishing point. Yachts and larger sea-going vessels, planning to visit Tahiti found it prudent to send ahead their own supplies of diesel oil.

The new storage station is in the compound of the Papeete offices of the Compagnie Francaise des Phosphates de l'Océanie. Three cargo steel storage tanks, connected by suitable piping with the company's private wharf, are near completion. Arrangements have been perfected to expand the capacity should necessity warrant.

It is expected that the station will be equipped to deliver oil within the next two or three months.

Mrs. N. H. White, wife of Mr. N. H. White, Melbourne mining engineer, who has been in New Guinea in recent years, was in Victoria in December with her daughter, Joan, on a holiday visit. Mr. and Mrs. White and Miss White live at Upper Watut—12 miles from Wau.

TAHITIAN PINEAPPLES

From Our Own Correspondent

PAPEETE, December 10.

THE possibility of creating abroad a market for tinned pineapples grown in French Oceania, has long been under discussion.

The attempt was once made in the Leeward Islands of the Society Group, but the times were not propitious and the prices the canners were enabled to offer were not satisfactory to the growers, so the project was abandoned.

At the present time, new experiments are being made in Tahiti. Samples of tinned sliced pineapple have been submitted to France and the favourable reports of quality and acceptability in that

market have stimulated the promoters (Messrs. Bambridge and Brown) to expand the undertaking.

It is said that an initial consignment of 400 cases will be despatched per the *S.S. Ville de Strasbourg*, sailing for France this month.

Should this be successful, measures will be taken to establish a manufactory sufficient in capacity to supply a growing demand.

Mr. C. E. Cleveland, of Messrs. Cleveland and Vidgen Ltd., Thursday Island, left Sydney for T.I. by the *Tai ping* on December 17.

Captain E. C. Vellenoweth, Resident Government Agent at Mauke, in the Southern Cooks, reached Wellington by the *Makura* early in December, to spend his leave in New Zealand.



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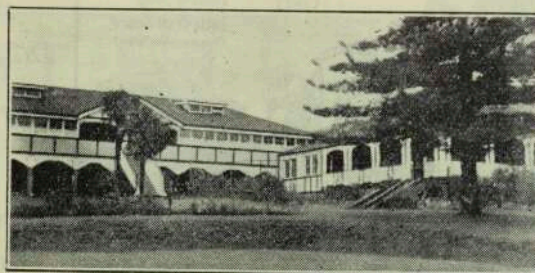
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N.B.—Next Term commences 2nd February, 1937

Prospectus on application to the Secretary:

Mr. R. T. Phelps, F.A.A., 491 Ruthven St., Toowoomba

Mr. C. J. Kendrick, a South African mining engineer, sailed for Port Moresby, Papua, by the Macdhui at the end of December. On behalf of a Sydney syndicate, he will carry out investigations in the Territory for nine months.

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We remember the last trip we went fishing—which, incidentally, nearly ended in tragedy, as we lost half a case of good Sydney ale overboard, and had a job to catch up with the launch afterwards.

We left the port at daylight with all provisions aboard—and the bait. All of us were high-spirited, and so was the bait. In fact, the bait was so much so that we had to put it out aft, in the dinghy, for fear some denizen of the depths would leap aboard in chase of it.

However, we had no trouble until we reached the open sea. Then, of course, the old complaint came back and the engine's exhaust was as a drop in the ocean to the ghastly gurgling noises we produced.

We're always like that. We stand on the shore, look at the sea, and say, "Oh, to be out on that ocean wave." When we're out on that ocean wave we look back at the shore and say, "Why did I ever leave mother earth!"

However, we were heading into the breeze and we were not game to turn back on account of the bait being behind us.

We reached a little calm water in the lee of a sheltering reef, and looked round

for some place to cast our anchor. It was about the only thing we hadn't cast.

We found a good spot in about five fathoms, and started in to bait our lines. There's an art in baiting a line with this bait. The main thing is to wear rubber gloves and a handkerchief over the nose.

We got a nibble and pulled, or heaved—I forget the nautical term. A yell from behind told that the man opposite also had a bite.

Well, we each played his fish for half an hour, and then decided to haul him in after having laid a few bob on his length against the chap's on the starboard side. He proved pretty solid, and we had to get help.

Anyhow, we pulled the starboard chap clean under the launch and up, before we found out our lines had become entangled. It almost led to a mutiny, which was narrowly averted by the production of lunch in liquid form. We always carry a bottle now, in case of accident.

We did catch a fish, later, and on measuring up it was found to be six inches long, with a total girth of four and a half inches.

We opened a couple of tins of salmon wherewith to flavour him, and had him for dinner. However, on the return journey we decided he was too small, so threw him back.

There's nothing like reef fishing for sport. —L.H.W.

NO MORE TAHITIAN LABOUR

Reform Affects Three Mid-Pacific Islands

From Our Own Correspondent

PAPEETE, Dec. 5.

A NEW regulation forbidding the recruiting of labour in French Oceania for service outside the limits of the colony has compelled the proprietors of Christmas, Flint, and Caroline Islands to re-organise their working staffs.

These islands—adjacent to French Oceania but under the British flag—have been managed, hitherto, from Papeete, and operated with indentured labour from the French Islands.

It is reported that Christmas Island has been turned over by its French owners to Messrs. Burns, Philp and Company. The Tahitian workers are to be returned to Papeete, and the Christmas Island plantations will be worked by labourers from the Gilbert Islands.

The conditions at Christmas Island have been under criticism for a long time. It is believed that because of these criticisms the regulation against future recruiting has been issued.

Mr. E. J. Coote has joined the board of directors of Mount Kasi Mines Limited, Fiji.

Mr. E. W. Bonwick, consulting engineer to Mandated Alluvials N.L., sailed from Cairns, North Queensland, for Port Moresby, Papua, by the Macdhui at the end of December.

Capt. A. A. Luckham, C.B.E., resident agent at Aitutaki, Cook Group, arrived in New Zealand by the December Makura on furlough.

Mr. and Mrs. J. L. Froggatt, of Rabaul, returned to New Britain, by the December Macdhui, after a world tour. Mr. Froggatt is an entomologist in the N.G. Department of Agriculture.

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IMPRESSIONS OF THE TROBRIANDS

Hospitable People, With Many Strange Customs

By W. H. POTTS

SAMARAI was only a temporary stopping place for me, where a boat might be found which was going to the Trobriand Islands.

Lying about 150 miles north of Samarai, this picturesque group has many interesting customs and legends, which are unlike any others on the mainland of Papua, and are still observed with almost the same particularity as in the pre-government and mission period.

After a few days, a boat was scheduled to make her six-weekly visit there and early one morning, before anyone else was astir, we cast off and sailed quietly away through China Straits.

We anchored in Dobu Passage on the first night and set off again at daybreak, passing the mountain, Koyatabu, on Ferguson Island, which towered thousands of feet above us on our port side. As the sun rose higher, the Amphlett group came into view, that cluster of steep little islands where an extensive native pottery manufacture is still practised.

After some hours' sailing through coral strewn waters, a long, low island appeared, tinged with the faint blue haze of distance. Absolutely flat, without even a solitary relieving hill, it stretched for many miles athwart our course, with several smaller outlying islands at its north-western extremity. These constituted the Trobriand Group, real coral islands, of which the principal one is Kiriwina. Though only 30 miles long and 12 miles wide at its broadest part, it supports a native population of about 8000.

As we drew closer, the mid-western shore appeared as one large crescent-shaped bay, whilst its shallow waters were enclosed by coral reefs which gave shelter to a lagoon of that emerald green shade, so familiar and pleasing to every traveller in coral seas.

THAT evening, an anchorage was found at a small island called Muwo, which lies off the south point of the crescent. Here is a coconut plantation which is operated by a well-known identity of New Guinea, Mr. E. Auerbach, who, as far back as 1911, made a notable gold-prospecting

journey with Jim Preston and Shark-eye Park up the Markham River in what was then German New Guinea, eventually reaching the Watut River, when the first indications of gold came to light in those remote places.

Fish in abundance are found at Muwo, and all night long phosphorescent shapes gleamed in the dark waters, whilst occasionally a huge glowing form would encircle the boat, telling us that we were indeed among the sharks.

After taking on copra here, we sailed on to Bau, which is on Kiriwina and is the port for Losuia, the Government station—if a clearing in the forest with a copra-store shed can be called a port. The water off Losuia is only deep enough to receive boats up to ten or fifteen tons, and most of the cargo is transhipped to more suitable craft at Bau.

The Trobriand native is a keen fellow for trade, and when the news of our arrival had been spread, many canoes put off from the shore and soon our decks were swarming with a chattering horde, who climbed all over the cargo, peered into the engine-room and poked their heads through the port holes. With them they brought fish, fowls, eggs, yams, sweet potatoes, pumpkins and pawpaws. Or if you were more aesthetically inclined, they would offer you unique carvings of fine workmanship. Smaller pieces were mostly of ebony, whilst the larger ones were of a native brown wood, of a very pleasing tint. Figs, dogs and bowls seemed to be their favourite subjects; and some weeks later, when I visited the principal carving village, I was to see them at work on massive tables.

Their canoes are similar to the Papuan outrigger type, having the customary hollowed-out tree-trunk, which varies in length from six to twenty feet.

When the time came to continue our voyage, the decks were cleared of these energetic people, with their basket of fruit and their carvings and they scrambled back into the many canoes which lay around us.

(Continued overleaf)



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SOON we were passing along the coast, around the northern end of Kiriwina en route to the island of Kitava, which lies to the east of the Trobriand Group. As the boat punched her way into the rising wind, it was noticed that a solid wall of coral, capped by fairly thick timber, barred all entry to the interior of Kiriwina and stood out even to the water's edge; at rare intervals a small stretch of sand appeared where a break in the rock had occurred.

After some hours, we dropped anchor in the small straits between Nurutu and Kitava Islands. Here was water of a deep shade of transparent blue, unlike



Dancers, of Boitalu.

any other in these seas. Silvery sand bounded the narrow coastal flat, whilst masses of coral towered above all, forming a high inland plateau.

The natives on this island closely resemble those on the main one. They have similar customs and dances, live in the same type of house and cultivate extensive gardens. There is, however, only one white man living there and he has reigned supreme for a quarter of a century, with his house on top of the hill and his coconut trees stretching for several miles along the coast. If you want to buy some yams from the natives, or carvings, or any kind of trade, then you go to him and he will arrange it for you; nothing can be done except through him, so well do the natives trust and regard him.

The boat's visit was the first for three months; and soon we saw his spare figure striding through the lines of palm trees; his dinghy put off and was soon bumping alongside. With a battered old felt hat, red handkerchief around his neck and his knife thrust inside his stocking in true Scottish fashion, this time-honoured inhabitant of the South Seas took hold of a stay and came aboard.

Next morning, the copra was loaded, and regretfully I went on board as the anchor was heaved up. Laughing girls swam playfully around, others called out good-bye from the beach while my kind host waved the same old hat.

WE returned to Bau, and I took a short passage in a launch to Losuia, where the Magistrate kindly entertained me for the

night. On the following morning, a cook-boy was engaged, who also served as interpreter, as neither Motuan nor Suau are understood on the island. Carriers were readily obtained, though they were definitely not of the stamina of the Papuan mainland boys, three being required where two would have sufficed on the mainland. By entering Kiriwina by way of Losuia, which lies on the northern side of the crescent shaped bay, it is possible to avoid the coral wall and at the same time visit the majority of villages without crossing it.

To the traveller accustomed to the difficult and inferior native tracks in Papua, perhaps the most striking point about this island is its network of easy paths, which are scarcely graded at all as the interior is almost flat. Lines of coconut palms skirt these miniature roads all over Kiriwina, whilst the presence of a village is denoted, even from a distance, by tall massive trees, under whose shade the thirsty visitor may consume copious draughts of cool coconut milk at his ease. For these islands are hot. Dense scrub deters the cooling wind and only when the large garden clearings are reached can the breeze be felt.

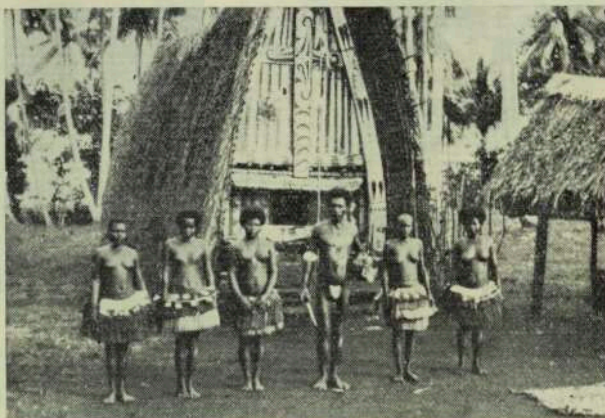
My first destination was the village of Boitalu, which lay at about one and a half hour's walk from Losuia. Here is a place which is unique in the island, for its inhabitants are despised by all the other villages.

"Do they not eat bush pig and snake? Do they not eat even the crocodile?" exclaimed the cook-boy, Noeli, in terms of indignation.

This, apparently, just "isn't done" and accordingly social ostracism is the result. No other villagers may partake of the food of Boitalu, excepting coconuts, nor may they join in their dances.

The food question threatened some difficulty for Noeli, as he had been given one stick of trade tobacco to purchase his first three days' food as required from the villages we visited, and he had omitted to mention the Boitalu *tabu* until arrival. Fortunately, his wife thought of it, and sent some food after him by another boy, so the situation was saved.

You might imagine, from their inferior social position and isolation from the others, that the people of this village would be the least favourable to visit in



The Chief, Mitakata, and five of his ten wives, in front of his home.

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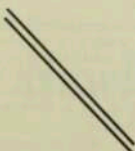
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the island. Actually, the contrary is the case, for they are the most hospitable and obliging of all the natives. They will ask you to watch their dances and nothing gives them greater pleasure than your acceptance. They will fetch water for you, or supply you with any amount of eggs and vegetables.

THEY always like a smoke, however small the service they perform for you, and by trading with them it is possible to avoid all use of tinned meat.

There are set prices all over the Trobriands, which are carefully observed by the white residents. For instance, one stick of tobacco (costing about threepence) will purchase four eggs, or two pineapples, or thirty pounds of potatoes, yams, etc., or enough fish for two days. A good fowl will cost you three sticks, and a bush pig may also be had for that price.

Whenever they receive tobacco they will always ask insistently for "pwairp"—or so it sounds. Actually, it is a piece of newspaper they want, in which to roll their cigarettes, as a change from the eternal pandanus leaf.

All the Kiriwina villages resemble each other in the well populated northern area, and quite the most noticeable thing on entering one is the yam houses. Each family has its own garden, and at the end of each harvest the yams are carefully stored in an airy structure which is raised two or three feet off the ground and is usually about twelve feet high, three feet wide and ten long. Lengths of tree trunks, about four inches in diameter, form the floor and walls, which are so built up that ample ventilation is provided, which is essential if the yams are to last until next harvest.

The living houses are all set on the

ground, with the roof slightly curved in one long sweep and combining roof and wall in one. The whole structure is a framework of thin sticks, thatched with pandanus leaves and without any opening except the doorway. There is one family in each house and a narrow platform is fixed at the entrance, on which the native may sit and chew betel-nut, if he is so minded.

That the benefits of a structure raised from the ground are known to them is obvious from their yam houses, and

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The Kaydebu dance.

enquiry as to their reason for not building their own houses similarly, revealed at once their fear and belief in magic. They are convinced that if they raise the level of their floors, the witch doctor will make a little fire underneath them while they sleep, from the effect of which they will die within three months.

ON the following morning, shortly after sunrise, a number of the villagers came to the rest-house and, through my interpreter, invited me to watch their dance, which was about to commence. The Kaydebu is the most common one and they spend about one hour in dressing for it, and sometimes much longer, if they paint their faces very much, as the women on Kitava do.

Both men and women take part and circle around the drummers, who are usually joined by several other natives singing softly. A slow rhythm is used and variations in the steps are introduced as they go slowly round, all the while holding a long piece of skinned pandanus leaf, which they shake.

Less known, but more beautiful, is the Cassowaga dance, for which a miniature drum is provided in addition to the others; they are beaten in rapid time whilst all eyes are on three men who give a graceful exhibition of a love scene of three birds.

No more entrancing scene can be imagined than that which presents itself to the traveller's gaze, as he suddenly emerges from the bush into full view of the village dancing ground, with all the natives sitting around two and three deep, and shafts of sunlight, finding their way



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through the fronds of the palm trees, flashing on the bright headgear of the dancers, in vivid contrast to their dark bodies, like spotlights on a theatre stage.

At the end of the harvest, there is dancing in almost every village and at that time it is continued for longer periods, sometimes all through the night, with feasting.

IN Boitalu are carved all those attractive articles of furniture, which are found in almost every Papuan home and never fail to draw the admiration of newcomers to the territory; many even find their way to Australia and England. The accompanying illustration shows a typical example of the more massive productions. In this particular case the supporting pieces will take the form of men, but quite often they are carved to the image of animals resembling large lizards; the whole piece is cut from the solid trunk of a tree and may be finished in four or five days by an experienced hand.

Another design which is equally popular embodies a large bowl instead of a table top, whilst there are infinite varieties of both styles. In addition, there are numerous single pieces representing various animals, and there is a curious example in the possession of a trader of a carving, about eighteen inches long, which was first shaped like a goat owned by him. The goat died before its "sittings" were completed, and the native forgot what it looked like; but, unwilling to discard a half-finished article, he decided to convert it to a pig, and the result would certainly puzzle a naturalist, if it were alive.

The tools most commonly used to-day are small adzes and penknives; whilst intricate work, such as one finds on native



A Boitalu boy, carving a table.

hair combs are executed with a dog's tooth, firmly tied into the split end of a small stick.

There are here perhaps the most comely young women of the island, though they quickly deteriorate after marriage, which takes place when they are between fourteen and sixteen years old, as a rule. The men of this island are inferior to those

found on the Papuan mainland coasts and their features are softer; their height rarely exceeds 5 feet 6 inches. It is more than sixty years since tribal fighting took place on the island, but in earlier times it was prevalent. To-day the skulls and bones of the vanquished remain in the caves, which abound in the coral wall, together with some ancient forms of pottery, doubtless the one-time property of the victims.

There are also traces of an earlier race, beyond the ken of the present natives, and huge stone slabs, up to twelve feet high, have recently been discovered in a position to suggest either a large tomb or house. The existence of a race using stone buildings was unsuspected in Kiriwina until this discovery.

When walking from village to village it is found that the surrounding bush is rarely more than a few feet high, for the population is so large that almost the whole interior has been under cultivation. When a harvest is finished, the garden is left for five years before it is used again, thus permitting the scrub to grow. A new area is selected, the bush cut down and burnt, then the yams, taro, sweet potatoes, sugar cane, etc. are set by the men.

Each individual's garden is marked off

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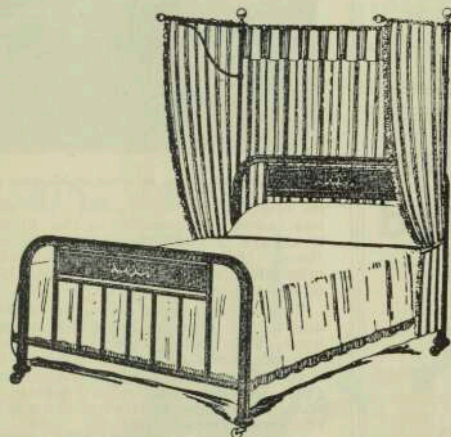
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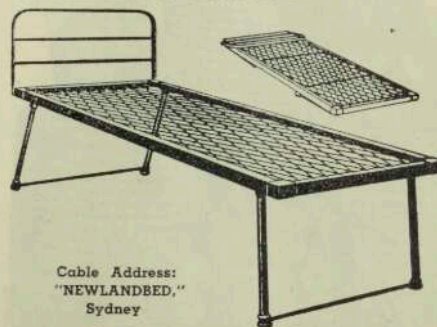


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from its neighbour by a boundary of sticks or stones and later is kept free of weeds by women. In the southern part of the island this latter performance takes place during January and February, when all the gardens are weeded at the same time; and woe betide any man, white or black, who intrudes there while they are at work, for he will be pursued and, if he is caught, he will be treated in a manner unfit for public description—but not actually injured.

On one occasion, a former resident

magistrate was chased but fortunately he escaped. The last record of a case of this pursuit took place about three years ago, when a native narrowly missed this unique ceremony. It is so well-known, however, that no intelligent boy will ever venture near.

A FEW more miles in a north-easterly direction from Boitalu, lies the village of Omerakana, where Mitakata reigns, the paramount chief of Kiriwina. When he is sitting outside his house, every native in sight must walk, bent double,

and the greatest respect is shown to him in all ways. He has ten wives (whereas all other men have only one) and each of them has her own living and yam houses. Mitakata's house is much larger than the average, and over the entrance there are numerous designs in blue and red on a background of white. These are also found on his two massive yam houses, which stand high above all others.

Whenever these coloured designs are found, they denote the dwelling of a chief. In addition to Mitakata, there are several other chiefs in different villages, but of lesser importance.

He receives an allowance of several pounds of tobacco monthly from the government, and also a substantial contribution of yams from his subjects, so that he need never work. At one time it was the custom for all the men in the chief's village to appear before him each morning and receive any special instructions

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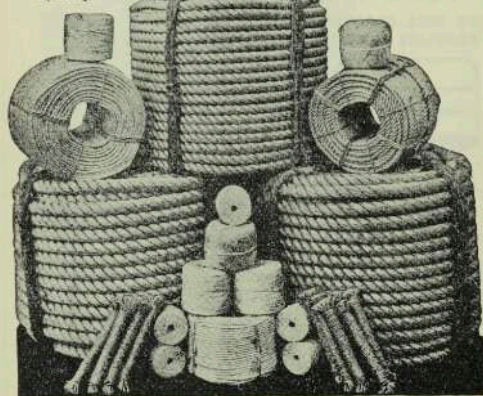
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The chief, Mitakata, in front of his yam house.

he might give, but to-day this practice has ceased. Succession to this high rank is always through the maternal relations. Hence, the present chief's sons will not take his place. At the moment, the heir is his maternal uncle.

This inversion of our own custom is due to the natives' ignorance of fatherhood. They believe that on the death of one of them, the spirit will go to the little island of Tuma, on the north-west coast of Kiriwina, and at certain times of the year these spirits travel back across the water and are re-born.

