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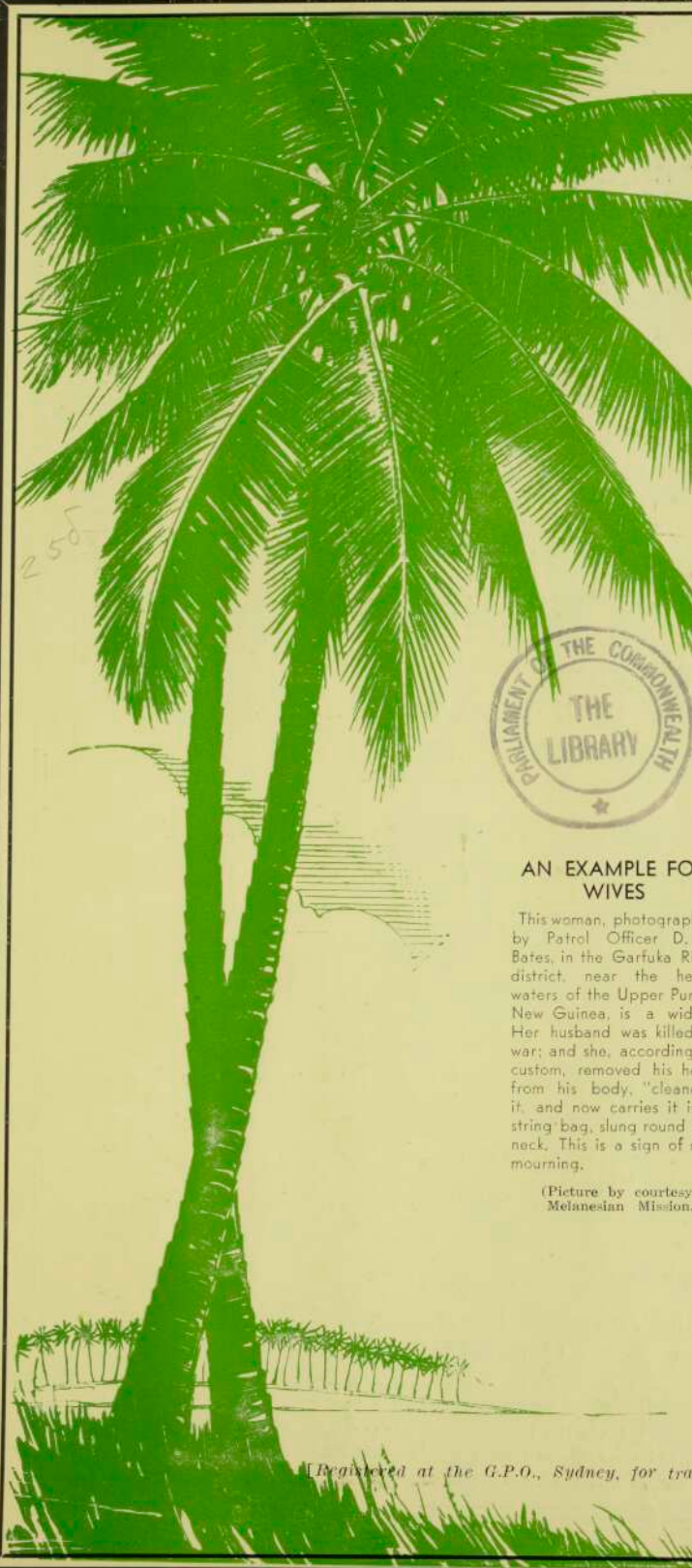
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258

VOL. VII. — No. 7

PACIFIC ISLANDS Monthly

February 24,
1937



AN EXAMPLE FOR WIVES

This woman, photographed by Patrol Officer D. C. Bates