THERE is a most interesting ceremony in connection with this belief, called Milamala. Shortly after the end of each annual harvest, all the spirits of Tuma come back to their respective villages for a few hours; food is put out for them on small platforms and the villagers dance and sing all night. But the spirits must not linger after daybreak and, at that time, the whole village attempts to chase them away back to Tuma, with as much noise as possible.

The coastal villages provide the most remarkable scenes when three or four hundred natives gather on the water's edge, looking out to sea, and waving their

farewells, some with tears streaming down their faces, as they remember their lost ones. "Kaion" they cry, "Kaion" (good-bye, good-bye). The word is pronounced "kaion"; and, when uttered in their plaintive way, one feels that it is indeed a sad departure.

An increasing acquaintance with these attractive people shows an outstanding devotion to their gardens and, so early do they leave their villages to go to them, that when carriers are required, it is necessary to send for them at daybreak.

There is an additional occupation, which is confined to the villages on the shores of the lagoon on the west coast; that is diving for pearls. A small lapi oyster is common in these waters and produces a pearl which, though slightly inferior compared with that from better-known areas, is none-the-less a valuable product of the island and, during the last twenty-five years, approximately £300,000 worth has been bought by traders from the natives. The latter have absolute right in the best areas and no white man or half-caste may dive for pearls, but must content himself with buying them from the natives. To do this he must obtain a buyer's licence from the government at a cost of £50 per annum.

The oyster itself is inferior to the common edible one when uncooked, but if it is put into the fire and roasted in its shell it is delicious.

One evening, I tried a bush pig, also cooked in the native way, but it was not very tasty. This latter method is performed by digging a hole in the ground a few inches deep and about a yard across (for smaller pigs), lighting a wood fire in it and placing pieces of rock or coral on top of it. When the fire has burnt itself out, the pig is placed on the hot stones, covered with large leaves, then

smothered with soil and left for some hours. Yams, etc. are often cooked in this manner but of course require only a short time.

Although the Trobriands are self-supporting, as far as food is concerned, they are obliged to import earthenware, for a considerable amount of cooking is done in large clay pots, which they buy from the Amphet Islands, in exchange for yams and other produce which is lacking there.

PERHAPS the most remarkable of all their customs is that known as *Kula*, which is practised not only in the Trobriands but in almost all the islands of Eastern Papua. With this is bound up a tremendous trade route which never varies, yet is separate from *Kula*, which itself is a reminder of those not very distant days when natives visiting another island for trading purposes did so at a considerable risk. If, however, they could each find partners in that island, then they would be safe for future expeditions, and assured of food and lodging for the duration of their stay.

So was the *Kula* evolved and it embraced the following islands: Trobriands, Marshall, Bennett, Woodlark, Laughlin, Misima, Panayati, Tubetube, Wari, Sariba, Sidea, Basilisk, Rogea, Normanby, Fergusson and Amphetts. This is not an exhaustive list but is the main route followed and is roughly circular.

The ceremony is conducted by the exchange of armshells (*mivali*) and red spondylus discs (*soulava*) between the partners on adjoining islands on the route. These tokens are never held for more than a few months, and never become private property, but are handed on year after year, completely travelling round the *Kula* route, with the distinction

that the *mivali* always travel in an anti-clockwise direction whilst the *soulava* go in the reverse direction.

When setting out on *Kula* expeditions, canoes are used which are much larger than the usual coasting type, for sometimes fifty miles or more of open sea have to be covered, and usually many articles of trade are carried at the same time. There may be ten or more of these large canoes in a group, and it is a fine sight to see them arriving under sail, with often a dozen occupants, and loaded high with goods for barter.

Much ceremony and time are spent over the exchange of the tokens and it may be several days before they depart.

Mr. and Mrs. J. N. Nicholson, of Kokebagu Plantation, Kemp Welch, in the Central Division of Papua, arrived in Australia on several months' holiday by the Macdhui in mid-December.

Mrs. F. G. Lewis, wife of the Chairman of the New Britain District of the Methodist Missionary Society of Australasia, arrived in Sydney from Rabaul with her young son by the Neptuna on December 15. She left immediately for Melbourne to spend a long vacation with her other two sons who are at boarding school in Victoria. Mr. Lewis will join his family in February.

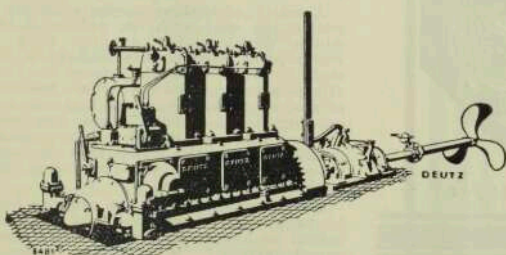
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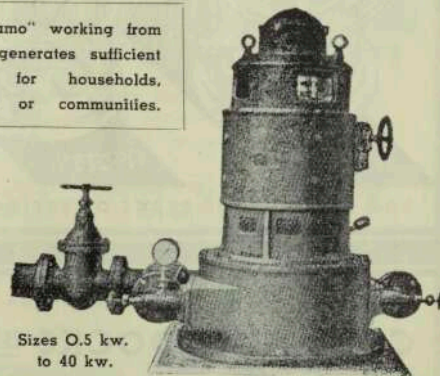
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SAMOAN JAIL-BREAKERS

From Our Own Correspondent.

APIA, December 10.

ON two occasions recently prisoners undergoing sentences at Vaimea prison, near Apia, have escaped; and, of the five men who got away, only one has been recaptured.

Three of the prisoners, Samuelu, Tomasi and Sefo, were considered dangerous men and habitual criminals, as they had escaped on previous occasions. They made a dash for freedom when out for exercise in the prison yard, and saw an open door in the prison wall.

Samuelu, the leader of the escapees, is serving a term for rape. Tomasi is the well-known and feared "cat-burglar," who has made the stealing of watches

and clocks in unguarded homes his specialty.

Samuelu appeared shortly after his escape at a small plantation in the hills, where only a few women were present, and asked for food. By the time the police were informed by telephone, and arrived on the spot, he had become suspicious and disappeared.

It is suggested that the warders at Vaimea prison should in future be armed, to discourage attempts at jail-breaking by dangerous prisoners.

Mr. Alfred Hunt Simpson, of Misima Island, married Miss Alice Marie Campbell, youngest daughter of Mr. and Mrs. D. Campbell, of Samarai, Eastern Papua, at Blessed Peter Chanel's Church, Samarai, in December. They spent their honeymoon at Milne Bay.

Attack on "Local-born" Problem

Samoan Land for 10 Young Men

From Our Own Correspondent.

APIA, Dec. 13.

TEN local-born (European-Samoan) young men have been selected as the successful applicants for ten 50-acre blocks of land made available by the Land Settlement Board. They are to be taken shortly to their respective new holdings at Saleimoa, and shown over the place.

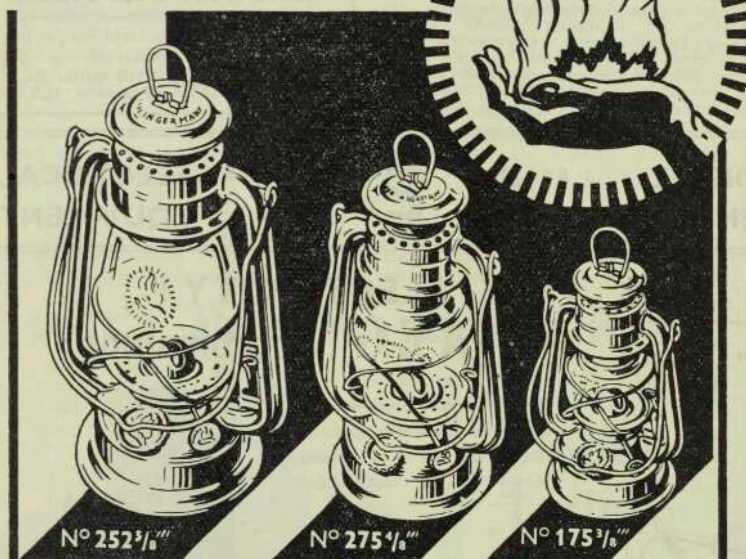
The actual work on the settlement is to start in the spring of next year, when 10 acres of each plot will be cleared and planted in bananas. Water by then will be laid onto the settlement, and road communication will be completed.

The young settlers will be accommodated in Samoan *fales* which are to be erected on each plot immediately.

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Quick Detective Work in Rarotonga

From Our Own Correspondent

RAROTONGA, Dec. 10.

ON the evening of Sunday, October 11, Tainitu Orani, a Tahitian living in Rarotonga, carried out a daring robbery at the Avarua premises of Messrs. Jagger and Herve Ltd.

Thirty-six hours later he was apprehended by Mr. A. Carlyon, chief of police, to whom much credit is due for his quick, accurate deductions from the most slender of clues.

First breaking into the manager's private residence, the thief secured the keys of the store and, mounting his bicycle, rode rapidly away. His speed attracted the attention of Mr. Carlyon, who happened to be passing at the time. The latter, flashing a torch on the man's back, observed that his coat was marked by yellowish stains.

The following morning it was found that £54, together with a small quantity of goods, had been stolen from the store, the doors of which, as well as the office safe, did not appear to have been tampered with.

A search of various suspects' houses revealed the coat with the yellow stains—which corresponded exactly with the water-paint used on the manager's outer walls. From here the chase led to a village seven miles away, where the owner of the coat swore that he had spent the evening in question. Here, the police made a thorough search of the accused's premises, with the result that the entire amount, less 6/4, was recovered from various hiding places.

There remained only the missing bunch of keys; and these the thief now confessed to having thrown into the managerial "privvy." With poetic justice, he was sent down this to retrieve them!

Tried before Judge Ayson, Tainitu was sentenced to five years' hard labour, to be followed by a further period of ten years' banishment from the Cook Islands.

Hon. Dr. A. H. Pearce, Director of Medical Services in Fiji, and a member of the Legislative Council, arrived at Auckland by the December Niagara. He intends to confer with the Director-General of Health in New Zealand, Dr. M. H. Watt.

GHASTLY MURDER IN TAHITI

Prominent Resident Under Arrest

From Our Own Correspondent.

PAPEETE, Dec. 18.

MAJOR crime is of very rare occurrence in the islands of French Oceania—particularly among the Polynesian inhabitants. Indeed, as compared with many other countries, Tahiti and its dependent islands may be said to be remarkably law-abiding.

It was a great shock, then, to the community when a ghastly murder was committed within the borders of Papeete some months ago.

The headless body of a native woman was discovered in a lonely spot within the city limits. The severed head was later found buried in the sand of the beach, nearby.

Clever detective work by the police led to the arrest of a white man who, for several years, had been wandering about the islands supporting himself by caring for gardens and collecting miscellaneous curios and other objects for sale to tourists. When confronted with the evidence, the culprit broke down and made full confession of his guilt.

The mystery was, therefore, considered as having been solved. But a new and sensational development of the case occurred in the second week of November, when a very prominent and, perhaps, the most worthy French resident, of Tahiti, was arrested and placed in solitary confinement on the charge of having instigated the murder.

As the matter of guilt or innocence is in process of judicial inquiry, nothing definite is known as to the character of the evidence.

It would be unfair, therefore, to disclose the identity of the accused man until formal trial before the court shall have established the foundations on which the arrest has been made.

DROUGHT IN THE MARQUESAS

From Our Own Correspondent

PAPEETE, Dec. 5.

REPORTS from the Marquesas Islands tell of a severe drought which has now lasted eight months.

Intense heat added to the want of rain has dried up the watercourses and parched the vegetation until the islands appear burned and desolate. Cattle and horses are dying for want of forage.

These islands, lying between 7.50 degrees and 10.33 degrees South and longitude 140.45 and 143.05 West, are subject to great irregularities of climate.

During some seasons rain will cease for over a period of more than a year, while at other times there will be excessive rainfall. These conditions, coupled with the difficulty of finding sufficient labour, have held back the development of agriculture in that archipelago.

Mr. C. C. Judd, formerly manager of the Expropriation Board of the Mandated Territory of New Guinea, has been appointed general manager of Upper Watut Gold Alluvials N.L., operating on the Morobe goldfield.

SAMOAN PERSONAL NOTES

From Our Own Correspondent.

APIA, December 23.

AN epidemic of weddings has broken out in Apia, where within a few days half a dozen "tie-ups" have been celebrated.

A very popular wedding was solemnised, when Mr. C. E. H. Quin, eldest son of Mr. and Mrs. H. M. Quin, of Otorohanga, New Zealand, was married to Audrey Mary, second daughter of Mrs. J. O'Neill, of Pukengahu, Stratford, New Zealand, at Apia Cathedral. The bride had just arrived from New Zealand by the *Matua*. The bridegroom is the Assistant Secretary of the Samoan Administration, and is well-liked, both as a man and an official.

Mr. J. Fisher, a well-known Labourite and Douglas Credit adherent, has paid an extended visit to the territory and has renewed old friendships and made new ones. Mr. Fisher, who hails from Christchurch, was a member of the Samoan relief force during the Great War. He took a very active part in fighting the influenza epidemic in Samoa in 1918/19, which took a terrible toll of life amongst the natives. Though now over 80 years of age, Jack Fisher is remarkably hale and hearty and, while wandering about

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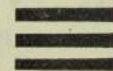
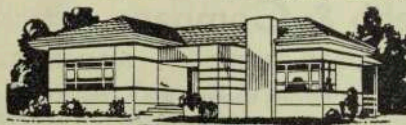
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among plantations and natives and European homes in all parts of the islands, he has walked long distances over lava and bad roads in sweltering heat—a feat which a much younger man would shun. He has acquired a first-hand knowledge of Samoan conditions and problems.

Amongst recent departures is the Director of Education, Mr. D. A. J. Rutherford, who after 17 years of service here, retires on superannuation. Mr. Rutherford, who is very popular among both his European and Samoan pupils, has been the guest of honour at numerous farewell functions during the last few days, and at a Samoan *to'atolo* (dance feast) by the boys and girls of the Government Samoan schools. He has also received numerous valuable gifts and souvenirs, given in true Samoan fashion. Various younger officials of the Ad-

ministration—Messrs. L. C. Sutton of the Police Department, W. H. Roberts of the Customs, J. W. Prout of Apia Post Office—left by the December *Maui Pomare*, after having completed their respective terms of service. All of them were popular, and they were duly farewelled and feted by their numerous friends.

Mr. McIver, from Wellington, is replacing Mr. J. W. Prout at the Apia Post Office. Mr. Prout goes to the Napier Post Office.

Mr. E. G. Theodore, managing director of Emperor Mines Limited, arrived in Fiji after a visit to Australia by the *Aorangi* on December 11.

Mr. W. H. Thompson, A.R.M. at Kairuku, in the Central Division of Papua, arrived in Australia by the December *Macdhui* on three months' leave.

Dr. M. N. Ansari arrived in Suva on December 11 by the *Aorangi*. He intends to practise in Fiji.

Mr. Norman Izod, of Samarai, arrived in Sydney by the *Macdhui* on holidays on December 16.

Mr. Johnny Wray, Auckland's Pacific wanderer, returned home just before Christmas in his yacht *Ngataki*, in which he has made many voyages in the Pacific. In his latest venture, which lasted over five months, he took his tiny vessel to Sunday Island, and Tonga, where extended cruising interspersed with deep-sea fishing occupied several months. Mr. Wray, who is writing a book about his adventures, will make another cruise shortly.

53,000 SAMOANS

45 Per Cent. Increase In Ten Years

From Our Own Correspondent.

APIA, December 23.

AS a result of the preliminary count in the Samoan census taken on November 4, the number of Samoan natives is computed at over 53,000, while the total population of the territory is approximately 57,000.

This shows a large increase in the Samoan natives and Europeans of mixed blood since the taking of the previous census in 1926.

The increase in 10 years is about 45 per cent. of Samoan natives and 52 per cent. of the mixed-blood population.

Native Crime in New Guinea

From Our Own Correspondent

RABAU, Dec. 10.

THERE have been quite a number of cases of assault and attempted assault before the courts of late, and recently a native of the Markham district appeared before Judge Phillips for sentence in the Supreme Court charged with being on a dwelling with intent to indecently assault a European female on June 22, 1934. The native originally came before the court in August, charged under Section 420 of the Queensland Criminal Code, with being in a dwelling house in the night time with intent to commit a crime, but the case was dismissed, as reported in the *P.I.M.* in October.

The offender, however, appeared again before the District Court and was charged with intent to indecently assault, under Section 5 of the Q.C.C. Amendment Ordinance. The accused pleaded guilty, and his Honour, in reviewing the evidence, said that though the offence occurred over two years ago it was perfectly obvious that the offence was deliberate. Accused was sentenced to one year's imprisonment with hard labour, and two private whippings, with a cane, of fifteen strokes each.

The local native, who was employed as a mail sorter in the Rabaul Post Office, and was sentenced to two years' imprisonment on November 9, appeared before the Court again, charged with stealing 10 letters. In sentencing him to three years' imprisonment, with hard labour to be served concurrently, his Honour said that the native appeared to be the cat-spaw for the receiver, and weakly agreed to a suggestion made to him. The receiver of the stolen letters was sentenced to imprisonment with hard labour for four years, sentence to be concurrent.

Rev. J. F. Goldie, Chairman of the Methodist Mission's Solomon Islands District, arrived in Sydney in December by the *Malaita* on furlough. He is stationed at Roviana.

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VALUABLE PLANTS OF FIJI

There Is Wealth Waiting in Perfumed Trees and Flowers

BY H. B. R. PARHAM

THE perfumes of the *Vei Kau* have a most alluring grace of their own, and have challenged those who breathe in their sweetness to expatiate thereupon; and, better still, to draw to them the attention of others more fitted to make use of their beautiful fragrance, and to adapt such sweet scents to the list of possible by-products of these still little-known Fijian forests and upland slopes!

Therefore, I have gathered together a few notes concerning these scented floral growths; as it seems to me quite possible that something of commercial value may lie *perdu* in the wilderness; and there may be a hidden mine of wealth for some industrious experimenter in the exquisite art of the perfumer-chemist, and of the distiller of sweet essences.

Merely regarded as a possible interest, for more prosaic planters, some of these hints may prove of advantage; and surely ladies in the backblocks should welcome a new way of making a little money—out of their town acquaintances!

An excellent way to make perfume in small quantities, and therefore not suggested as a trade process, is as follows:

Take a perfectly clean, large-mouthed, glass jar, and in the bottom sprinkle salt, in small quantities. Then put in a layer of scented petals; entire blossoms; or leaves, taking care in the case of leaves to bruise them well before putting them in the jar. The flowers, etc., should be gathered before the heat of the day, but not after heavy dew or rain.

Get ready some rounds of wadding the size of the jar (or, if cotton is used, small wads of cotton just large enough to take the place of the wadding) and pour over them sufficient good lucca oil to saturate thoroughly the cotton or wadding. This can be done in a pie-dish or soup plate. For an ordinary 2 or 3lb jam-jar, 10 or 12 of these rounds will be needed.

Now put one of the rounds on top of the layer of petals, etc., sprinkle again with salt, and add more scented petals, then another oil-soaked round of wadding, and go on in the same way, alternating salt, petals, and wadding, till the jar is full.

It is a good thing to press the wadding down in order that the packing together may be fairly close.

To exclude the air, a bung may be used, or an air-tight cover. If neither is available, tie a piece of parchment or grease-proof paper over the top.

In England and other temperate climates, one has to choose a sunny place for the jar. In Fiji, it is hardly so necessary to enforce the need of sunshine, and yet it is the warmth that draws the fragrance from the flowers, and is essential to the making of the perfume.

In about 10 days or a fortnight the oil should be sufficiently scented, and will require straining through fine muslin. First, however, the wadding should be pressed with a spoon in order to squeeze out the oil.

The scent of the oil should be more powerful than that of the usual trade perfume. Indeed, as the fragrance will prove delightfully strong and lasting, unlike what one might call shop scents, very little will go a long way.

The list of scented bush plants, is well-nigh endless, though, of course, many of these would be totally unfit for perfumery. It would be a very interesting subject for further research, and one that would eventually prove of great value to Fiji. Everything that adds to the stock-in-trade, so to speak, of a country is of supreme importance.

In Europe fortunes have been made in the perfumery business. Who has not heard of the violet fields of La Grasse, in the S. of France, and the big population that is there kept busy and happy, preparing violet perfumery? Most unfortun-

nately the introduction of synthetic perfumery has seriously interfered of late with the prosperity of these happily-employed people.

It is very regrettable that the desire for dainty things should not also be accompanied by the sense to know the difference between a clever imitation and a real perfume from charming natural flowers. The use of imitation perfumery is almost as paltry as the wearing of sham jewels.

Fijians are themselves very fond of perfumes and nearly always add some scent to the coconut oil they use on their persons. The bush supplies them with a variety of strong or sweet-smelling leaves and barks.

FIRST and foremost among native trees is the sandalwood. Though comparatively rare now, it still holds its paramount place on all festive occasions. It is the great desideratum of all Fijian gatherings, being used in the form of powder on their over-heated skins. Indeed it is one of the most appreciated native perfumes. Its local name is *yasi*, and it is known by botanists as *santalum yasi* or *santalum alba*.

There is a ready sale for the grated wood among the natives themselves.

In Hawaii the precious wood is called *Iliahi*.

There is an element of thrilling romance about the old-time stories of the sandalwood traders, and the dangers they brought on themselves, as they had such an unfortunate way of rousing the ire of savage natives.

These early-comers left very little sandalwood uncut, when they gave up the trade, and *Yasi* is now a rare tree, even in Buva Bay—once known as Sandalwood Bay. The *Yasi* is now, happily, protected by Government.

By some the *Yasi* is supposed to be the famous alming tree, the wood of which was used in the building of Solomon's Temple!

THEN there is the *Mokosoi* (*Canaga odorata*) which belongs to the *Annonaceae*.

(CONTINUED ON NEXT PAGE)

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Like the perfume of *Yasi*, that of the *Mokosoi* is much admired by the Fijians, and justly so, for it has certainly a most entrancing odour. With careful preparation, this delicate perfume should prove a valuable addition to the scents already in common use—and with its fine and alluring bouquet should speedily make friends for itself among those who value something distinguished in perfumery, as it has a cachet quite its own.

The flowers of the *Mokosoi* are yellow, or perhaps it would be more correct to say greenish-yellow, and are very fragrant in their natural state. Each blossom has six petals and only three sepals; the inflorescence is axillary, but many flowers grow together in a cluster, or umbel.

These sweet flowers grow on fair-sized trees, which are not without value as timber.

It is thought that the *Mokosoi* may have

come from Sumatra, but as it grows freely in many parts of Fiji, I think we may consider it to be indigenous. A similar tree is known in the East as *Ylang Ylang*, and in the Philippines, Java, etc., is in great repute for its essential oil and perfume, which is distilled from the flowers.

In this connection we may with advantage quote the following from *Tropical Agriculture* (Nicholl and Holland) as it gives a hint as to the best method of cultivating the plant for commercial purposes:

"The *Canaga* can be propagated by seeds, in nursery beds; the young plants are ready for transplanting when about 1ft. high.

"In the plantation, they require a space of from 15ft. to 20ft. apart." (This means from 193 to 109 trees per acre.)

"It is advisable to keep the trees top-

ped to a height of from six to ten feet, to encourage branching and to ensure a good supply of flowers. The trees begin to flower when about five years old; two crops a year being obtainable, amounting to about 120 lbs. It takes 350 kilograms, or approximately 750 lbs. of flowers, to produce a klog. of oil."

The best oil is distilled in Manila. Recent quotations for *Canaga* oil from Java have been 15/- to 19/- per lb. spot. On these figures one certainly cannot promise that the *Mokosoi* grower will reap any big profits from his venture; but viewed merely in the light of a sideline, and that it would be using indigenous plants to advantage, there is reason to consider that this sweet-smelling flower might be encouraged to grow by planters who have suitable areas for a small nursery, and who having labour would need no extra men to plant, or harvest, the fragrant crops.

In Fiji the natives use the *Mokosoi* to scent their coconut oil.

The *Mokosoi* flowers in December and January, and so on to May and June, in the Bua Province.

In Samoa the *Mokosoi* is called the *Moso'oi*, and it is said that its time of flowering is one of the signs that the *Palolo* (Fijian *Balolo*) are near.

Doves are very partial to the olive-like seeds.

This further note (which is taken from Wilcox's *Tropical Agriculture*) will certainly be of considerable interest. He says: "One of the most delicate and evanescent perfumes known in the whole perfume industry, is *Ylang Ylang* (*cananga odorata*). It is a rapid-growing tree. . . . It is graceful and ornamental and attains a height of 60-75 feet.

"The finest *Ylang oil* comes from Manila. Handsome, greenish-yellow flowers appear every month. Petals from fully-opened flowers, in May and June, yield the highest grade of oil. In preparing the oil the petals are carefully distilled," and furthermore that "it has been found from experience with this material, that 300-350 pounds of flowers will yield 1 lb. of oil." (This is a slightly less conservative estimate than the one given by the other authority, but it is near enough for average calculation.) "*Ylang Ylang* oil is easily damaged, and that to a serious extent, by exposure to light and air.

"It is also extremely volatile and the perfume will readily escape, unless it is kept in very tightly stoppered bottles. Manila exports about 4500 lbs. of *Ylang Ylang* oil annually. The perfume, which is sold under the name of *Ylang Ylang*, commonly contains cologne water (eau de cologne), essence of rose, tincture of vanilla, tincture of tolu, and oil of neroli, to which only a minute quantity of *Ylang Ylang* oil is added."

An excellent quality of this oil is produced in the French island of Reunion, where the yield is reported as being frequently as high as 2 per cent. of the flower petals, by weight.

Good samples of *Ylang Ylang* have also been received from Comoro Island, but the oil received from Mauritius is said to be of inferior aroma. Madagascar has also given considerable attention to the production of this oil.

Naturally, after reading all these reports of the exploitation of the *cananga odorata*—many of which have proved successful for the most part—the question must be asked, "Why is not Fiji also in the running? Why should not the Fiji forests be equally productive?"

The indigenous variety known as *Mokosoi* is very highly perfumed, and could be grown easily in right situations. If all these other places where it grows have made experiments, is it not time that Fiji should fall into line?

There is possibility that the oil pro-



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and all other South Sea Islands.

duced here might be equally as good as that of Reunion.

THE perfume from these trees by no means exhausts the possibilities for obtaining dainty perfumery in Fiji.

There is a vine, for instance, notable in the Bua Province for its sweet fragrance. The *Kai Viti* cut up these wide-spreading leaves and then, in a primitive way, express the juice that is in them in order to scent their oil.

As it is highly perfumed this vine should be worth exploiting, as it may prove to be of value in that department of chemical research. This vine is called *Babalewale*, and another vine, belonging to the *Alyxia* family, with the native name of *Kau loa*, has very sweetly scented blossoms. This creeper is to be found among the *tiri* (mangrove) and flowers about March.

ANOTHER species of *Apocynaceae*, with the native name, *Vono* (*Alyxia bracteolosa*) deserves mention. This species of *Vono* is sometimes given the classical name *Alyxia gymnopogon*, and in common with many of the *Alyxias*, the leaves are very sweet-scented. Like the *Kau loa*, it is a creeping vine, and in that similar to *A. scandens*.

The whole plant is held in high esteem among the Fijians, who frequently wear garlands and wreaths of it round their necks and heads. They have a clever way of stripping the leaves from the stem, so that these hang together, being connected by the outside bark. In this fashion a very elegant and sweet-scented *salu* (garland) is made.

The *Alyxia bracteolosa* grows best on the fringe of the bush, and has fruits much the shape of olives. It flowers in January and following months.

The *Vono lailai* or *matani lailai* (little

Vono) is the *Alyxia stellata* of botanists. It grows well on open "flats," as a small shrub; and the flowers smell very much like vanilla.

There are many other varieties of *Alyxia*, and besides these the jasmine, with its fragrant blossoms, adorns many a bank near the sea or clammers over some rough hillside.

It seems probable that some economic value may be inherent in these highly perfumed leaves, stems and blossoms. A new kind of scent is always attractive and the fragrance of *Vono*, etc., is quite "distinguished because uncommon."

AS is well known to those in this sort of business, a great deal of nice judgment must be exercised in the blending of various perfumes, and it is as blends, that the fragrance of the Fiji bush should come into its own.

The due admixture, however, will not be come at by hasty experimenting. It is an art, and should be approached with befitting seriousness.

In this direction it may be suggested that the would-be perfumer would be well advised to test also chips of many of the native woods, which are really remarkable for their alluring smells. Sandalwood has been exploited over and over again, almost one is tempted to write *ad nauseam*, but the *Cevua* ("savoo"), *Tavaca amicorum* (order *Meliaceae*) is not so well known, and has not been laid under tribute, I think, as yet, in this direction.

These are only very fugitive notes, and the remarks made are no more than passing hints of what may prove a big field of enterprise.

The African veldt has enriched perfumery stores for many years. Why should not Fiji be asked also to contribute to Beauty, some of her wonderful fragrance and charm?

N. HEBRIDES RESIDENT COMMISSIONER IN AUSTRALIA

THE Condominium of the New Hebrides has balanced its budget this year for the first time in four years, said the British Resident Commissioner at Vila (Mr. G. A. Joy) when he arrived in Sydney on December 30 in the *Morinda* on brief leave.

Increased copra prices were responsible. British and French planters were now in a much better position, he said.

Mr. and Mrs. Joy visited their son in Hobart and returned to the New Hebrides in January.

Mr. L. S. Tracey, of the Audit Department of the N.G. Administration, Rabaul, who has been on a holiday trip to China and Japan, spent the remainder of his vacation in Victoria in January.

Rev. P. J. Thomas, of the Australian Inland Mission, sailed from Sydney for Thursday Island by the *Change* on January 9.

Mr. Gilbert Renton, the well-known cordial manufacturer of Rabaul, returned to New Guinea late in December by the *Nellore* from a seven months' around-the-world tour. He was accompanied by his wife and young son.

Miss Sheila Gale, who for two years has been in charge of a school at Penang, Northern Viti Levu, arrived in Sydney by the *Niagara* on December 26. When she returns to Fiji shortly she will be accompanied by her mother, Mrs. R. A. Gale.

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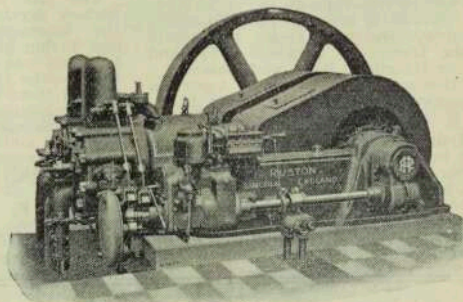
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Huge Seaplanes for Central Pacific

Pan-American Airways Plan Service to Australia in 1938

GIANT flying clippers are likely to be used in 1938 on a trans-Pacific air service between America and Australia. These will be the largest and fastest flying boats in the world.

Six of the new air giants are being built simultaneously for Pan-American Airways by the Boeing Aircraft Company. They will be twice the size of Imperial Airways' flying boats. It is understood that two of them are earmarked for the Australian run, which Pan-American Airways intends to operate on lines similar to its service from San Francisco to Manila.

The Boeing clippers will be all-metal high-wing flying boats with stub-wing stabilisers to ride rough seas. They will be 109 feet long and 28 feet high. Speed will be in excess of 200 miles an hour. They will accommodate 60 passengers, and gross weight will be more than 37 tons.

The craft will comprise two full decks. The upper deck will carry the control cabin, crew's quarters and baggage compartment. Below this will be the passengers' accommodation with dressing rooms, kitchen and luxurious lounges.

The wings, 152 feet in span, will be so large that walkways will be provided to the engines, which can be inspected in flight.

It is expected that the first of the clippers will be ready for maiden flights late in 1937.

The route to be followed by Pan-American Airways to Australia is still a matter of negotiation, over the latter stages, with the New Zealand Government. Whether or not N.Z. agrees to allow the American line to operate through Auckland will not materially affect Pan-American plans to run to Australia. Operating between San Francisco and Sydney, the first stage will be to Honolulu, thence to Jarvis or Howland Island, or Kingman Reef, and Samoa.

The through fare between Australia and America is likely to be about £225.

Mr. Sydney W. Ford, a mining engineer, arrived in Australia by the Niagara on December 26 on his way to the Solomon Islands to inspect a gold property. He is connected with New Consolidated Goldfields, a London concern, which is interested in the dredging possibilities of the B.S.I. area.

COULD NOT LAND AT APIA

Passengers and Infantile Paralysis Panic

FIVE passengers who left Auckland on December 15 on the *Matua* for Apia, in Western Samoa, were refused permission to land there because of the infantile paralysis outbreak in New Zealand.

Two disembarked at Suva, and the others, who returned to Auckland on January 4, expressed dissatisfaction with the Apia restrictions.

They stated that before they reached Apia they were allowed to land at Rarotonga and Nukualofa, but were not allowed to land at Apia. Nevertheless, native labourers were allowed aboard to work the ship in Apia and returned to their homes at night.

Passengers who were residents at Apia and desired to land were denied the opportunity of going into quarantine ashore.

One of the passengers questioned the doctor, who replied that quarantine was useless for infantile paralysis. When he was further questioned regarding the labourers, the doctor said that they were in the fresh air and would not be affected.

Further references to this so-called "farce" will be found elsewhere in this issue.

LOSS TO NEW GUINEA SERVICE

From Our Own Correspondent

WAU, January 2.

THE death of Tom Hough at Salamaua in December, as the result of an arrow wound, has caused a deep sense of loss to all who knew him.

He was a wholesome type of young man of which the Territory was justly proud. Taken in the prime of his manhood at the age of 23, a promising career was brought to an untimely close.

The late Mr. Hough joined the New Guinea Service about 2½ years ago, from the Queensland Education Department, and during his first term with the Administration was stationed at various posts in the Morobe District. He had not long returned from leave, when he met with the fatal mishap.

Deepest sympathy is felt by all for his bereaved mother.

(References to Mr. Hough's death also on page 31.)

Mr. J. F. Williams, of Dunedin, New Zealand, has been appointed Official Dentist in Western Samoa under the N.Z. Government's subsidised scheme.

Mr. H. W. Rogerson, Collector of Customs at Woodlark Island, Eastern Papua, arrived in Sydney by the Montoro on January 7 with his wife and two daughters, Vera and Phyllis. Before returning to Papua, where they have spent nine years, Mr. and Mrs. Rogerson will visit relatives in Victoria during their three months' furlough. The girls, who were born at Port Moresby, will now attend a boarding school in Sydney.



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PAGES FROM THE PAST

BY ERIC RAMSDEN

The "King" Who Was a Failure

OF all the strange adventurers, dreamers of dreams, who have traversed the bosom of the Pacific, none had a more ignominious end than Charles, Baron de Thierry, the self-styled "King of Nukuheva."

A century ago, when British and French interests were striving for supremacy in the Pacific, de Thierry might easily have applied the spark that would have resulted in war. As it was, however, the British offered no opposition to the Anglo-Frenchman's ambitious project for establishing himself as Sovereign Chief in the northern part of New Zealand, and the flame burned itself out. De Thierry ended his days as a teacher of the piano in the Colonial town of Auckland.

Why the Baron should have chosen Nukuheva, the second largest island in the Marquesas, (Eastern Polynesia) for his titular kingdom, is difficult to explain. There is no evidence that he ever visited it again after 1835 when he called there on his way from South America to Tahiti in July of that year.

Definite evidence has come to light of late which establishes the date on which de Thierry entered into what was really one of the most extraordinary treaties ever concluded with a Polynesian people. On July 22, 1835, in the presence of the leading chiefs, chieftainesses, and priests, de Thierry solemnly accepted the sovereignty of the island, and his flag was raised in the port of Anna Maria. The European witnesses were J. A. Phipps, master of the barque *Active*, of Salem, U.S.A. and one Major Edward Fergus, a member of the Baron's suite.

A MYSTERIOUS FIGURE.

FERGUS is a somewhat mysterious figure in Pacific history, and what his end was no one appears to know. He was with de Thierry during the latter's lengthy stay in Tahiti, and not so long ago I came across a letter from him to the editor of the *Sydney Herald* dated September 15, 1835—written within two months of the ceremony at Nukuheva.

The writer believed it to be a matter of interest to the *Sydney Herald* that the Baron de Thierry, then about to leave Tahiti to establish a government in New Zealand, had "declared his independence to the principal governments of Europe and the United States, requesting from the Kings of Great Britain and France ships of war and troops for the protection of his territories."

"On his way to Otaheite the Baron was proclaimed King of the island of Nukuheva," wrote Major Fergus (who, incidentally, had been promoted "Colonel" by the Baron), "and he is only waiting at this place (Papeete) the return of a ship which he has sent back to Panama for part of his suite, to proceed to New Zealand...."

Two years later the Baron was still protesting that the natives of Nukuheva remained faithful to their allegiance. "For two years past my flag has been on that island," he informed Governor Bourke on August 7, 1837, "and the four masters of ships who came by the *Draco* can attest that fact."

THE BARON IN TAHITI.

BUT the intervening period in Tahiti had been one of great difficulty for the Baron. The missionaries, naturally enough, looked upon him with considerable suspicion as an agent of the French.

Funds were low, and promises of help did not materialise.

To make matters worse de Thierry was insulted by Captain Robert FitzRoy, commander of the *Beagle*. Curiously enough, years after the Baron had settled in New Zealand and his colonizing plans had come to nought, FitzRoy was appointed Governor of that Colony—one of the most unfortunate selections in its history.

From a perusal of certain important letters that have recently been made available, it is evident that Captain FitzRoy knew a good deal more concerning de Thierry's antecedents than the Baron either anticipated or cared for. De Thierry considered the naval officer's conduct highly unbecoming an officer and a gentleman and threatened him with the displeasure of the British Admiralty. If FitzRoy had been a man with a little more humour he might well have laughed at the Baron's feeble pretensions. After all, his plight in Tahiti was pathetic in the extreme.

However, nothing daunted, the "King of Nukuheva" eventually succeeded in ob-

taining a passage for his wife and young children to Sydney.

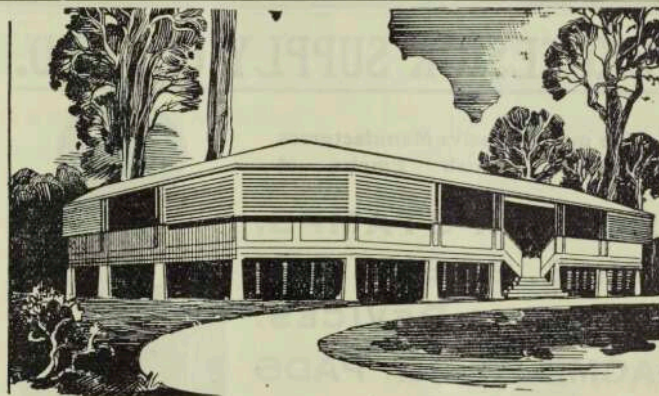
It is now apparent that the Baron was equally willing to play off either French or British Government against the other. Obviously, as his letters prove, he had dealings with the French. When in Sydney in August, 1837, he told Bourke: "I come here . . . with no newly acquired dignity, if being king of a savage island can be called one. . . . An Englishman now claims the protection of your Excellency." It is significant, however, that when Bishop Pompallier, a French subject, arrived in New Zealand later, he was directed to the Baron by the French authorities.

Whether Fergus accompanied de Thierry to Australia is uncertain. The probability is that funds were so low that he remained in Tahiti. It has been suggested that when his ambitious plan

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in New Zealand failed, the Baron sent him back to Tahiti to secure French support for his claim to the sovereignty of Nukuheva. It is true that Major Fergus was living in Papeete when the French were fighting the Tahitians in the 40's; his name appears in newspaper accounts published in Sydney at that time. After that Fergus disappeared into obscurity.

SERIOUS CRISIS AVERTED

ON arrival in New Zealand, where he settled in the Hokianga district, de Thierry met with carefully organised opposition. James Busby, the British Resident, had banded together certain of the chiefs and obtained their signatures to a Declaration of Independence. That document was obtained by a real fear of de Thierry's possible influence. The Baron based his claim in New Zealand upon lands allegedly purchased for a few

axes from chiefs who were in England in 1820; but the Maoris disputed the claim. Tamati Waka Nene, one of the leading chiefs, permitted the Baron to occupy a fraction of the 40,000 acres he declared had been bought.

But de Thierry might well have precipitated a serious crisis.

Busby's grip on the Maoris was insecure; there was every possibility of an outbreak between the forces of Waikato, a chief who had signed de Thierry's deed, and chiefs who were loyal to Busby. Besides, the Resident believed, with justification, that if the Baron played his cards properly, France might come out into the open and support his claims with French cannons.

However, the Resident acted with caution, banded the majority of the chiefs against de Thierry, and covered him with ridicule—his most effective weapon under the circumstances.

"King" de Thierry was deserted by the artisans he had brought from Sydney, and in a short time Busby was able to declare: "The Baron has been deserted by all of his people save three or four, and has sunk to a very low level indeed, having nothing, they say, to purchase the most common necessities save rum." A few months later the "King of Nukuheva" was selling rum by the gallon! When a missionary came to visit the de Thierry

family he found the Baroness seated on a brandy cask.

STRANDED ON PITCAIRN.

FOR years the Baron struggled on, ineffectually, declaiming against his treatment and pressing his claims upon successive Governors. In the 50's he visited California, and en route was stranded on Pitcairn Island for a short period. In his pocket was a tuning fork, and it is said that he put his time to good profit by teaching the islanders to sing. De Thierry reached the American coast ahead of the vessel that had left him at Pitcairn—a faster ship having put in there soon after the other had departed.

De Thierry left descendants both Maori and Pakeha in New Zealand. Some years ago I met an old woman in Auckland, who called herself the Baroness Mary Jane de Thierry, an illiterate Irishwoman who, in earlier years, had followed the British troops as a washerwoman. The Baroness Mary Jane was the "King's" daughter-in-law rightly enough, and lived the life of a semi-recluse in a little house not a stone's throw from where de Thierry is buried in Grafton Gully.

The life of the Baron de Thierry is at last being written, and the events of a century ago will again live in the pages of Robin Hyde's book. Madman or genius—who can say for certain what type of man de Thierry really was? An adventurer, yes, but a man of considerable culture and refinement, and a courageous one withal. Perhaps if he had arrived in the Pacific half a century earlier history might have been written differently.

As it is he must be dubbed a failure. And the world is never sympathetic towards failures.

"TIMI" IS DEAD

Dwight Long's Companion on World Voyage

"TIMI," the young Tahitian who was accompanying Dwight Long, an American student, on a world cruise in the ketch *Idle Hour*, died at Colombo early in January.

He had been with the *Idle Hour* since the beginning of last year when the yacht picked him up at Bora Bora Island, in French Oceania, and sailed through the South Sea Islands to Australia, en route to England.

In a message published in the Sydney *Daily Telegraph*, on January 7, Mr. Long wrote:

"Tragedy has overtaken us at Colombo: 'Timi,' the Tahitian lad is dead.

"The *Idle Hour* was ready to sail for Aden when 'Timi' went down with malaria, his fifth attack in three months. The attack, which caught him in a weakened state, developed into congestion of the lungs, and nothing could save him. He was given oxygen for five days, 18 hours a day.

"Thousands of miles from home, I feel very sad without 'Timi.' I loved him like a brother. We had been through thick and thin together. He was my man Friday.

"The *Idle Hour* seems lonely without the Tahitian boy singing his native chants. 'I am looking for someone to accompany me, but here in Ceylon I know I shall not find anybody to fill 'Timi's' shoes.'

Mr. James Burns, chairman of Messrs. Burns, Philp and Co. Ltd., and his family who have been visiting Europe, sailed from London for Australia by the Orion on January 2. They will arrive in Sydney on February 11.

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THE FATE OF NEW GUINEA

Is it to be a "Returned German Colony"?

THE demand for the return of her former colonies to Germany again received much prominence during the month. This is of paramount interest and importance to Australia in view of the possibility of the "handing back" of New Guinea to Germany.

In a letter to the *London Times*, Viscount Elibank, who paid a brief visit to Australia recently said he believed that if European peace was at stake Australia would not feel very strongly about the return of New Guinea.

This statement obviously caused embarrassment to the Commonwealth Government, for the Minister in Charge of Territories (Sir George Pearce) on January 6 sharply rebuked Lord Elibank and made it quite clear that Australia has no intention of surrendering New Guinea.

"During Viscount Elibank's short stay he certainly did not obtain an accurate view of Australian opinion on this question," said Sir George. "It is incorrect to say that Australia would not feel very strongly about the return of German New Guinea. I am confident that opinion here is definitely and absolutely against the return of the Territory."

Two or three gentlemen in Sydney who quite obviously know nothing about the position took the opportunity of proclaiming their opinions in the *Sydney Morning Herald* of January 7. Some thought that the return of New Guinea to Germany was inevitable. Others thought that Australia's control should be retained. The mark of blank ignorance, however, was over all their statements.

The most interesting contribution to the discussion was made by that famous man, Lord Lugard, who probably is the world's leading authority on problems of colonisation. Addressing a gathering under the auspices of the Royal Empire Society in London recently, and referring to the demand by certain Powers which did not possess colonies for a share in their control, and also to Germany's recent demand for colonies, he said:—

"We feel that British honour is deeply involved. That we should declare ourselves ready to share any economic advantages accruing from our colonies is an honourable gesture of goodwill. To hand over on demand, as though they were slaves or cattle, peoples to whom we have pledged our protection is neither consistent with our national honour, nor, in the long run, would such a surrender make for peace."

The crux of the question has not been referred to by Australian commentators. Hundreds of Australians having confidence in the good faith of British institutions have invested their money and at least 15 years of their lives in New Guinea enterprises—plantations, stores, shipping companies, etc. Furthermore, thousands of people in Australia, Europe, and America, with equal confidence in the good faith of Great Britain, have become shareholders in the great mining and transport companies which have established the gold mining industry in New Guinea. How are these matters to be reconciled with the vague proposal that "New Guinea should be returned to Germany"?

The economic position in 1914 when

New Guinea was occupied by Australian forces is vastly different from the position in 1937.

The suggestion that New Guinea should be returned to Germany and the argument on the point does not, as a matter of fact, emanate from Germany. The subject which is a very thorny one has been stirred up by a number of gentlemen who call themselves publicists and who, as a matter of fact, could be very effectively described as "old women."

"PIERRE LOTI" TAKES UP RUNNING

THE French liner *Pierre Loti* (5,114 tons) arrived in Sydney from Indo-China on December 27 on her first voyage in the Pacific. She has replaced the *Laperouse*, which has been sold to Japanese interests, on the monthly Sydney-Noumea-New Hebrides run.

The *Pierre Loti* has had a varied career. As the Russian steamer *Emperor Nicholas I.* she figured prominently in the evacuation of Sebastopol during the Russian Revolution in 1920. The vessel was confiscated by the French Government at Bizerta (Northern Africa) while assisting in transporting Russian refugees.

Taken over by the Messageries Maritimes in 1921, she was renamed the *Pierre Loti*, after the French author of Tahitian fame. Recently the vessel had been engaged in the Mediterranean trade. Her master now is Captain H. Paoli.

TO REPLACE "VAN REES"

NEARING completion in the Dutch shipyards, the new Royal Mail Packet liner, *Machtsuycker*, of 4000 tons, will arrive next April to take over the Java-Noumea-Sydney service from the *Van Rees*.

The name of the new vessel is in honour of a former governor of the Dutch East Indies. She will call at Saigon, Java, Papua, New Guinea, New Hebrides, New Caledonia, and Australia.

Hon. E. P. Holmes, M.L.C., of the Department of Lands, Surveys, Mines, Forests, and Titles, New Guinea, arrived in Sydney from Rabaul, by the *Tanda* on December 23. He was accompanied by Mrs. Holmes.

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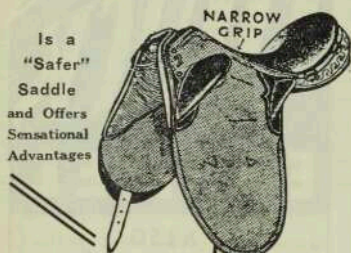
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to insects because
it contains a killing
agent found in no
other insecticide
in Australia

FLIT—the only insect spray that REALLY kills.

Mr. Paul Cruyl, Acting President of the Condominium Court at Vila, arrived in Sydney from the New Hebrides by the Morinda on December 30. He is a Belgian, and sits as impartial judge in the Court with a British and a French judge.

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PROBLEM OF EDUCATING NATIVES

Value of Anthropology

THE value of the application of anthropological methods to problems of native affairs has come to be recognised in Colonial circles generally.

This is demonstrated, as far as Australia is concerned, by the existence of an official anthropologist in Papua (Mr. F. E. Williams, whose publications are widely known), and, nominally at any rate, in the adjacent Mandated Territory; also by the provision, with Commonwealth funds, of a course in social anthropology and related subjects at Sydney University.

There are still many Islands residents, however, keen observers of native affairs administration, who are unable to see any real value in much of the so-called anthropological work being carried out in the Territories concerned. This is no doubt due to the number of casual "anthropologists" who arrive in the Territories, remain in one region for some months, and take their departure without apparently attempting to make available for practical purposes the data and conclusions of their research.

The truth is that anthropologists to-day represent two different outlooks: those who are concerned with primitive sociology on the purely academic and theoretical side; and those whose real interest is in the application of their studies to practical problems of native affairs. It is in the training of the latter type that the Commonwealth is specially interested; and the course at Sydney is pointed towards that end, Professor A. P. Elkin himself being a recognized authority upon the problems

of the Australian aborigine.

In this connection, it is interesting to note that the mandated little island of Nauru has been alive to the possibilities of such an anthropological approach to its native administration programme. Miss Camilla Wedgwood, of Sydney University, carried out a comprehensive survey of the European-native contact situation on the island last year, and a further step has been taken in the appointment of Mr. William C. Groves to the position of Director of Education on the island for the next year or two.

Mr. Groves, who was one of the Australian delegates to the Carnegie conference on Education in Pacific Countries held at Honolulu in 1936, and who has been on leave from the Education Department of Victoria for the last few years, working under the Australian National Research Council's Rockefeller grant for anthropological research, has been invited by the Nauruan Administration to survey its native education programme with a view to placing it on a "nativistic" or distinctly-Nauruan foundation, as far as the present situation will permit. The project is one which will be watched with interest by all who look with concern on the problem of adjusting native culture to modern conditions of life under European influence.

It has been arranged that Mr. Groves, with his wife and family, shall leave for Nauru by the *Tritona* in February.

Nauru has pursued a very progressive native policy since the inauguration of the mandatory regime under Brigadier-General T. Griffiths in 1921. A number of natives have undergone higher schooling in Australia; one or two are at the Native Medical School at Suva; and six are at present undergoing various courses at the Technical School at Geelong (Victoria).

The present administrator, Commander R. C. Garsia, R.A.N. (ret'd.) is keenly interested in the development of the natives under his care.

RAT-CATCHING AS AN INDUSTRY

From a Special Correspondent
LORD HOWE IS., Jan. 1.

THE gathering of Kentia palm-seeds, which is the principal industry of this island, will take place in March. The crop is only a fair one, compared with last year's, which was one of the best for some years past.

Rat-catching is the next industry in importance. The total number of tails handed in for the October-December quarter was 4,370, the highest individual tally being 865. Tails are paid for at 4d each.

Lest any mainlander get the idea of coming here and trying his hand at rat-catching, let me say that the tails are only purchased from bona-fide islanders. About 15,000 are handed in each year.

The rats do much damage, chiefly by eating the palm-seeds.

The arrangements recently made by the Board of Control to provide for a succession of doctors to visit the island is greatly appreciated by the islanders. Dr. Alan Flashman, of Sydney, has completed his term and returned. Dr. Dearberg, who is to serve a four-months' term, arrives tomorrow.

Rev. R. Rankin, of Saroa, Papua, arrived in Sydney from Port Moresby by the *Montoro* on January 7. He is a member of the staff of the London Missionary Society. With his wife and small son, Dauncey, Mr. Rankin will leave for England by the *Mongolia* on January 23.

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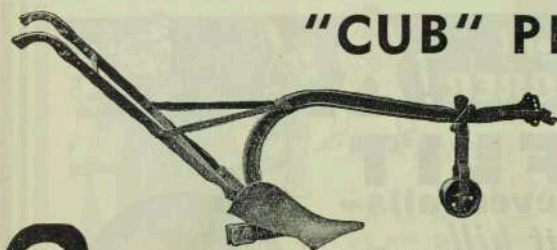
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Future of Primitive Men in New Guinea

An Appeal by a Wise Old Missionary

A VERY urgent message relating to mission conditions in New Guinea has been issued by Dr. J. Flierl, head of the Lutheran Mission in the Mandated Territory, under the title of *Observations and Experiences—Is the New Guinea Primitive Race Destined to Perish at the Hands of European Civilisation?*

Dr. Flierl writes as an old man, practically at the end of his life's span, openly and fearlessly making suggestions to the powers that be on behalf of his beloved brown brethren in New Guinea.

His brochure contains some arresting appeals both to the Administration and to other missionary bodies. He is an earnest advocate of the zoning system, under which the evangelisation of the N.G. natives would be divided up into districts each of which would be allotted to the different missionary bodies.

Dr. Flierl describes among the things which threaten the future of the native race in New Guinea, the introduction of many diseases by Europeans; the "introduction of Hollywood creations per medium of the Talkies so that contract labourers see and learn much of the vices of the white man"; the method of recruiting native labour which has resulted in many tribes along the coast-line being bled white of young men; native life in villages which are subject to European influence; careless introduction of European influence to the natives of the "uncontrolled" areas.

This is a compilation by a very wise old man and it might be studied with advantage by any Administrator in the Pacific Territories.

New Protestant Church in Tahiti

From Our Own Correspondent

PAPEETE, Dec. 16.

DECEMBER 3 was the occasion of a very picturesque ceremony on Tahiti: the dedication of the newly completed Protestant church in the district of Pirae.

The building stands directly beside the residence of Aripaea Pomare, the present head of the old Royal Family of the Society Islands. It is a well proportioned structure designed and built by the natives of the district.

The dedication ceremony was conducted by Reverend Charles Vernier, head of the Protestant Mission (assisted by the pastors of every district on Tahiti) in the presence of a congregation of about 500 natives and Europeans. His Excellency, the Governor, was represented by an officer of his staff.

As is customary on such occasions, every woman in the company was dressed in white. The singing during the service by choirs from the districts of Pirae and Arue, was of particular excellence. The dedication ceremony was followed by a sumptuous repast.

The natives of Tahiti take great pride in their district churches. They have been financed and erected by the people of the districts wherein they stand. The design of all of them is simple and dignified, and harmonises perfectly with the tropical surroundings.

BREWERY FOR WAU

From Our Own Correspondent.

WAU, January 2.

WITH the return to Wau of Mr. J. Casel, promoter of New Guinea Breweries Limited, the organisation of the company goes on apace, and share subscriptions are being called for.

The plant location is on Wau Creek, about a mile from the town. The water of this creek has been analysed and it is believed that the report was most favourable for the purposes of brewing. The company has arranged for a brewer from Germany to be in charge of production.

A public notice issued by N.G. Breweries Ltd. on December 14 advised intending shareholders that 10,000 shares had been allotted to the Mandated Ter-

ritory. The balance of the shares had been placed on the Southern market and had been oversubscribed. It was advised that the forms of application could be obtained from Messrs. W. R. Carpenter and Co. Ltd., Salamaua; the Bank of New South Wales, Wau; and the manager of Mandated Airlines Ltd., Wau.

This notice suggested that there is a connection between the new brewery company and Messrs. W. R. Carpenter and Co. Ltd. The latter firm also has a controlling interest in Mandated Airlines Ltd. and in the two hotels in Wau—the principal distributors of beer on the Morobe goldfield.

Rev. O. G. Parry, of the London Missionary Society's Lawes College, Fife Bay, in Eastern Papua, arrived in Sydney by the December Maedhui, with Mrs. Parry.



Photo. by courtesy
M. Harper, Tulagi,
Solomon Islands.

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**NEW JUDGE FOR SAMOA**

From Our N.Z. Correspondent

AUCKLAND, Jan. 6.

MR. J. Morling, of Napier, will leave Auckland on February 9 to take up the position of Chief Judge of Western Samoa. He qualified as a solicitor in 1907 and as a barrister in 1909 and is now a member of the legal firm of Kennedy, Lusk, Morling and Willis. He is looked on as a man of outstanding personality. Now a keen golfer, Mr. Morling was at one time a regular Rugby player. He is a prominent Freemason.

Mr. Morling's appointment as permanent Chief Judge in Samoa marks a change in the policy that has been followed of recent years of sending N.Z. magistrates to the Mandated Territory for short terms.

Mr. James Norman Hall, the American novelist who has long been resident in Tahiti, was in San Francisco when the last mail left, owing to the serious illness of his only son who has been an inmate of American hospitals for some years. Little hope was experienced for the survival of the child.

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 3408, 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, 3074—1s. 1d.

3074—Allover designs are first favourites in this season's fabrics. The piece blouse has raglan sleeves, fitted with a dart on the shoulders, and threaded with elastic at the elbows. The new collar ripples softly in the front and finishes with points at the back where it opens. Skirt has a centre panel. Material (for 36 in. bust): 3½ yds. 36 ins. wide; contrast, ½ yd. 36 ins. wide. Bust sizes 32 to 40 ins.

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LADIES.—Let the SECURA NURSE advise you in the selection of your medical requirements.

Fashion Hints for Islands Women

By *Therese*

A SUIT? But, of course, since suits are the most delightful possessions in the wardrobe. In choosing a skirt and jacket or a frock and coat—both come under the modern category of "suit"—be careful to choose the length of jacket most becoming to your type. This should not be a difficult task, as there are jackets of infinite variety.

There is a reckless air about the loose swinging coat of oatmeal linen, with its spotted scarf, and three-quarter length sleeve, with wide, spotted cuffs. Actually, the sleeve is full length, but is buttoned back to show its lining—an intriguing and novel idea.

Colour schemes are exciting; but the wise woman keeps tight rein on her enthusiasms, and walks gingerly along this path so full of pitfalls for the unwary. If a three-colour scheme is your ambition, one colour must be practical, so that accessories may match, rather than contrast.

Let your predominating colour be dark—brown, black, blue, etc.—and have gloves, bag, shoes, and hat in your particular choice of colour. Top the frock with a lighter coat, and add a third colour sparingly—a posy in your lapel, a flower in your hat, a gay handkerchief in the pocket, or a simple blouse. You will be charmed with the result.

A bright blue coat goes over a black frock, or the same bright blue allies itself to a dull green and tucks a primrose in its neckline.

A rose-pink frock trims itself with green buttons and boasts pigskin accessories. Pigskin accessories are something to boast about. Though unsuited for tropic climes, worn when the ship is Southward bound, they are most enviable possessions.

A bold spread of white forms the revers on a well-cut afternoon frock of dull crepe, full of bodice and slim of skirt.

A navy dress ties its neck with a pink cravat, and is topped by stiffened hat of coarse pink linen.

Pink posies in varying shades scatter themselves over an afternoon frock for formal wear. A pleated front, rolled neckline, and flat elbow pleats lined with white are its highlights.

Since tunics are enthusiastically received, a reversible satin utilises its Dr. Jekyll and Mr. Hyde personalities with great glee. A wide belt encircles the waist of the shining tunic which tops the dull skirt, and the coat, also dull, flows in gracious lines.

All sorts of fascinating tricks are played with shoulders, sleeves and bodice, around which all the interest of the frock centres. The skirt is usually plain, with pleats, or slight flare; but always well-cut and slim, the fullness of the bodice accentuating slim hips and waist.

Scarves are lovely things, either as a medium for contrast or because of their own particular charm as an accessory. They appear so varied in their ways. Long floating draperies cascading about the shoulders are delightful for evening wear. A small square is knotted at the front of the neck, cowboy fashion, or ties behind, halter effect. A yard-long strip will knot about your neck and leave generous ends, or it may float gaily in the breeze.

Scarves are held in check by those

fascinating little pins of inestimable charm but infinitesimal cost. Fishes that never swam the sea; birds that never took wing; and beasts such as never roamed even the wildest jungle, can be yours for a mere song.

Beach clothes are full of charm. A white linen with butcher-blue spots makes a most attractive sun-baking

frock. A three-cornered scarf slots through the shoulders and holds up the halter front. Gird your middle with a matching blue belt in macrame; blue macrame sandals and a sombrero with

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Hardie's Art Silk, red, navy, brown, green, grey, ivory, .. 28/- each
black .. 28/- each
Hardie's Parchment Piped, black, brown, red, green .. 22/9 each
blue .. 22/9 each

GENT'S RAINCOATS:

Hardie's Reversible Raglans, black, brown, black and .. 24/- each
brown Tweed .. 24/- each
Hardie's S.B. Raglans Indiana, navy, fawn, brown, grey, .. 28/- each
putty, slate .. 28/- each
Hardie's S.B. Raglans (no belt), navy, black, brown, .. 34/- each
Art Silk .. 34/- each
Hardie's D.B. Raglans, full loose lined, Indiana, navy, .. 38/6 each
fawn, brown, grey, putty, slate .. 38/6 each
Dunlop Perdriau's "Monsoon" heavy service, caped, .. 49/- each
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Griffiths, Ceylon & Indian Blend	1/8½	2/0½	1/10	1/7½
Griffiths, Afternoon Tea, Highly Flavoured Blend (Especially Recommended)	2/6	2/9	2/7	2/4½
Bushell's Blue Label	2/2½	2/6	—	2/1
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slightly rolled brim, and joy is yours.

Beach coats, knee length, are built on loose swing back lines—gay, jaunty affairs that are fitting accompaniment to garments beneath. Glare goggles take unto themselves gaily coloured rims that match up with bathers, playsuits, and beach ensembles.

Beach oddments are light-hearted and irresponsible. Blobs of pottery clay make necklets and bracelets that go so well with sun-tan.

Tennis wear, as always, is white, cool, and immaculate. For the "not so serious" tennis afternoons, you may stray from the all-white path and add a dash of scarlet to your frock in the shape of a scarf, knotted sash or belt, or a handkerchief.

Evening accessories reach the zenith of attraction when evolved in gold. A gold mesh bag, gold belt, jewel studded, and gold kid gloves, do amazing things to a gown of simple lines, whether it be black, white, or coloured.

Shades of our grandmothers step out of the past in a lovely crinoline gown adapted to modern needs. Its enormously full skirt, basqued bodice, waspish waist, and off-the-shoulder neck-line, savour at once of sophistication and demure charm.

A perilously deep décolletage is filled in with a tucker of tulle or flowers, as a salve to convention on the svelte gown of black crepe.

Sunray pleats burst into loveliness over a gown of organza, tucked from shoulder to hem, with wide spreading skirt, extended shoulders, and low décolletage.

Evening lines swing to the back. Ring-clips at the nape of the neck hold together the swathed bodice of a chiffon frock, which ruffles at the throat and leaves gleaming shoulders bare. The fullness of the skirt is drawn to the back with a silver cord.

There is pure classicism in the satin gown which moulds the figure to perfection, and draws its draperies to one side with the finest shirring. A silver star shines on the shoulder, making the gown the brightest in Fashion's firmament.

A mediaeval gown of satin has the off-the-shoulder line, long tight-fitting sleeves, and the skirt's fullness drawn to the back by narrow satin strings. A Juliet cap of pearls completes a glamorous picture.

Simple and charming is the crepe gown of black, its waist-deep arm-holes bordered with lame. The skirt is gathered to fullness all round, and a girdle of silver encircles the waist. Silver sandals accompany it to success.

Lame, like crumpled tinfoil, in deliciously subtle colour combinations, makes evening frocks and coats of unbelievable charm.

A purple taffeta coat with flaring epaulettes, becomes a dream-like possession, when worn by the ingenue over a mauve organdie confection. The panel skirt flares to fullness from the knees, and the short, puff sleeves are massed with mauve and purple violets, which also cluster at the deep décolletage.

Truly this is a season when charm holds sway!

POPULAR WAU GIRL



Miss Ela Gofton, of Wau, chief town of the New Guinea goldfields, knows exactly what to do with a gold-bearing stream on a hot day.

DEATH OF MR. E. L. WALTER

A blow was given to the interests seeking oil in Papua and New Guinea when the death occurred in Sydney on Christmas Day of Mr. E. L. Walter, who was managing-director of Oil Search Limited and a director of its associated companies.

Mr. Walter for more than 10 years had been actively connected with the search for oil in New Guinea. He had gone forward by methodical and logical steps and his companies had gathered a mass of first-class geological data which, according to the Commonwealth Geologist (Dr. W. G. Woolnough), indicates the existence of structures highly favourable to the discovery of oil. Dr. Woolnough said that Mr. Walter's death was a national loss at a time when energetic action backed by reasoned and tempered optimism gave promise of success in the quest.

Mr. Walter to a remarkable degree won the confidence of officials and business men and of Governments of all shades of opinion.

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COOK ISLAND NOTES

From Our Own Correspondent

RAROTONGA, Dec. 18.

A POPULAR wedding was celebrated with considerable eclat on December 5 at the Nikao home of Mr. and Mrs. W. P. Browne, when their daughter, Patience Lillian, was married to Mr. Charles H. Hollands, a member of the local staff of Messrs. A. B. Donald and Co.

The ceremony, which took place at the residence of the bride's father, was performed by Rev. R. L. Challis, of the L.M.S., under a canopy of frangipani blossoms, and was followed immediately by a presentation of gifts. Relatives of the bride deposited their presents in a quickly mounting pile at the feet of the newly married couple, who remained at one end of the spacious verandah. A large number of beautifully plaited mats, and those incredibly neatly worked quilts known as *taeavavaca* were received, together with a quantity of other useful and valuable gifts given by various members of the European community.

The guests, numbering upwards of 500, were afterwards entertained at luncheon, served on the lawn under a pergola of

fresh green palm fronds. A dance the same evening concluded the festivities.

CARGO ON RETURN TRIP

Owing to the shipping strike along the western American coast the *Makura*, which called here on December 1 on her final voyage across the Pacific under the British flag, had a bumper passenger list in all three classes. So over-crowded was the vessel that several of those who em-

state of affairs, the original outward-bound cargo was making a return trip, it having been found impossible to unload the vessel during her stay in San Francisco.

MRS. SIMPSON AND THE POLYNESIANS

After a careful censorship of the events which culminated in the abdication of King Edward VIII, information of an attenuated nature was released on December 10 for the benefit of the native population. On the following Monday, the Resident Commissioner read out the public Proclamation of Accession of King George VI.

Beyond the fact that the crown of "Beritane" has changed heads, the average Rarotongan knows little or nothing of what has recently transpired; and that little is a strangely mangled version of the facts.

Mrs. Zahel, of Badu Island, Torres Strait, arrived in Australia in December by the *Marella* from Thursday Island on a holiday visit.

Madame Veuve Jules Harbulot, of Noumea, New Caledonia, died on December 25, aged 86. She was the first young white girl to arrive in Noumea, disembarking at the French Colony in 1853—at the age of seven.

Mrs. Clementina Bensted, wife of Mr. J. T. Bensted, a former Director of Public Works in Papua, died at Vaucluse, Sydney, on December 16. With her husband, Mrs. Bensted spent many years in the Territory, and one of her sons, Mr. Allan Bensted, is at present in the Papuan Magisterial Service.



The Wedding Group

barked at Rarotonga were obliged to accept accommodation hurriedly erected in various parts of the ship.

But, just to balance any profits which the Union Co. might have made from this



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Mr. and Mrs. Eastham Guild, well-known residents of Tahiti, have returned to their home at Pare after an extensive tour abroad, which included a visit to their native United States.

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Immediate Transport to any part of the Island provided by any of the following modern Cars (all latest models):—
7-pass. Plymouth-Chrysler De Luxe.
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FIJI'S MAIL SERVICE DISLOCATED

By Union Co.'s Rearrangements and U.S. Strike

From Our Own Correspondent

SUVA, Jan. 3.

IT is indeed unfortunate that the change in the timetable of the Canadian Australian liners, due to the cessation of the San Francisco-Sydney service of the Union Line, has come before the American maritime strike is settled.

The last northbound liner was the *Aorangi* on December 11, and now instead of coming on January 8, as would have been the case with the old schedule, the *Niagara* has been held back until January 28, giving a break of seven weeks between boats, as there are no Matson liners running at the present time to fill the gap.

The southbound *Aorangi* will arrive here on January 14, and then there will be a break in the southbound service of seven weeks, until March 5.

This is proving most inconvenient so far as the mail service to and from New Zealand is concerned, for there is only the *Matua* once a month otherwise. The service from Australia is not so bad, as there are always the Union and other cargo vessels running between Sydney and Suva.

Not only has the mail service been affected, but the passenger trade has also been seriously hampered. With the hold up in America, there has been a rush for passages on the Canadian liners, and the result is that boats are almost full when they reach Suva. The local office of the Union Co. cannot guarantee passages until after their liners have left Honolulu.

The last southbound trip of the *Niagara* on December 18 was a case in point. The ship was crowded when she arrived, and only a mere handful disembarked. Over 170 passengers left here by the same ship, and the crowding on board was excessive. Two berth cabins had four people packed into them, and four berthers had six. Many people, who would normally have travelled first or second, had to travel steerage in order to get away.

25 YEARS

Makogai Leper Station's Anniversary

From Our Own Correspondent

SUVA, Dec. 20.

FRIDAY, November 27, was the 25th anniversary of the opening of the Makogai Leper Station, in Fiji, where lepers from many Pacific Islands and New Zealand are treated. A message of congratulation on the fine work accomplished there was received by the Government from the Secretary of State for the Colonies.

Lepers in Fiji were originally confined in an area below the old hospital in Walu Bay, Suva, but public agitation led to their removal to Beqa Island, famed as the home of the firewalkers. Beqa did not prove satisfactory, as it was impossible to acquire the whole island—this was considered essential if isolation was to be complete. Therefore, in 1909, the pretty little island of Makogai was purchased by the Government from private interests. Financial stringency and other causes gave rise to delays, and it was not until 1911 that 40 patients were transferred, the station being officially opened on November 27 of that year.

Since then wonderful work has been done by the resident medical staff and the Roman Catholic nursing sisters, whose sacrificial devotion to their self-imposed task has won the admiration of all creeds. Makogai has recorded a high percentage of complete cures, and has often been described by visiting authorities on leprosy as one of the finest stations they have ever visited.

The record of achievement in the cure and alleviation of the terrible complaint over the past 25 years is one that all concerned with the conduct of the station can well be proud.

Dr. Raymond Firth, Professor of Anthropology at the London University, has written a book entitled "Art and Life in New Guinea." The volume has just been published in England by The Studio Limited.

M. G. de Creisquer, who is manager of the Noumea branch of the Messageries Maritimes Company, reached Sydney from New Caledonia by the Capitaine Illiaquer on January 7, on a business visit.

Mr. Wallace Inglis Beckett, who had been prospecting for gold for some time in the Morobe district, New Guinea, died in Salamaua Hospital at the end of December. He had been receiving treatment for tuberculosis.

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SUVA YACHT STOLEN

"Seafarer" and Four Indians Disappear

From a Special Correspondent

SUVA, January 1.
REMINISCENT of the "bad old days" was an incident on the morning of December 28, immediately after the Christmas vacation, when the well-known local yawl-rigged yacht *Seafarer* was stolen from her moorings in the harbour and taken to sea.



The Missing Yacht.

Residents about 8 a.m. noticed the craft well outside the reef, but as it was known that the *Seafarer* had been to Beqa for holidays, it was at first thought that she was late in getting back. However, it was soon noticed that she was making for sea and not for the harbour, and inquiries showed that she had returned from Beqa the previous night, and that none of her owners were on board her, nor did they know who the occupants were.

The matter was reported to the police immediately, and, later, the Harbour-master's launch *Mona* set out in pursuit. However, when she got outside the *Seafarer* was out of sight from her low deck, and she returned to port.

The *Seafarer* was last seen heading for Kadavu and radio messages asking for information about her were broadcast, in the hope that they would be picked up by residents of Kadavu.

All sorts of rumours went the rounds of the beach, but it was finally ascertained that four Indian youths have disappeared from town with all their belongings.

Considerable criticism has been expressed by residents concerning the seeming apathy of the authorities in not taking action more quickly. It was some hours after the first report of the matter that the *Mona* put to sea. The opinion has been expressed that the Government vessel, H.M.C.S. *Pioneer*, which costs thousands of pounds annually in upkeep,

and spends a great deal of her time alongside the wharf, and was in port at the time the *Seafarer* put to sea, should have been despatched immediately. Had prompt action been taken, the *Seafarer* would have very soon been apprehended. As it is, she has disappeared into the blue.

The unfortunate owners of the missing yacht are Messrs. G. V. Langdale, R. W. Sellars, W. Ross, and H. A. Ragg.

They are not the only sufferers, for at the same time another boat disappeared from the harbour, a 16-ft. outboard-motorboat, belonging to Mr. N. Cumming. The motor was not on board at the time. It is thought that the people who took the *Seafarer* took this light craft to serve as a dinghy.

The *Seafarer* was particularly well found at the time of her theft, for there was water in her tanks, and provisions, charts, and navigational instruments were on board. It is thought that the thieves will probably call at some outlying

island and supplement their food and water supplies.

A radio message was sent to the *Matua*, then on her way from Apia to Suva, but she did not sight the yacht.

The *Seafarer* is a 38-ft. gaff yawl, and, since her launching 10 years ago, she has had an adventurous career. She was built by local amateur yachtsmen after the design of Harry Pidgeon's ship of the same name, and has sailed twice to Auckland and once to Tonga, as well as making numerous cruises in and around the Fiji group. She has never completely changed hands, though her part-owners have sold their shares at different times.

Three years ago, when returning from Lautoka, she was dismasted and ran on a reef. She lost her false keel, and had to be towed back to Suva. In the 1931 hurricane she broke away from her moorings and was driven up high and dry at Lami, but was later refloated without having suffered much damage.

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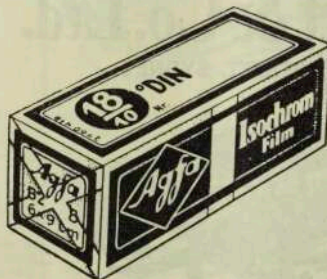
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FIJI CUTTER WRECKED

THE 10-tons auxiliary cutter *Lennie*, owned by Mr. David Simpson, of Savu Savu, was wrecked on the reef off Wakaya Island, north-east of Levuka, Fiji, during December.

After a hazardous swim, the crew and a European passenger reached the shore. They were later taken to Levuka in the launch *Venture*.

The *Lennie*, which had only recently been fitted with a new diesel engine, was not insured. Ten tons of copra were lost.

Mr. W. M. Middleton, planter of Kulili, Madang, New Guinea, who is on a visit to Australia, spent a week in Melbourne accompanied by his wife, early in January.

TAHITI LOSES ITS "BOAT-DAY"

From a Special Correspondent

PAPEETE, Dec. 12.

WITH tears in their eyes, all Papeete watched the *Makura*, last of the Union S.S. Co.'s regular passenger boats to call at Tahiti pass through the lagoon and around Moorea into the swelling Pacific. With her, goes a happy phase of life as lived in Tahiti.

The old traditional and oft-described "Boat-day" will be no longer. True, regular sailings of cargo steamers are promised, but what thrill can there be in meeting these boats?—they carry only a dozen or so passengers. How can that be compared with the past and bygone days when the *Makura* or the *Maunganui* came into port

from San Francisco, carrying 50 to 100 passengers for Tahiti, besides 200 or more through passengers?

On "Boat-day" Tahiti woke up. Great was the excitement in town. When the boat made its way to the pier, Tahiti's whole population congregated along the waterfront—the Tahitians in their most colourful apparel, the foreigners in their most daring and exposing "sun suits."

Old friends to welcome back, new friends to meet, strange faces in the streets, tourists to take around to see the sights of Papeete. No wonder the inhabitants were busy. When in the evening the boat pulled out, and the last paper streamer had been thrown from ship to shore, Tahiti was tired, but happy.

The whole procedure was repeated three days later, when the boat from Australia left for San Francisco.

Another great institution, "catching the mail," now goes into the discard. Those of Tahiti's inhabitants lucky enough to receive letters from America had two days in which to mail their answers. As usual, human nature, and perhaps Tahiti's *doce far niente* ways induced a postponement of such arduous duties till the last minute, so that the Papeete Post Office, just before mail-closing time, experienced a tremendous rush of business.

Many a letter has been posted in the bag for late mail, which hung at the gangway of the Union Co's boats, a second before the sailing of an outward-bound boat.

Yes, Tahiti will miss its "Boat-day." Life is going to be much quieter from now on and residents will look back regretfully to those hectic days.

FIJI'S REPRESENTATIVES AT CORONATION

From Our Own Correspondent

SUVA, January 12.

HON. SIR HENRY SCOTT, M.L.C., K.C., of Suva, has been appointed to be one of Fiji's representatives at the Coronation ceremonies in England in May.

It is understood that Hon. Ratu J. L. V. Sukuna, M.L.C., Major C. B. Joske, and Lieutenant Edward Cakobau, will also represent the Colony at the crowning of King George VI. However, Government sources report that no definite decision on this matter has yet been reached.

Mrs. Clara Tarte, a very old resident of Fiji, died at Taveuni on December 3. Mrs. Tarte, who went from Ballarat with her late husband, arrived in the Colony in 1870 and settled on the island of Taveuni, engaging in cotton planting. When that product failed the family took up coconut growing and has carried it on ever since.

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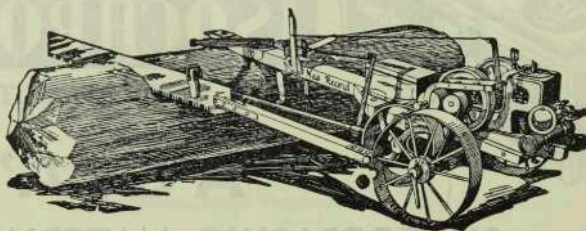
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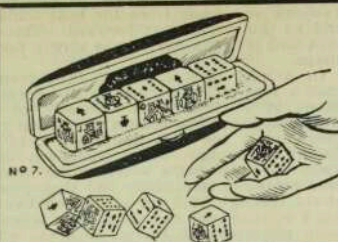
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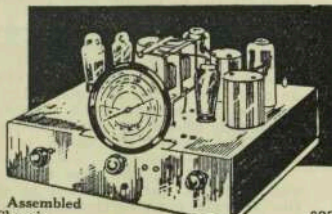
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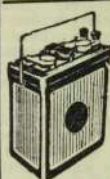
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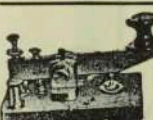
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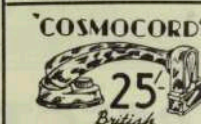
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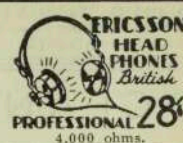


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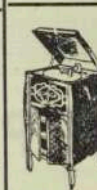
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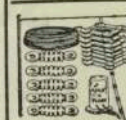
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Mr. L. MacQueen, of Messrs. Burns, Philp and Co. Ltd., at Lae, New Guinea, arrived in Sydney by the *Neptuna* on leave on December 15.

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THE "Haweis"

First Tahitian Trading Schooner

By W. W. BOLTON.

WHEN the evangelists of the London Missionary Society settled in Tahiti in 1797, their thoughts turned naturally to the question of providing a vessel for their own use. As early as 1798 they had discussed the project, but it was not until 20 years later that their ambition was fulfilled.

The *Haweis*, however, was not built without much heart burning among the brethren, for there were those who thought first of the Society which had sent them hither. There were others (a minority) who sought to build a vessel where-with to trade for private gain to help out their meagre incomes, with wives and many children to support.

In 1811 there was an appeal to far off Port Jackson, their supply house, for "tools and 2,000 nails suitable to build a boat." In 1812 deaths and much coming and going held back the attempt. In 1813

came Pomare's permission to cut down *Tamanu* and *amae* trees for boat building and so the work went forward. Through 1814 and 1815 the vessel was slowly taking shape.

In August 1816 it was so far advanced that a request was made to the Society's agent at Port Jackson (Hassall, of the *Duff* Company) "to send a competent man to complete the boat and take it to the Colony." Captain John Nicholson came upon the scene with seven white men as part of the future crew. So they pushed ahead through 1817 till at last on December 6 of that year the vessel was launched from its stocks at Uaeva, Moorea, where since 1809 the brethren had massed for safety. It was a great day for the missionaries and their Tahitian converts.

Pomare, the Second, was there, and named the schooner.

The great event as written by one of the brethren stationed at Afareaitu on the opposite side of the island, who seems to have had no easy time in getting upon the scene, was written up in his daily journal as follows:—

"December 6. About 4 a.m. set off for Papetoai in a single canoe with Pati. Landed at Papetoai, passed through Tamai, crossed the lake and walked on to Maharepa. Here expected to borrow a canoe, but people all gone to see the brig launched. Walked to next district. Only canoe about to be used to carry food to Pomare. Kindly put across Cook's Harbour.

"Walked to Pihena. Saw the Chief, old and infirm, all else gone to see the launching. Found the bottom of an old fishing canoe, the edges of which were scarcely two inches above the water, but being too much fatigued to walk any further I got into it. Keeping near the shore till we reached Oponohu harbour, we crossed over safely and landed opposite Brother Hayward's.

"We had scarcely arrived when Pati, observing the flag hoisted on board the vessel, wished to run on lest it should be launched before he could arrive. He took up his bundle of bread fruit, which he had brought from Afareaitu (a distance of 20 miles by sea) and ran on before. Shortly after I reached the place where they were endeavouring to get the vessel off the stocks. The King, the principal Chiefs, and vast crowds of people were present assisting.

"After some time the vessel moved from the stocks when the King performing the usual ceremonies pronounced as she passed along *la ora na Haweis* (Prosperity or peace be to the *Haweis*). Dr. Thomas Haweis has always been considered the particular friend of the Otahiteans and the King wished the vessel to be called after him."

In June, 1818, she was ready for sea, and with six natives added to the crew, the *Haweis* cruised through the Island groups, carrying the missionaries to isles they desired to visit, and gathering up oil, hogs, *et al.*, as cargo.

Then on January 1, 1819, she headed for New South Wales from her home port, Papetoai, arriving with flags flying at Port Jackson on February 15. Thus a dream was fulfilled, and the brethren had Tahiti's first trading schooner notched to their lasting credit.

Mr. and Mrs. A. S. Atkins, S.D.A. missionaries at Tench, in the St. Matthias Group, arrived in Sydney from New Guinea with their three-years-old son Geoffrey by the *Malaita* on January 15.

Mr. W. Babbington, one of the Babbington Brothers who at the end of 1935 discovered the Wampit goldfield in New Guinea, sailed from Sydney on his return to Morobe, after a visit to England, by the *Montoro* on January 13.

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.

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A NEW CHURCH IN SAMOA

How It Was Built

THE new Catholic Church at Safotu, in Upolu, Western Samoa, took years to build—a labour of love by the village people. In his mission magazine Father Dehl describes the huge task. They saved up £1,000—and then they worked, and worked.

"There was the preparation of lime. Coral blocks were lifted from the reefs and rafted ashore; trees were felled and logs of suitable lengths prepared; deep pits were dug and into them went the logs and above were piled high the coral blocks. Deep down in the pits, through shafts, fire brands were pushed and the coral, under a slow fire for many days, gave up its pure lime.

"How many pits, how much coral, how many trees—no one counted it all, but well over 160 tons of lime were prepared for the work at Safotu.

"And how many cubic yards of stone, large and small, were gathered in—who knows? But within a radius of three hundred yards of the Church site there was not left a stone upon a stone, where, before, volcanic boulders and loose rock disputed every footstep.

"And the sand that the women and children brought up from the seashore—the beach was stripped clean again and again—four thousand barrels were filled with it—little wonder that the Protestants of the village, also engaged in church

building, thought themselves justified in voicing a complaint.

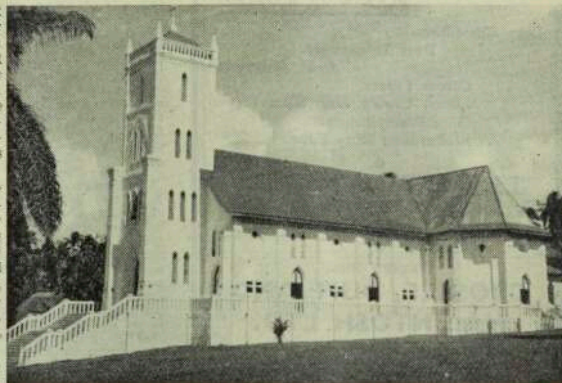
"There were times in the gathering of coral and sand that tides conspired to disrupt the labour. But, merrily, the work would go on with a will at the ebb of the tides, and many moonlit nights, when no native ever likes to go to bed, the pace was only quickened and often carried beyond midnight far unto the stretch of dawn.

"The hardest work was yet to be. Every square foot of lime sand, stone, cement that went into the massive foundation and that built up those towering walls, earthquake-proof and hurricane-resisting, was hand-mixed.

"Painfully, measure by measure, stupefying in the deadly routine of it, the forms were filled; then raised to a new level, and again the same slow, monotonous progression: round and round, foot by foot, up and up inch by inch.

"But how did human nature endure such an ordeal? Ah! That spirit of pride which so dominates the Samoan! To what heights may it not carry him when controlled and sublimated! And let us be fair to the Samoan as a Christian, let us not fail to recognise in him that sense

of working for God, of building God's House; that spiritual understanding of the beauty of labour consecrated to God in the things of God. Transcendent, indeed, and sublime the *Nunc Dimittis* of that ageing chief who rendered thanks to God that he had lived unto the day when he was able to bend his back and to give the service of his hands to this last labour of love for God!"



The New Church at Safotu

Monsieur Pia, a Magistrate in the French Colonial Service at Noumea, sailed from Noumea for France on leave by the *Ville d'Amiens* on January 8.

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Pacific Islands Mining Notes

From Fiji

MOUNT KASI MINES LTD.

CABLED advice was received in December from Mr. A. J. Peterson, a director of Mount Kasi Mines Ltd., who was making an extended visit to the mine, that with the provision of an additional 100-ton crushed ore bin, and the completion of the two 30-foot thickeners, all materials for which are on the site, he estimated 2000 tons of ore could be treated monthly. He was of opinion that drawing ore from the south open cut a recovery of 5 dwt. minimum could be maintained. He estimated that an expenditure of £2,500 monthly would be necessary, exclusive of capital charges.

PACIFIC GOLD N.L.

Prospecting work carried out by Pacific Gold N.L. has not yet given the results desired, the chairman of directors (Mr. H. C. Cornforth) informed shareholders at the first annual meeting recently. He said the Tavua properties in Fiji had been abandoned after extensive prospecting and drilling. An option was taken over a promising area in Wainiveti, and efforts had been concentrated on its development. This work had not proceeded as was expected, but there was a large ore body, and the directors were hopeful that good results would be obtained. Negotiations concerning other properties that showed signs of prospective value were proceeding.

EMPEROR MINES LTD.

Output for Emperor Mines Limited, operating on the Tavua goldfield, Fiji, compared as follows for the last three periods:—

	Oct. 31.	Nov. 28.	*Dec. 19.
Ore (dry weight), tons	2136	2215	1957
Fine gold, oz.	1057.1	1036.9	787.4
Head values, dwt.	10.7	10.4	8.04
*Three weeks.			

MINERAL DEVELOPMENTS (FIJI) LTD.

Mineral Developments (Fiji) Ltd. reported on January 11 that No. 3 prospecting bore, which was put down to prove the southern continuation of the lode, cut the lode at 230 feet. The lode is 30 feet wide, but assay results were disappointing. The lode is heavily fractured, and it was impossible to obtain a fair percentage of core.

TAVUA GOLD DEVELOPMENTS

The directors of Tavua Gold Developments Limited, Fiji, announced early in January that they had relinquished the options held on prospecting licenses 219 and 222 (Homeward Bound) at Tavua on the advice of the company's technical advisers.

KOROERE GOLD DEVELOPMENT N.L.

Dense ore was being worked by Koroere Gold Development N.L., Tova Tava, Fiji, stated a message from Tavua on January 5. According to the management's report at the Cardigan lode, the south drive from 192 feet to 202 feet showed 3 dwt. of gold. Prospecting at the shaft from 25 feet to 32 feet showed 2 dwt., from 32 feet to 40 feet 27 dwt., and from 40 feet to 42 feet 2 dwt. The ore was reported to be very dense. The shaft was being stopped at 45 feet.

From Papua

SAPPHIRE CREEK (PAPUA) DEVELOPMENT SYNDICATE, N.L.

THE management of Sapphire Creek (Papua) Development Syndicate N.L. advises that Mr. W. Cash, field superintendent, reports that the necessary native labour has been indentured. The European staff quarters have been completed and the native compound is in course of erection. On account of having to concentrate all labour on erecting houses, work on the Gagibega lease was temporarily stopped for some time. Results so far must be considered satisfactory.

The report on development is as follows:—Sapphire King Lease.—At about 130 feet No. 1 costean shaft sunk to 40ft., struck water level. Crosscutting to reef in progress in 14ft., hard slate. No. 3 costean, 400ft. north No. 1 costean, adit started; face now 27ft. from portal. Gagibega Lease: 256ft. of costeaning been done, and lode exposed on surface over length 70ft. Average width 5ft. 6in., assay values average 15 dwt. 2 grs. Merrie England: To date not been possible to do much work, but prospecting results encouraging.

CUTHBERT'S MISIMA GOLDMINE LTD.

The production at the mine on Misima Island, Eastern Papua, owned and worked by Cuthbert's Misima Goldmine Limited, has been as follows for the past three months:—

	Oct.	Nov.	Dec.*
Milled, tons	1908	2057	1946
Bullion, oz.	2202	2638	2421
Gold, fine oz.	571	926	588
Silver, fine oz.	1563	1965	1638

Estimated Value
(Gold at £48 per oz) £4642 £5103 £4784

Per ton of ore 48/8 49/7d 49/2d
*Includes 320oz. bullion obtained from change-over to new zinc boxes. The lower return is because of greater retention of values in the new zinc boxes.

DEVELOPMENTS (N.G.) N.L.

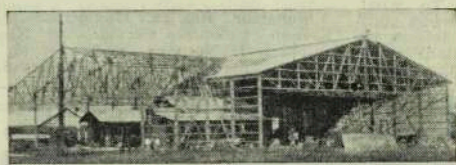
The areas under option north and south of the properties of the Mandated Alluvial N.L. at Port Moresby, Papua, have been abandoned by Developments (New Guinea) N.L. A report to hand early in January stated that assays of samples taken from the areas were unpayable. The areas have been abandoned, and the company's engineer has been recalled.

From New Guinea

SUNSHINE GOLD DEVELOPMENT LTD.

WHEN full production is achieved in February net profit of Sunshine Gold Development, Ltd., should be about £30,000 per annum on a gross turnover of £54,000, said the chairman (Mr. F. W. Torrington) at the annual meeting

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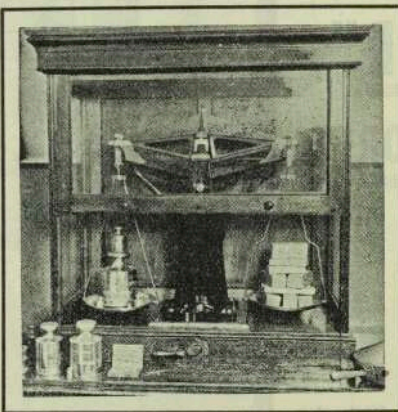
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in Sydney on December 21. Mr. Torrington added that costs would be reduced to about /9 per yard when full production is reached.

With work proceeding at its present rate the board expects to make an important announcement regarding dividends in March or April. Commenting upon the chairman's explanation that an item of \$400 in the accounts was for the brokerage on 800 shares, a shareholder said that the action of the broker in taking up the shares had saved the company. He condemned the actions and administration of the board, saying that they had spent \$10,000 at the Sydney office, which he considered unjustified.

In reply, the broker, who is also a shareholder, pointed out that his action had been a complete vindication of the board. He said that the money was required urgently; he took up the shares, not only for himself, but for his clients.

Another shareholder supported the actions of the board, pointing out that the chairman had been instrumental in saving the company at least \$5000, and when it was in financial difficulties he had loaned it \$2500.

Replying to a question, the chairman explained that owing to unavoidable delays complete reports were not available, but he assured the meeting that complete figures would be made known shortly.

The field manager's report in January stated:—Sluicing operations to December 31 yielded 440 oz. of gold. As several minor stoppages have recently occurred through defective pipes, the contractors have agreed to rework internally the balance of the pipe line. The work will be commenced towards the end of January. A supplementary report for November shows an additional 66 oz. of gold recovered from magnetic sand and amalgam.

BULOLO GOLD DEPOSITS LTD.

A loss of £1388 is reported by Bulolo Gold Deposits Ltd., New Guinea, for the twelve months ended June 30. At the close of the year sundry creditors were owed \$945, and current assets were set down at \$7450. Production was 741 oz., which realised £3916. During the year \$10,000 was received from Placer Development Ltd. for the sale of one of the company's leases. Since June 30, the directors report, production has shown a marked improvement. With the object of securing further yardage the company is testing the Wau terraces and Lower Flat Creek areas. The whole of the New Guinea assets of New Morobe have been purchased for \$2500. As the company's water race runs through the New Morobe area it is considered that costs will be low. The company has also acquired an option over a large dredging area at Graytown, Victoria.

The company's representative in New Guinea reported on January 11 that the clean-up for five weeks ended January 4 amounted to 800oz., from approximately 40,000 cubic yards. The area treated was mostly terrace ground. Production from the Morobe area has been held up during the construction of the tail race.

WEWAK GOLD ESTATES N.L.

Wewak Gold Estates No Liability has applied in Melbourne for registration as a public company. The nominal capital is listed as £10,000 in 40,000 shares of 5/- each. The company is interested in an area in the vicinity of the Parchee and Hamuka Rivers, in New Guinea. The legal manager of the concern is Mr. R. V. Wilson, of 360 Collins-street, Melbourne, Victoria.

SANDY CK. GOLD SLUICING LTD.

Sandy Creek Gold Sluicing Limited reports that the production for October, November, and December was as follows:—

	Oct.	Nov.	Dec.
Cubic yards	9121	9870	11,890
Gold, oz.	281	288	311
Per cubic yard	4/7½	4/4½	3/11

NEW GUINEA GOLDFIELDS, LTD.

According to a progress report for the month of October issued at the end of December on behalf of New Guinea Goldfields Ltd., estimated operating profit of the Edie Creek mill for October was \$921, and the estimated operating loss for November, \$1049. The production for November was 774 oz. fine gold. The loss for the month of November was due to the stoppage for repairs to the timbering of the main hoisting shaft previously reported.

Owing to a change in the form of cabled reports, which from now on will give results for the calendar month, there is an overlap in the production figures which have already been published up to November 14. The estimated operating profit of alluvial for October was \$4705, and the estimated operating profit for November was \$6874. The production for November was 1592 oz. fine gold and 1169 oz. silver.

IROWAT GOLD ALLUVIALS, N.L.

During December, Irowat Gold Alluvials N.L. treated 5,950 cubic yards for a return of 23 oz. gold. This compares with production for November of 99 ounces from 12,006 cubic yards, and 214 ounces from 28,500 cubic yards in October.

UPPER WATUT GOLD ALLUVIALS, N.L.

Advice was received in January by the management of Upper Watut Gold Alluvials N.L., New Guinea, that the clean-up from No. 1 pontoon yielded 66 oz. from 5657 yards treated. A large proportion of the yardage, it is reported, was put through during preliminary operations, whilst adjustments to the race line syphon pipes were being made.

MOROBE ALLUVIALS N.L.

In answer to a shareholder, who expressed the opinion that the unreliable yardage estimates, values, &c., contained in the company's prospectus, appeared to be a matter for investigation, the chairman of Morobe Alluvials N.L. (Mr. R. M. V. Blakemore), at the annual meeting of shareholders in Melbourne on December 14, said the directors had obtained expert legal opinion on the subject, and had found that no action could be taken.

The directors, after full consideration, had decided to sell the company's property, which had not lived up to expectations, to Bulolo Gold Deposits Ltd., a Sydney company, which had an adjoining property, and was anxious to obtain the Morobe company's water rights. The price received was \$3500, which had been paid by the purchasing company.

After a full discussion of the contentious matter in the prospectus, the chairman announced that the directors had under consideration a new proposition. The company had \$11,000 in hand.

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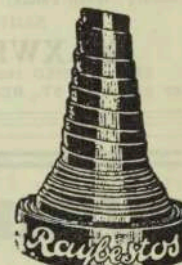
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The property sold to Bulolo Deposits is 80 chains long by 16 chains wide, and is on the lower section of Little Wau Creek, the top end adjoining the property of New Guinea Goldfields Ltd.

ENTERPRISE OF NEW GUINEA GOLD AND PETROLEUM DEVELOPMENT, N.L.

Reporting on operations for the period November 15 to December 8, Mr. H. Taylour, General Manager of Enterprise of New Guinea Gold and Petroleum Development N.L., New Guinea, advises that at the hydraulicking mine, in the Surprise Creek area, sluicing was carried out on three shifts with two monitors. The clean up for November yielded 57 oz. 12 dwt. of unrefined re-torted gold, having an approximate fineness of 830. The put through amounted to 10,420 cubic yards, consisting of 4360 yards of overburden and 6060 yards of wash. Arrangements are well ahead for opening up an additional face, where a hydraulic elevator will be installed. The saw-milling programme was completed, and sufficient sawn timber is on hand to meet requirements for some time.

At the ore mine, at Edie Creek, the drainage adit was advanced to 54 feet from the portal. Additional shifts are being employed in this adit, with a view to greater progress. Repair work was advanced another stage in No. 1 west drive on the main lode. Additional miners have commenced work in this drive, and will considerably speed up repairs, after which driving on the lode will commence.

Road and mine surveys were pushed ahead, and considerable progress made in spite of heavy rains. A large quantity of steel rails, galvanised iron and other equipment was carried by natives from the vehicular road terminus to the mine. Prospecting was suspended, but alluvial mining resumed in the Oriabanda area. At December 8, 15 Euro-

peans, two Asiatics, and 175 natives were employed on the mines.

A further report, covering operations from December 9 to 28 stated:—Development confined to driving drainage adit, which by 24th advanced to 153 ft. from portal; and to re-timbering portions of the No. 1 W. drive on the main lode. Construction of additional European and native quarters commenced. Alluvial mining carried out by one European and forty natives on Oriabanda property. This work delayed somewhat by floods. Bullion production from the Surprise Creek area for December was 52 oz. A total of 3975 cubic yards of overburden were removed, and 4325 cubic yards of wash dirt were treated. The company has applied for a petroleum permit with the Mines Department, at Rabaul.

BULOLO GOLD DREDGING, LTD.

From June 1 to October 31 the dredges of Bulolo Gold Dredging Limited handled 4,910,200 cubic yards for a recovery of 61,853 oz. fine gold valued at 2,164,855 dollars (Canadian), said Mr. C. A. Banks, in his address at the annual meeting in Vancouver recently. He said that as dredges Nos. 5, 6, and 7 came into production, there would be a gradual increase in the yardage handled and when all were operating, an annual profit of between 4½ and 5 million dollars, and some increase in dividend might be expected, though the increase in profit was not expected to be proportional to the increased yardage, as with more dredges in operation, ground of lower average value would be treated.

Mr. Banks said that the original object of the amortisation fund, shown in the balance-sheet at 745,109 dollars, was to establish a fund in order that the par value of the issued shares (five dollars) could be repaid from time to time as a return of capital. The directors were now considering whether the company could more advantageously invest these funds, as opportunity offered, in other suitable mining business.

Production for the company's four dredges for December, compared with that of the previous two periods as follows:—

	Oct.	Nov.	Dec.
Cubic yard ..	962,200	956,200	785,000
Bullion, oz. ..	18,172	17,724	17,471
Gold, fine, oz. ..	12,606	12,318	12,027

	Oct.	Nov.	Dec.
Aust. currency* ..	\$110,302½	\$107,782½	\$105,236
Per cubic yard..	/27.5	/27.0	/32.1
Working profit ..	\$76,265	\$75,880	\$75,451

* At A \$8/15/- per fine ounce.

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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.
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Emperor Mines ..	b15/6	b16/6	b19/-
Granite Dev.	b11d	s11d	b6d
Koroere	b5/-	s4/6	s4/6
Loloma	b23/7½	b21/6	b23/3
Mineral Dev.	b10d	b1/-	b1/9
Mt. Kasi	b9/1	b7/-	b6/6
Mt. Morgan			
Developments ..	b3/-	b1/5	s1/3
Pacific Gold	b85/10/-	b84/15/-	s85
Tavua Dev.	s814	b9½d	b8½d
Vatu Kasia	—	b1/-	b2/6
Vees United	b1/4	b4d	s3d

	NEW GUINEA		
		b1/9	b1/5
Bulolo Deposits ..	b8d	b27/3/-	s88
Bulolo G.D.	b87/5/-		
Developments			
(New Guinea) ..	b82/15/-	b81/10/-	—
Enterprise of N.G.			
& Petroleum ..	b83/12/6	b81/15/-	b82/10/
Guinea Gold	s16/3	s16/9	s16/2
Irowat	b3/9	b1/0½	s5½d
Morobe All.	b5/4	b4/5	s1/6
N.G.G. Ltd.	b5/4	b4/5	b4/10
New Morobe			s81
Oil Search	s8/9½	b3/10½	b3/4
Placer Dev.	b85/4/-	b84/17/-	b84/19/3
Sandy Ck.	b9½d	b1/0½	b1/3
Sunshine Gold ..	b11/9	b13/6	b15/-
Up. Watut	b6/4	b2/-	b1/9

	PAPUA		
Cuthbert's			
Misima G.M.	b11/8	b20/4½	b24/4½
G.M. of Papua ...	s9/-	b9/4	b10/5
Mandated All.	b7/8	b16/7½	b11/-
Oriomo Exp.	b1/1	b4/10½	b5/3
Yodda Gold Co. ...	b3d	s9d	b2d

Mr. J. J. Harvey, Wau miner, arrived in Sydney from the New Guinea gold-fields by the Mentoro on January 7.

SAMOAN-EUROPEANS

Interesting Facts Disclosed by Census

From Our Own Correspondent

APIA, Dec. 31.

THE census of the population of Western Samoa, taken on November 4, was divided between Europeans and Natives. Owing to the smaller number of Europeans, the results of the European census have already been published, while the Native census has not been completed in detail, though a preliminary count has been made.

In 1926, when the last official census was taken, native Samoans numbered 36,688. Preliminary figures for 1936 show a Samoan population of over 52,000, an increase of over 40 per cent. in 10 years.

The European census shows 3095 persons classed as Europeans, while 249 Samoan women are legally married to Europeans, and a further 14 Samoans have legally acquired European status. Of the 3095 Europeans, 367 are whites, 20 are full Chinese free residents, and 2708 are of mixed blood, including 2588 European-Samoans and European-Polynesians, and 120 Samoan and Polynesian Chinese (descendants of free Chinese settlers and Samoan or Polynesian women).

Corresponding figures for the categories mentioned above in the 1926 census are: Total of Europeans, 2572, of whom 446 were whites and 2126 of mixed blood, including 1722 European-Samoans and European-Polynesians, and 123 Chinese-Polynesians or Chinese-white-Polynesians.

While the number of whites has decreased since 1926 by over 17 per cent., and

is the lowest figure recorded since the German census of 1903, the mixed blood population has increased even more rapidly than the full-blood Samoans, viz., by over 45 per cent.

The number of Chinese-Samoans, descendants of Chinese imported labourers, is shown in the Native census, for which final figures have not been compiled. It has, however, been found impossible to enumerate separately a large majority of the Chinese-Samoans as the latter have been completely absorbed by the Samoan population—thus conclusively disproving the argument that the Chinese-Samoan element constitutes a danger to the Samoan race.

Of the 3358 persons classified as Europeans (including Samoan wives and Samoans of European legal status) 1683 are males and 1675 females.

Children of mixed blood, up to 12 years of age, were counted as 1270 (689 male and 581 female); from 12 years upwards, 2088 (994 male and 1094 female). Married, widowed, etc., were 954; single, 2404.

According to country of birth, 2735 of these persons were born in Western Samoa, 256 in other Pacific Islands, 128 in New Zealand, 50 in Australia, 60 in the British Isles, 37 in Germany, 31 in U.S.A., and 19 in France. Of the Europeans born outside of Western Samoa, not less than 149 have resided in the territory for from 20 to 66 years.

Over 1960 Europeans gave their national status as British; a further 260 as British protected persons; 536 as German; 282 as American; 88 as French; 82 Swedish; 68 Danish; 38 Swiss; 25 Chinese, and 10 Portuguese.

Of the Europeans, 265 follow commercial pursuits, 179 are planters or plantation employees, 178 are artisans, 116 are in the professions or are missionaries or teachers, 79 are Government officials, 99 labour-

ers and domestics, and 16 are seamen, etc.

Nearly one half of those Europeans who have declared their religious beliefs are Roman Catholics (1424); 209 are Church of England or Anglican, 497 belong to the London Mission Society, 48 are Presbyterians, 159 Methodists, 176 Protestants, 66 Seventh Day Adventists, 348 Mormons, 72 Congregational, and 49 Lutheran.

Eight Europeans have rendered war services in the Boer War and 55 in the Great War.

Of the two main islands, Upolu accounts for 3026 Europeans and Savaii 332 Europeans.

The large increase in the mixed-blood population explains one of the most difficult problems of the country—to find a place and means of existence for these people in the economic life of the com-

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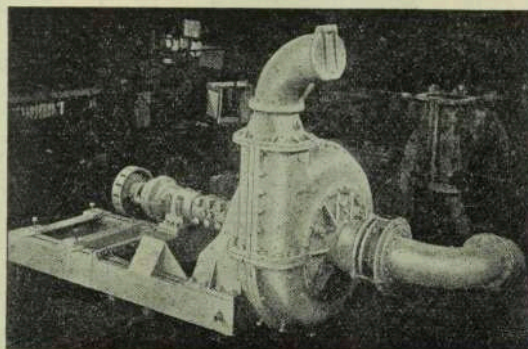
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SYDNEY OFFICE — KEMBLA BUILDING — 58 MARGARET STREET

munity. The majority of the mixed-bloods will, however, gradually be absorbed by the full Samoans, as they can find no possibility of maintaining themselves as Europeans.

The gradual decrease in the numbers of white residents may be ascribed to the passing away of many of the old white pioneer settlers, the decrease in the number of white New Zealand officials and the complete lack of any immigration whatever, due not only to the stringent immi-

gration laws, but mainly to the absence of economic possibilities for white settlers and the strong economic competition of the large mixed-blood section of the European community.

Among the mixed-blood population there is a growing tendency, among the young men, to marry full-blood Samoan women, thus hastening the gradual absorption of the mixed blood element into the full-blood Samoan majority.

The division of the European population into age groups shows that the males exceed the females considerably in the group up to 12 years, owing to the higher male birth rate, while in the groups over 12 years of age females preponderate, owing to their lower mortality.

It is interesting to note that the mixed blood community, as it exists to-day, are mostly the descendants, in the third and fourth generation, of comparatively few families. The Stowers family, for instance, counts not less than 104 descendants; the Hunt family 81; the Fruean family 65; the Crichton family 59; and the Godinet family 51; while 30 families count between 21 and 50 members each. A total of 35 mixed-blood families have altogether 1275 members, an average of 36 per family, and constituting about 47 per cent. of the total mixed-blood population.

Mr. T. Stuart Gurr's book, "The Third String," dealing with the antagonism between missionary and trader in the South Seas, has just been published by Messrs. Angus and Robertson Ltd., Sydney. The locale of the story is in the New Hebrides.

Inspector Malcolm MacLeod, of the Fiji Constabulary, who has been stationed at Rewa, left Suva by the Niagara in December en route to Scotland on leave. Sub-Inspector A. J. Chichester has now taken charge of the Rewa district.

Bitter Thoughts of a White Solomon Islands Planter and Trader

I SEE in the *P.I.M.* that there has been some discussion as to whether the Solomons should be called the British Solomon Islands, or just simply the Solomon Islands, writes a B.S.I. planter.

I think—and there are many more of the same opinion—that they should be called the Chinese Solomon Islands, for to make progress in the Solomons in these days it seems necessary to have a Chinese lineage.

This is no exaggeration. The Chinese, assisted by the Government, have made great headway in the last five years, at the expense of the white settlers who pioneered these islands.

Why, those "Pan Pipes" that are being played outside remind me of my Malaita days. To think that I risked my neck, many a time, up some of the rivers and in the mangroves, for money I needed to start my plantation—and, when that was expended, then off recruiting again! What a fool I was to put my money in a plantation—I should have done the same as the Chinese do now, and gone trading. But who could have foreseen events? There was only one Chinese in Tulagi then, and he was a tailor.

To think of Gavutu, and Makambo in Woodford's time, and the congregation of vessels that would assemble to meet the old *Mindina*. There were not many Government men living at Tulagi then—quite different from now. Nowadays, if one does not possess that so necessary Mongolian connection, one needs an old school tie to wear.

If some of the old-timers could see things as they are to-day it would make them turn in their graves. They speak of Hitler and Germany. He, at least, does believe in Germany for the Germans. But our dictators believe in the Solomon Islands for the Chinese. I did assist my country in the last war—then surely I have a greater right than an Asiatic to be in British territory!

Perhaps a spot before turning in would go well—it might console me down a little!

NEW GOLDFIELD IN NEW GUINEA

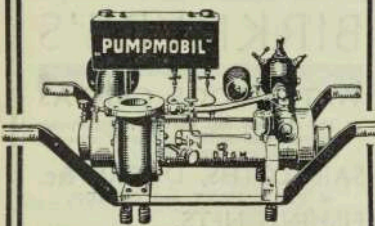
SINCE 1934, 6000 ounces of gold, valued at £50,000, has been reported from Wewak Goldfield, New Guinea—most of it in recent months.

Although 100 men and six women are working, the field has not been declared a goldfield by the Administration, as the wash is shallow and not yet regarded as permanent. During the past six months a number of miners have migrated there from Morobe goldfields.

There were typographical screams of excitement in the Australian newspapers in January, when some bright had discovered the existence of "a new goldfield in Wewak," and "a rush of miners to the new El Dorado." The development of the new field was reported at length in this and other journals, months ago—but little things like that do not matter during the journalistic "silly season."

Mr. and Mrs. H. Adams, of Patlangat Plantation, New Ireland, reached Australia in December from Rabaul by the Neptuna on furlough.

PUMPMOBIL
LIGHT and PORTABLE
MOTOR PUMP



Complete Plant's weight, 140 lbs. Capacity up to 12,000 gallons per hour. All heads from 10 to 115 feet. Fuel consumption, $\frac{1}{2}$ gallon per hour. Pressure 55lb. square inch. Especially suitable prospecting and all sluicing requirements.

Nelson & Robertson Ltd.
12 SPRING STREET, SYDNEY

The Hygeia Dissolvenator. — Approved by Health Authorities

A Self Contained Sanitary System

Easily and cheaply installed. Guaranteed. NO WATER SUPPLY REQUIRED. Suitable for Use Indoors.

No odours, germs, flies or other insect pests.

A caustic soda solution turns the excrement and paper into an innocuous solution which runs off and is absorbed by the soil.

Gives thoroughly efficient, long, care-free service.

● The Shell Oil Co. alone has given 52 repeat orders.

Hygeia Sanitary Company
26 Bridge Street, Sydney.



Price, F.O.B. Sydney, £15/10/0

AUSOLINE

Never Known to Fail!

Cockroach Destroyer

It Attracts—They Eat It—They Die

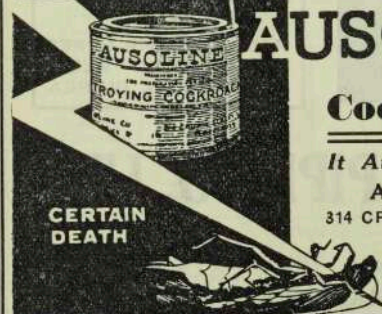
AUSOLINE CO. Established 1919.

314 CROWN STREET, SYDNEY

PRICES: 1lb. 5/-, 3lbs. 10/- Postage extra.

Remit Cash with Order. Obtainable also at Islands Stores of Burns, Philp and Co. Ltd., W. R. Carpenter and Co. Ltd.

IT'S A PASTE!



CERTAIN DEATH

SYDNEY TO THURSDAY IS. IN THE "PUP"

Fine Achievement of 2½ h.p.
Launch

HAVING completed a 2240 miles journey from Sydney to Thursday Island in the *Pup*, a 16ft. launch fitted with a Chapman 2½ h.p. engine, Mr. Walter Pankhurst returned by the *Marella* on December 23. He came back by steamer because a two weeks' spell in Torres Strait Hospital delayed him until after the start of the "bad" season.

This world's record voyage was made without a mishap and must be included in the record of adventurous journeys of all times.

Pankhurst began life as a sailor, secured an officer's certificate, tried a spell ashore, and finally returned to the sea, making the hazardous trip alone. That he had unbounded confidence in himself and his little craft, with its Chapman's "Pup" engine, was proved by the fact that he did not carry any emergency gear, such as a mast and sail.

The voyage to T.I. added another fine performance to the list of achievements of Chapman and Sherack's famous little marine engine. Apart from the sturdiness and quality of construction, the mechanical simplicity of the "Pup" engine is responsible for its remarkable performance and reliability. There are no valves, cams, springs, tappets, carburettor parts and such, to get out of order, yet it functions with perfect efficiency.

Hundreds of launch and boat owners throughout the South Seas pin their faith to the "Pup" engine for inter-plantation and inter-island voyaging, as even the most backward native labourer can operate the tiny engine.

JUSTICE IN NEW GUINEA

Letter to the Editor.

I HAVE just read in your columns the effusion by our Mr. Mullaly and your reply thereto. Mr. Mullaly appears to be the leader of a little coterie in Rabaul, and cannot speak for the people outside. To take up the attitude that a judge can do no wrong is both childish and illogical, as history shows. In our juryless courts, it is only a matter of being charged; and the odds are 99 to 1 that you are convicted, as a review of the cases tried will prove. This is a bad enough state in a British community, as there must be an element of doubt sometimes; but the prisoner seldom gets the benefit of it, and the sentences meted out to some unfortunates make certain famous judges of previous centuries turn green with envy.

As a resident of this country for several years I have spoken to many, and they are unanimous in endorsing your attitude toward Judge Wanliss. Even if they do not agree with you, I feel that every broadminded man will commend you for courage, as there are few journals courageous enough to criticise a judge, even when he does wrong.

I am, etc.,

MOROBÉ.

Edie Creek, N.G.
24/12/36.

Mrs. Emma Jane Cuthbert, wife of Mr. W. Cuthbert, of Suva, Fiji, died in the Colonial War Memorial Hospital on December 23.

NOT WELCOME

Lord Moyne's Visit to Palau,
in Western Carolines

A STRANGE account of a visit to the island of Palau, in the western part of the Caroline Group, in the North-west Pacific, now held by the Japanese under mandate from the League of Nations, is given by Lord Moyne, says an article in the *Morning Post*.

Lord Moyne, with a party of friends, was on a voyage of exploration to New Guinea, Borneo, and other neighbouring territories early in 1936. Hoping to visit these mandated islands, Lord Moyne had secured facilities in advance from the Japanese Embassy before leaving London.

Yet when his yacht *Rosaura* arrived off Palau, he was refused permission to enter the harbour.

"In due course," he stated, "a launch-load of officials arrived, accompanied by an interpreter. They told me very politely that landing was not allowed. They knew nothing of the letter written three months previously, but when I produced a copy in Japanese, they said they would go in and ask for instructions..."

Followed a wait of about six hours, and then the party was allowed to go ashore by launch.

"We were clearly not intended to see anything of any more serious harbour works," Lord Moyne continued, "as on landing we were taken into the town along a new embankment in motors which were awaiting us."

"The town seemed brand new, with well-kept gardens round the Government buildings, and along the newly-made roads were trim hedges and banks cut into neat grass steps. We were impressed by the size of the Government buildings and also by the well-stocked shops, and the large number of men of the Japanese Navy in the streets."

The party were absolutely forbidden to take photographs, and, although treated with great courtesy, they were not encouraged to stay.

"We were puzzled by the attitude of the Japanese authorities," Lord Moyne concluded. "They are too intelligent a people to make mysteries about nothing, and their attitude was well designed to make us wonder just what it is that they wish to hide."

Official quotation was granted by the Melbourne Stock Exchange in January to 2500 contributing shares of £5, paid to £3, in Developments (New Guinea) Ltd.

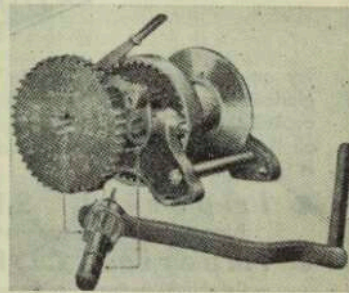
A LIGHTING PLANT FOR YOUR BUNGALOW

WIZARD Lighting Systems, an advertisement for which appears on page 13 of this issue, are particularly suited to tropical conditions. They are completely self-contained and of the highest quality standard. They have been on the market for many years in Australia and New Zealand, where country people testify to their efficiency.

In addition to the complete lighting sets, there are stoves, individual bracket and table lamps, and stormproof lanterns, giving brilliant, safe and economical light."

Mr. and Mrs. H. W. G. Brinston, of Rabaul, reached Brisbane by the *Tanda* in December and travelled on to Sydney by car. Mr. Brinston is attached to the Treasury Department in the New Guinea Administration.

Beebe (B. B.) PORTABLE HAND WINCHES



2 Ton Capacity | 5 Ton Capacity
Weight 66 lbs. | Weight 110 lbs.

Excellent for loading heavy machinery—erecting pipe lines—bridge building—moving boulders from alluvial workings—and all mining purposes.

*BEEBE HOISTS cannot be broken by men in hand use.

Prices and Particulars

Nelson & Robertson Ltd.
SYDNEY

STEAMSHIPS TRADING COMPANY LIMITED

PORT MORESBY

PAPUA

SAMARAI

Chairman and Managing Director: A. S. FITCH.

Shipowners, Wholesale and Retail Merchants and Traders; Shipping, Customs and Insurance Agents; Copra and Rubber Plantation Owners.

Mail Contractors to Commonwealth and Papuan Governments.

AGENCIES:—At Port Moresby: Coral Sea Insurance Co.; Phoenix Insurance Co.; Delta Sawmills, Ltd.; Acme Bakery Co.; Vacuum Oil Co. Pty., Ltd. At Samarai: Coral Sea Insurance Co.; Delta Sawmills, Ltd.; Bankers and Traders' Insurance Co.; National Mutual Life Insurance Co.; Kularo Shipyards; Mamai Plantations.

BRANCHES.—In Papua: Hanuabada, Sivitoli, Aroma, Koki, Hula, Ela Beach, Duga Duga, Yule Island.

SYDNEY: NELSON & ROBERTSON, LTD., 12 Spring Street; Melbourne, 396 Flinders Lane; London, E. Whiteaway & Co., 7 Chiswell Street, Finsbury.

Cable Address: "STEAMSHIPS."

Code: Bentley's.

SOLOMON ISLANDS

Native Wages and Recruiting

From Our Own Correspondent

TULAGI, Jan. 2.

NOW copra has risen, plantation owners think there may be revision of the wages rate. Whether this should be the case or not, it is hoped that recruiters will get a little better recompense for their work. This is the time for the advancement of recruiting fees to a payable rate. How recruiters have managed to carry on for the last three years on the low fee of £7/10/- is one of the mysteries of the times. Now that copra is up, planters may allow recruiters a living wage. That plantation people realise the present fee is insufficient, is shown by the fact that

no firm in the Group now runs its own recruiting ships. All have tried and all found it a losing proposition.

Our natives are progressing. I called at the emporium of a newly established Chinese trader out in the wilds, where the luxuries of life have not always abounded, and asked for a loaf of bread. Lee Chung replied, "No makee bread. Boy he say, spose gottem butter alright, kai kai bread. Bread nothing, no good." So he makes "cakes," with a dash of sugar in them, to satisfy the demands of these exacting customers.

Since its beginning, our little capital has been no City of Churches. Special services have been held from time to time in the Court House, and religious consolation has been provided by devout persons to the denizens of His Majesty's

Prison, but there has been no place of worship in Tulagi. Now rumour has it that not only the Church of England, but also another powerful denomination, is to erect a church.

The last *Bremerhaven* brought back Mr. Henry Kuper from what must have been a most enjoyable tour of the East.

The *Bolton* has arrived, bringing with her the *Barlus*, Captain Elder's new command, which is to gather in the now-precious copra for W. R. Carpenter and Co. in the Solomons.

The present price of copra has assisted navigation! Ships approaching land are, far out to sea, made aware of the distant villages by the smell of cooking copra wafted out over the ocean from every grove—a perfume unfamiliar for a long time. It is the best Christmas box most people have had for many years. In view of the fact that there are undoubted signs of something definite being done by the Pioneer Company in connection with their gold leases on Guadalcanal, there is still hope of prosperity for the New Year.

The month of November seems to be the season for snakes to be abroad in the Solomons. An unusually large number were seen or killed all over the islands at that time. If this mild plague of serpents repeats itself annually at this season, the fact should be of interest to students of natural history.

The *P.I.M.* travels far, as is proved from time to time. A resident, whose name appeared in this paper a few issues ago, received Christmas greetings from a member of the crew of the *Joseph Conrad*, who had seen the magazine in New York, and so was reminded of friends he met on his visit here.

The first of the wireless transmitting sets which the Government is experimenting with, has arrived, and it is hoped this will be the beginning of better communication generally through the Group. The first set is being sent to Mala District.

The Japanese taken on the poaching sampan are still held at Tulagi. Their sampan also is here. Local people are hoping that a few more will be captured and taxation reduced.

There is every reason to believe that the gold industry will be established here. Apart from the Pioneer Company, very promising results are now showing from other prospects, some not far from the Pioneer holdings. Great interest is being taken in developments.

Captain Caws has joined the Torres Strait Pilot Service at Thursday Island.

JUST TRY THESE

DELICIOUS FOODS

Try any one of these "Imperial" dishes and prepare yourself for a glorious surprise. We have blended the finest selected meats and cooked them in Vacuum. We call the process "flavour-sealing" because all the precious flavour carriers and valuable mineral salts are sealed in the can.

● Imperial SHEEP TONGUES

Prime, selected new season's tongues cooked by the new tenderizing process.

● Imperial CORNED BEEF LOAF

Delightfully flavoured, mild cured corned beef, ready to eat from the can.

● Imperial BEEF STEAK PUDDING

Selected Beef Steak with Rich Gravy, topped off with Devonshire Pudding.

Imperial SMALLGOODS

PORK SAUSAGES, FRANKFURTS, PORK FRITZ, DEVON SAUSAGE, PORK GARLIC



You'll enjoy all of these "Imperial" treats, but for added zest serve them with
Imperial Mango & PaPaw

CHUTNEY

Another delightful Imperial product—Crustless

Imperial Cheddar Cheese



in 4 oz.
& 8 oz. Pkts.

LOOK FOR THIS SIGN

OF QUALITY FOODS

Stocked by



Stocked by

All Leading Stores

All Leading Stores

W. M. FORD

Ship, Yacht & Boat Builder
Berry's Bay, North Sydney

(Established 1870)

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

Please Send on Your Enquiries

M.V. "MALAITA" AT TULAGI

From Our Own Correspondent

TULAGI, Jan. 2.

ALTHOUGH the M.V. *Malaita* was a day late in arrival at Tulagi, so that Christmas holidays were very close, arrangements had been made whereby the Customs and the Makambo staff were able to get most consignees supplied with their cargo and away from Makambo wharf before the steamer left Gavutu.

Considering that a number of the Treasury officials, and members of other Government Departments are away on leave, the prompt and satisfactory handling of this cargo, which could not have been done more efficiently had all the staff been on the job was much appreciated by residents.

A BATTERYLESS RADIO SET FOR THE ISLANDS

AN important step forward in catering for Islands broadcast listeners is announced in this issue by Messrs. Kriesler A'sia. Ltd.

For out-of-the-way plantations and centres where electricity is unavailable, an apparatus known as the "Wincharger" can be used to supply current for both high and low tension purposes. This eliminates the necessity for the costly "B" batteries and the inconvenience of frequently servicing the "A" batteries.

The "Wincharger," as the name suggests, is operated on the principle of a windmill turned by the breeze. It is simple to install, needs practically no attention thereafter, and supplies without further cost all the current necessary for an "All Electric" radio.

To purchasers of their Dual Wave Models No. 460 and 470, Messrs. Kriesler give a cheque for six pounds—thus with the help of this attractive offer it is possible to buy a 21 guinea "Wincharger" for £15. This includes sales tax, freight, packing, etc., equal to another 35/-. Each Kriesler set is backed with a three years' guarantee against all breakdowns.

TORRES STRAITS NEWS

From Our Own Correspondent

THURSDAY IS., Jan. 5.

WELCOME relief has come to Thursday Island by the breaking of the weather. Nearly a foot of rain has fallen, so that tanks have been replenished and the vegetation revived. Conditions for fishing are so good that most of the luggers are still remaining out pearly before coming in to dismantle their vessels for the annual "lay-up."

At the last meeting of the Thursday Is. branch of the Royal Geographical Society, Mr. E. Sarsanis gave an excellent lecture on "The Origin of the Pearl." Several diagrams and a series of lantern slides showing sections of pearls were used.

The Queensland Government has sanctioned the installation of wireless apparatus for the use of the Mission stations on Cape York Peninsula, and of the teachers on Torres Strait Islands. Small transmitters and receiving sets are to be supplied to each of the stations and large islands.

Owing to the influx of refrigerators and the installation of electric stoves on Thursday Island, the electric authority is considering the question of purchasing an additional engine. There are now nearly 200 consumers.

The Taiping brought back to T.I. Mr. and Mrs. Charles Cleveland with their new car after a long motor tour in Australia. Mr. Arthur Sullivan also returned at the conclusion of a business visit to Sydney.

Mr. Glenville Massey, of Brisbane, has been here on business connected with the Fresh Food Co. whose premises were completely destroyed last August.

Miss Ethel Burgess and Mr. D. Kropp, of the Court House staff, have gone to Australia on recreation leave.

Mrs. Partridge has returned to her T.I. home with her new infant daughter.

Alderman George Asange has returned from Sydney after escorting his brother Jack there for the purpose of medical attention.

Matron Fisher has returned to Torres Strait Hospital, after a visit to Queensland. Much sympathy is felt by her many friends at her recent bereavement.

Rev. Mother Adrian, of the Sacred Heart Mission Convent, has returned after a long sojourn in Sydney.

Mrs. J. I. Dunwoodie has come back to her home after holidays in Brisbane. Miss E. Mills has also returned after touring in Australia, with relatives.

Lieut. Commander Oom and Lieut. Rankyn, together with the sailors of the Moresby survey party, returned to Australia by the *Marella* having completed the season's work in the adjacent waters.

Mr. and Mrs. E. J. Hennessey, of Southport (Queensland) have paid a visit to their old environment. They spent a few days with their daughter, Mrs. Darke, at St. Paul's Mission, Moa, Torres Strait.

Norfolk Island Trade

IMPORTS			
Month	From		From
	Australia.		Pacific Is.
December, 1935	£945		—
December, 1936	£4114		£7
EXPORTS			
Month	To		To
	Australia.		Pacific Is.
December, 1935	£238		£10
December, 1936	£284		£63

Captain G. B. Hoddinott, wharf superintendent for the Union Steam Ship Co. at Suva, arrived at Auckland from Fiji by the *Matua* early in January, accompanied by Mrs. Hoddinott. They will spend two months' furlough in New Zealand.

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

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

'ASPRO'**NIPS FEVER IN THE BUD****"ANCHOR" FLOUR**
THE STANDARD OF QUALITY**GILLESPIE BROS., LTD.**
SYDNEY - AUSTRALIA

Islands Produce

Coffee

The following quotations were obtained on January 20:

Robusta, f.a.q., imported from Java on firm conversion of exchange, c.i.f., prompt shipment, Sydney: Quote No. 1: 40/- per cwt.; quote No. 2: 27/- per cwt.

Kenya, f.a.q., immediate shipment, c.i.f., Sydney, per cwt.:—No. 1 quotations: Grade "A," 58/-; grade "B," 55/-; grade "C," 52/-; No. 2 quotations: Grade "A," 58/-; grade "B," 52/-; grade "C," 47/6; Triage, 47/6. No. 3 quotations: Grade "B," 58/-; grade "C," 52/-.

Mysore, f.a.q., prompt shipment, c.i.f., Sydney, per cwt.:—No. 1 quotations: Grade "A," 57/6; grade "B," 49/-; No. 2 quotation: Grade Triage, 50/-.

Arabian (Aden), Hodeidah, f.a.q., immediate shipment, c.i.f., Sydney. Quotation (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-January were:—Average Java 7 3-32d per lb. and Japara, 7 5-16d per lb.

Cocoa

Quote No. 1: Cocoa beans, £56/10/- per ton. Quote No. 2: Accra, good fermented, £49 per ton, c.i.f., Sydney.

Ivory Nuts

No. 1 quotation: £9/10/- per ton, f.o.b., Sydney. No. 2 quotation: £9/15/- per ton, f.o.b., Sydney.

Green Snail Shell

Green snail shell, good quality, was quoted by Sydney buyers in mid-January at £55 per ton.

Trochus Shell

Quotations for trochus shell obtained in Sydney from two different sources were:

(a) Trochus shell, No. 1 grade	£108
Trochus shell, No. 2 grade	£104
Trochus shell, No. 3 grade	£95
(b) Trochus shell, No. 1 grade	£107
Trochus shell, No. 2 grade	£106
Trochus shell, No. 3 grade	£94/10/-

All quotes are f.o.b. and on the Australian £.

Cotton

London c.i.f. prices for cotton during the month were:—Dec. 18, 6.88d lb., Jan. shipment; Dec. 24, 6.70d lb., Jan. shipment; Dec. 31, 6.85d lb., Feb. shipment; Jan. 8, 6.86d lb., Feb. shipment; Jan. 15, 6.93d lb., Feb. shipment.

Rice

Rangoon rice, packed in 100lb. or 200lb. bags, £13/10/- 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 January 20:—

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 on London on basis £100 London: Selling.

Telegraphic transfer ..	£110 15 0	£112 0 0
On demand	£110 12 6	£111 17 6

DIRECT TELEGRAPHIC TRANSFER SELLING RATES

BANK OF NEW SOUTH WALES in Australia

Australia on Papeete	Francs to £ Australian
Average for week ended 21/12/36 ..	82.59
Average for week ended 28/12/36 ..	82.59
Average for week ended 4/1/37 ..	82.59
Average for week ended 11/1/37 ..	82.59
Average for week ended 18/1/37 ..	82.59

Australia on Noumea	Francs to £ Australian
Average for week ended 21/12/36 ..	82.74
Average for week ended 28/12/36 ..	82.75
Average for week ended 4/1/37 ..	82.74
Average for week ended 11/1/37 ..	82.74
Average for week ended 18/1/37 ..	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 ..	£125 0 0	£125 0 0
On Demand	£123 0 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 1½ per cent. either way. As quoted by the Comptoir National, in Sydney, and the Bank of Indo-Chine, Noumea: On January 21, when the Australian £ was nominally worth 82.94 francs, £100 Australian would purchase a credit in Noumea of 8,294 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.

Use - -

Modern Direct Wireless Services

for Your Communications

WITH AUSTRALIA AND OVERSEAS

DIRECT WIRELESS SERVICES are available for inter-communication between the Islands of the Pacific and for traffic between the Islands and Australia and overseas countries.

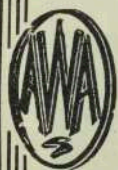
Services are now in operation between Papua and Sydney, New Guinea and Sydney, New Caledonia and Sydney, and Fiji and Sydney. Speedy, economical and efficient service to Australia and overseas. Route your traffic "Via the Wireless Service."

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AMALGAMATED WIRELESS (A'SIA) LIMITED



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 Per ton, c.i.f.	Plantation, Hot-air Dried, Rabaul Per ton, c.i.f.
January 16, 1931 ..	£14 7 6	£14 12 6
February 27 ..	£14 12 6	£14 17 6
March 27 ..	£14 10 0	£14 12 6
April 24 ..	£13 15 0	£13 17 6
May 29 ..	£10 17 6	£11 0 0
June 26 ..	£11 15 0	£11 17 6
July 31 ..	£11 5 0	£11 7 6
August 28 ..	£11 2 6	£11 5 0
September 25 ..	£12 15 0	£12 15 0
October 30 ..	£13 10 0	£13 15 0
November 27 ..	£13 10 0	£13 15 0
December 18 ..	£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 17 6	£14 0 0
July 17 ..	£13 2 6	£13 5 0
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 ..	£9 0 0	£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 Genoa and Marseilles Per ton, c.i.f.	South Sea, Sun-Dried, to London Per ton, c.i.f.	Plantation, Hot-air Dried, Rabaul 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
April 3 ..	£12 7 6	£13 5 0	£13 17 6
May 1 ..	£11 10 0	£11 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 6
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	£13 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
Aug. 28 ..	£13 5 0	£13 15 0	£15 0 0
Sept. 4 ..	£13 2 6	£13 10 0	£14 12 6
Sept. 11 ..	£13 5 0	£13 17 6	£15 0 0
Sept. 18 ..	£13 5 0	£14 0 0	£15 0 0
Sept. 25 ..	£13 6 0	£13 15 0	£15 0 0
Oct. 2 ..	£13 7 6	£13 10 0	£14 10 0
Oct. 9 ..	£13 10 0	£13 12 6	£14 12 6
Oct. 16 ..	£13 15 0	£14 0 0	£15 0 0
Oct. 23 ..	£14 7 6	£14 10 0	£15 7 6
Oct. 30 ..	£14 15 0	£14 17 6	£15 15 0
Nov. 6 ..	£15 10 0	£15 2 6	£16 5 0
Nov. 13 ..	£16 0 0	£16 2 6	£16 15 0
Nov. 20 ..	£17 15 0	£17 17 6	£18 15 0
Nov. 27 ..	£18 15 0	£18 15 0	£19 15 0
Dec. 4 ..	£19 7 6	£19 7 6	£20 7 6
Dec. 11 ..	£20 5 0	£20 5 0	£21 5 0
Dec. 18 ..	£20 15 0	£20 15 0	£21 15 0
Dec. 24 ..	£21 0 0	£21 0 0	£21 17 6
Dec. 31 ..	£21 12 6	£21 12 6	£22 12 6
Jan. 8, '37	£22 12 6	£22 12 6	£23 12 6
Jan. 15 ..	£23 0 0	£23 5 0	£24 2 6

Rubber

London Price on—	Para per lb.	Plantation Smoked per lb.
January 6, 1933 ..	43d.	2.43d.
February 10 ..	43d.	2.43d.
March 10 ..	44d.	2.4d.
April 14 ..	44d.	2.34d.
May 5 ..	43d.	2.81d.
June 2 ..	43d.	3.66d.
July 7 ..	43d.	3.71d.
August 4 ..	43d.	4d.
September 1 ..	43d.	3.78d.
October 13 ..	43d.	4d.
November 10 ..	43d.	4.09d.
December 8 ..	43d.	4.08d.
January 5, 1934 ..	43d.	4.28d.
February 2 ..	43d.	4.84d.
March 6 ..	5d.	5.15d.

May 4 ..	51d.	7d.
June 1 ..	51d.	61d.
July 6 ..	51d.	7.06d.
August 3 ..	51d.	7.18d.
September 7 ..	51d.	71d.
October 5 ..	51d.	61d.
November 16 ..	51d.	61d.
December 28 ..	5d.	61d.
January 4, 1935 ..	5d.	61d.
February 1 ..	48d.	61d.
March 1 ..	48d.	61d.
April 5 ..	48d.	5.48d.
May 3 ..	41d.	5 9/16d.
June 7 ..	5d.	71d.
July 5 ..	5d.	71d.
August 2 ..	41d.	51d.
September 6 ..	41d.	51d.
October 4 ..	5d.	5.81d.
November 1 ..	51d.	61d.
December 6 ..	61d.	61d.
January 3, 1936 ..	61d.	61d.
February 1 ..	73d.	7 3/16d.
March 6 ..	81d.	71d.
April 3 ..	81d.	71d.
May 1 ..	9d.	7 15/32d.
June 5 ..	9d.	71d.
July 31 ..	81d.	71d.
August 7 ..	101d.	7 11/16d.
August 28 ..	101d.	7 11/16d.
September 4 ..	101d.	7 11/16d.
September 11 ..	101d.	7 11/16d.
September 18 ..	101d.	7 11/16d.
September 25 ..	101d.	71d.
October 2 ..	101d.	71d.
October 9 ..	101d.	71d.
October 16 ..	101d.	71d.
October 23 ..	101d.	71d.
October 30 ..	101d.	81d.
November 6 ..	101d.	8 7/16d.
November 13 ..	11d.	8 9/16d.
November 20 ..	111d.	8 11/16d.
November 27 ..	1/-	81d.
December 4 ..	1/-	9 1/16d.
December 11 ..	1/1 1/2	91d.
December 18 ..	1/1	9 15/16d.
December 24 ..	1/1	10 1/16d.
December 31 ..	1/2	101d.
January 8, 1937 ..	1/2	101d.
January 15 ..	1/2	10 15/16d.

MONEY TRANSFERS



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The Bank of New South Wales makes complete facilities available for the transaction of banking business throughout Australasia and between Australia and all other parts of the world.

The Bank establishes commercial credits by mail or by cable. It issues drafts and makes money transfers by letter or telegraph. It negotiates and collects Bills of Exchange and issues, for the convenience of travellers, Letters of Credit and Travellers' Cheques, available all over the world. Exchange quotations direct on all countries are issued daily and trained officers of the Bank are always available to advise customers on matters relating to overseas money transactions.

Bank of New South Wales

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.

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	Feb 9-13	Pt. Moresby	Feb 24-28
Hisiu	Feb 13	Kapa Kapa	Feb 28
Yule Is. ..	Feb 14	Abau	Mar 2
Kukipi	Feb 15	Baibara ..	Mar 3
Orokololo ..	Feb 17	Samarai ..	Mar 5-8
Kikori	Feb 17-19	Baibara ..	Mar 9
Daru	Feb 18-19	Abau	Mar 10
Orokololo ..	Feb 20	Kapa Kapa	Mar 12
Yule Is. ..	Feb 22	Pt. Moresby	Mar 13-17
Hisiu	Feb 23		

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		
Batavia ..	Jan 20	Vila	Feb 9
Samarang ..	Jan 21	Noumea ..	Feb 11-13
Pt. Moresby	Jan 30	Sydney ..	Feb 17-19
Samarai ..	Feb 1	Pt. Moresby	Feb 26
Rabaul ..	Feb 3-4	Batavia ..	Mar 9

ROYAL PACKET NAVIGATION CO. LTD.

Sydney—N. Guinea—Hong Kong

Subject to Alteration Without Notice.

	M.V. Neptuna		
Sydney	Feb 19-24	A. 30-M. 5	July 9-14
Salamaua ..	Mar 3	May 12	July 21
Rabaul	Mar 5	May 14	July 23
Cebu (Opt.)	Mar 12	May 21	July 30
Manila	Mar 15	May 24	Aug 2
Hong Kong ..	Mar 17-22	May 26-31	Aug 4-9
Saigon	Mar 28	June 6	Aug 15
Manila	Apr 1	June 10	Aug 19
Sandakan ..	Apr 4	June 13	Aug 22
Salamaua ..	Apr 13	June 22	Aug 31
Rabaul	Apr 15	June 24	Sept 2
Sydney	Apr 23	July 2	Sept 10
Melbourne ..	Apr 26-28	July 5-7	Sept 13-15

BURNS, PHILP & CO. LTD., Agents.

Europe—Sydney—Suva—New Guinea

Subject to Alteration Without Notice

	M.V. Rabaul		
London		Suva	Mar 9
Port Pirie ..	Feb 21	Salamaua ..	Mar 20
Sydney	Feb 28	Rabaul	Mar 24
Brisbane ..		London	June 4

The M.V. Salamaua will leave London for Australian, Fiji, and New Guinea ports on March 27.

W. R. CARPENTER & CO., LTD.

Japan—N. Guinea—Noumea—New Zealand

Subject to Alteration Without Notice

	Melbourne	Brisbane
Kobe	Feb 21-23	Mar 20-22
Moji	Feb 24-25	Mar 23-24
Rabaul	Mar 6	Apr 2
Noumea	Mar 11-12	Apr 7-8
Auckland	Mar 15-16	Apr 11-13
Wellington	Mar 18-19	Apr 15-17
Lyttelton	Mar 20	Apr 18
Dunedin	Mar 21-22	Apr 18-19
Wellington	Mar 23-25	Apr 20-22
Auckland	Mar 27-31	Apr 24-28
Hong Kong	Apr 16-17	May 14-15
Shanghai	Apr 21	May 19
Moji	Apr 23	May 21
Kobe	Apr 24-28	May 22-24

OSAKA SHOSEN KAISHA LINE

Sydney—Norfolk Island—New Hebrides

Subject to Alteration Without Notice

	S.S. Morinda		
Sydney	Feb 20	Mar 4	Mar 25
Lord Howe ...	Feb 22	Mar 6	Mar 27
Norfolk Is. ...	Feb 24	Mar 8	Mar 29
Vila		Mar 11-12	
Bushman's Bay		Mar 13	
Malo		Mar 13	
Tongva		Mar 13	
Segond		Mar 13	
Hog Harbour }			
Aoba		Mar 14	
Vila		Mar 15	
Norfolk Is. ...	Feb 25	Mar 18	Mar 30
Lord Howe	Feb 27	Mar 20	Apr 1
Sydney	Mar 1	Mar 23	Apr 3

BURNS, PHILP & CO., LTD., Agents.

NORDDEUTSCHER LLOYD, BREMEN

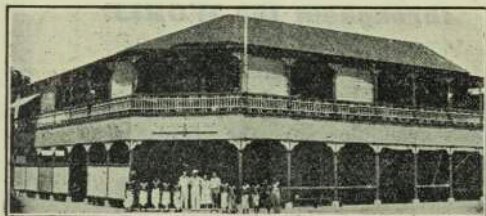
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First-class
Accommodation

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Billiards; Freezing works;
Cold Store. Best brands of
Wines, Spirits, Ales.
MODERATE TARIFF
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Excursions arranged

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The PAPUA HOTEL

Catering specially
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Travellers

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.

Licensee: Papua Hotel, Ltd.
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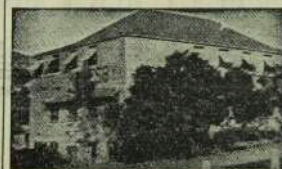
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ONLY THE BEST
BRANDS OF
WINES, SPIRITS
AND BEERS
IN STOCK

LICENSEE:
Hotel Moresby
Ltd.



Sydney—Papua—New Guinea

Subject to Alteration Without Notice.

	Macdhui	Montoro	Macdhui
Sydney	Feb 4	Feb 24	Mar 17
Brisbane	Feb 6	Feb 26	Mar 19
Townsville ..	Feb 9	Mar 1	Mar 22
Cairns	Feb 11	Mar 2	Mar 24
Pt. Moresby ..	Feb 11	Mar 4	Mar 25
Yule Is.	Feb 13	Mar 6	Mar 27
Samarai	Feb 13	Mar 7	Mar 27
Woodlark Is. ..	Feb 15-16	Mar 9-10	Mar 29-31
Rabaul	Feb 17	Mar 11	Apr 1
Lindenhafen ..	Feb 17	Mar 11	Apr 1
Kavieng	Feb 17	Mar 11	Apr 1
Finshafen	Feb 18-19	Mar 13-15	Apr 2-3
Lae	Feb 21	Mar 15	Apr 5
Lombrum	Feb 21	Mar 15	Apr 5
Wewak	Feb 22	Mar 16	Apr 6
Madang	Feb 23	Mar 16	Apr 7
Alexishafen ..	Feb 24	Mar 17	Apr 8
Finshafen	Feb 24	Mar 17	Apr 8
Salamaua	Feb 24	Mar 17	Apr 8
Pondo	Feb 26	Mar 18	Apr 10
Rabaul	Feb 27	Mar 20	Apr 11
Salamaua	Mar 3	Mar 22	Apr 14
Samarai	Mar 4	Mar 24	Apr 15
Pt. Moresby ..	Mar 5	Mar 25	Apr 16
Cairns	Mar 9	Mar 30	Apr 20
Brisbane	Mar 11	Apr 1	Apr 22
Sydney	Mar 11	Apr 1	Apr 22

BURNS, PHILP & CO., LTD., Agents.

Ocean Island—Nauru Service

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

N.G. Goldfields' Service

Aeroplanes conducted by Guinea Airways Ltd., Holden's Air Transport Services Ltd., Mandated Airlines Ltd. (late Carpenter Airways) and other 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.

Solomon Islands—N.G. Service

Subject to Alteration Without Notice

	M.V. Malanta	
Sydney	Jan 23	Mar 6
Brisbane	Jan 25	Mar 8
Townsville	Jan 28	Mar 11
Tulagi	Feb 1-2	Mar 15-16
Makambo	Feb 3	Mar 17
Gavutu	Feb 3	Mar 17
Su'u	Feb 3	Mar 17
Domma	Feb 3	Mar 17
Mamara	Feb 3	Mar 17
Tasavarong	Feb 4	—
Aruligo	Feb 4	—
Lavoro	Feb 4	—
Mamara	Feb 4	—
Tasavarong	Feb 4	—
Aruligo	Feb 4	—
Merige	Feb 4	—
Iliwo	Feb 4	—
Yandina	Feb 4	—
Banika	Feb 4	—
Uia	Feb 4	—
Faiani	Feb 5	Mar 20
Younger	Feb 5	Mar 20
Pepesala	Feb 5	Mar 20
Lingatu	Feb 5	Mar 20
West Bay	Feb 6	—
Somata	Feb 6	—
Gizo	Feb 7	Mar 21
Faisi	Feb 8	Mar 22
Kieta	Feb 8	Mar 22
Arigua	Feb 9	Mar 23
Numa Numa	Feb 10	Mar 24
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	Feb 16	Mar 31
Tetipari	Feb 17-18	Apr 1-2
Russell Is.	Feb 19	Apr 3
Gavutu	Feb 19	Apr 3
Makambo	Feb 24	Apr 8
Brisbane	Feb 26	Apr 10
Sydney	Feb 26	Apr 10

BURNS, PHILP & 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.

Morinda from Sydney, then proceeds on southern trip, calling at the islands of Efate, Erromanga, Tanna, Ancityum, 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.

N. Zealand—Samoa—Niue

The 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.

	M.V. Maui Pomare.	
Wellington ..	Feb 23	Mar 23
Apia	Mar 2-4	Mar 30-Apr 1
Niue	Mar 6	Apr 3
Lyttelton ..	Mar 15	Apr 12
Wellington ..	Mar 16	Apr 13
		May 11

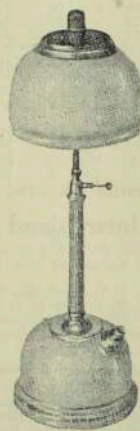
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Models to suit every
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TILLEY—The Most Satis-
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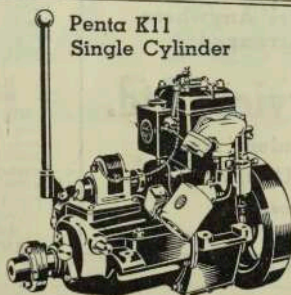
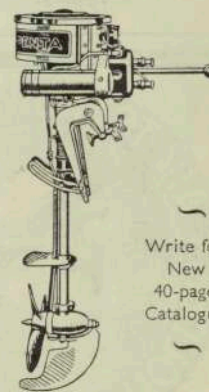
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Deliveries from Stock at Under Bond Prices.

Write for Complete Catalogue and also Particulars of the
Penta-Hesselman Engine, running on Heavy Oil Fuel

PENTA—The World's Leading Marine Engine

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.

French Oceania Inter-Island

S.S. Tooya (597 tons) makes regular trips from Papeete, through Leeward Group (Raiatea, Huahine, Borabora, etc.) about every four weeks, and also regularly visits Tuamotu and Gambier Archipelagoes.

MESSAGERIES MARITIMES CO., Agents.

Sydney—N.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.

OCEANIC STEAMSHIP CO., MATSON LINE.

Sydney—Noumea—New Hebrides

Subject to alteration without notice.

		Pierre Loti.	
Sydney	Feb 5	Mar 11	Apr 9
Noumea	Feb 9-11	Mar 15-17	Apr 13-15
Lifou	Feb 12	Mar 18	Apr 16
Vila	Feb 13	Mar 19	Apr 16-17
Luganville	Feb 14	Mar 20	Apr 18
Le Dart	Feb 15-16	Mar 21	Apr 19
Bernier B.	—	Mar 22	—
Tortues B.	—	Mar 22	—
Hog H'bour	—	Mar 23	—
Pt. Oiry	—	Mar 23	—
Saigon	—	Mar 3-5	—
Haiphong	—	Mar 8-11	—
Luganville	—	Mar 26	—
Le Dart	—	Mar 27	—
Norsup	—	Mar 24	—
Sarmettes	—	Mar 24	—
Sandwich	—	Mar 25	—
Epi	—	Mar 25	—
Vila	Feb 17	Mar 26-27	May 28
Lifou	Feb 18	Mar 28	—
Noumea	Feb 19-20	Mar 29-30	M 29-Jn 1
Sydney	Feb 24	Apr 3	June 5

MESSAGERIES MARITIMES CO., Agents.

Hong Kong—N. Guinea—Solomons

S.S. Friderun (cabin, third-class and deck passengers) runs from Hong Kong to New Guinea

and Solomon Islands ports, connecting at Rabaul (N.G.) with S.S. Island Trader (formerly S.S. Bremerhaven). In the Solomons, calls at Tulagi, Rere, Fulakora, and Savo.

S. S. FRIDERUN.

Hong Kong	Feb 13	Apr 4
Madang	Feb 25	Apr 16
Salamaua	Feb 27	Apr 18
Tulagi	Mar 3-7	Apr 22-27
Rabaul	Mar 10-15	A.30-M.5
Hong Kong	Mar 28	May 18

Sydney—N.Z.—Fiji—Hawaii

Subject to alteration without notice.

	Niagara	Aorangi	Niagara
Honolulu	Feb 24	Mar 24	Apr 21
Suva	Mar 5	Apr 2	Apr 30
Auckland	Mar 8-9	Apr 5-6	May 3-4
Sydney	Mar 13	Apr 10	May 8
Sydney, dep	Mar 18	Apr 15	May 13
Auckland	Mar 22-23	Apr 19-20	May 17-18
Suva	Mar 26	Apr 23	May 21
Honolulu	Apr 2	Apr 30	May 28

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

Central Pacific Services

Subject to alteration without notice.

	M.V. Matua (4166 tons)	
Auckland	Feb 9	Mar 9
Rarotonga	Feb 13	Mar 13
Nukualofa	Feb 17-18	Mar 17-18
Apia	Feb 24-25	Mar 24-25
Suva	Feb 24-25	Mar 24-25
Auckland	Mar 1	Mar 29
Wellington	Mar 3-6	M.31-A.3
Auckland	Mar 8	Apr 5

The chartered vessel Limerick will leave Sydney for Fiji, Samoa, and Tahiti on February 13, with cargo, mails, and a limited number of passengers. Calls are scheduled to be made at Suva (Feb. 19), Lautoka (Feb. 20), Suva (Feb. 27), Apia (Mar. 1), Papeete (Mar. 8). The Hauraki (7113 tons) is due to leave Australia in the second week in March for Fiji, Samoa, and Tahiti.

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

Sydney—Rabaul—Hong Kong

Subject to alteration without notice.

	Nellere	Tanda	Nankin
Hong Kong	Jan 30	Mar 5	Apr 3
Manila	Feb 2	Mar 8	Apr 6
Rabaul	Feb 16	Mar 16	Apr 14
Brisbane	Feb 16	Mar 22	Apr 20
Sydney	Feb 18	Mar 24	Apr 22
Melbourne	F.22-M.3	M.29-A.3	A.26-M.1
Hobart	Mar 5	Apr 5	May 3
Newcastle	Mar 8	Apr 8	May 6
Sydney, dep.	Mar 13	Apr 14	May 12
Brisbane	Mar 15	Apr 16	May 14
Townsville, op.	Mar 18	Apr 19	May 17
Rabaul	Mar 23	Apr 24	May 22
Manila	Mar 31	May 2	May 30
Hong Kong	Apr 3	May 5	June 2

E. & A. STEAMSHIP 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. Durambah (W. R. Carpenter and Co. Ltd.) make sailings from Rabaul every two or three weeks to various ports in the Territory.

S.S. ISLAND TRADER.

Connects at Rabaul with S.S. Friderun.

NORTHERN RUN—Rambutyo, Pak, Lorengau, Inrim, Pitelu, Papitalei, Salecia, Salami, Noru, Purdy Isl., Tumleo, Boikin, Kairiru, Wewak, Boram, Sepik Mouth, Awar, Bogia, Kulili, Kurun, Alexishafen, Nagada, Madang, Finschhafen, Salamaua, Bali, Garua, Toriu, Stockholm.

Leaves Rabaul	Returns to Rabaul
March	15
May	8

SOUTHERN RUN—Matala, Put Put, Sum Sum, Buka Passage, Teop, Numa Numa, Inus, Arawa, Kietu, Tuliama, Toboro, Aropa, Iwi, Kekere, Buin, Samo, Magah, Lihir, Kavieng, Patlangat, Rungatere, Langinua, Notre Mal, Asalinga, Neu Kauern, Manuan.

Leaves Rabaul	Returns to Rabaul
April	12
June	3

AGENTS: COLYER, WATSON & CO., RABAU

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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.

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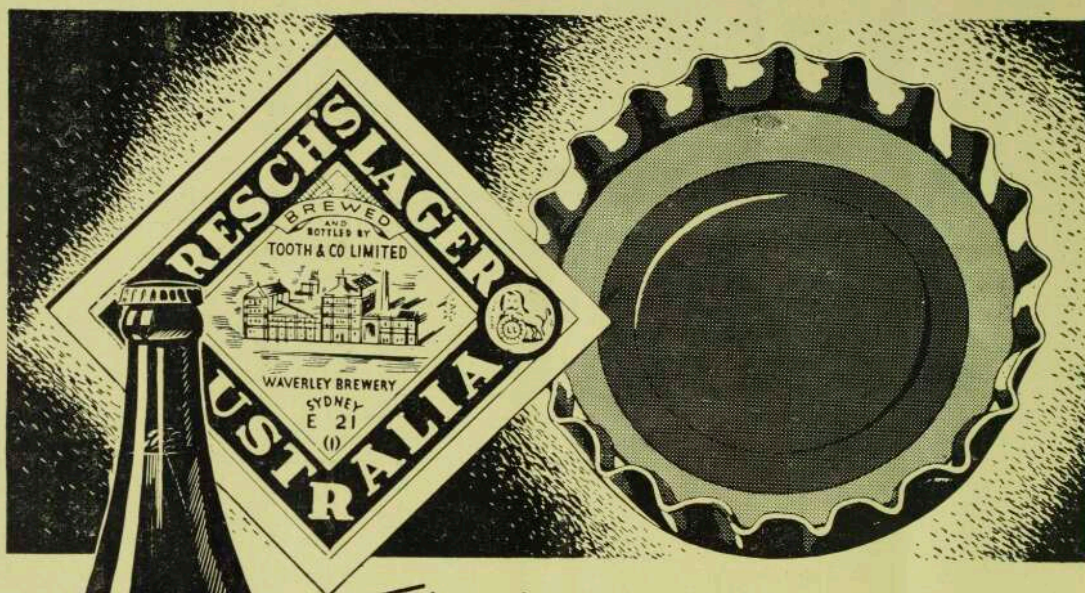
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Pacific Islands Monthly, January 22, 1937



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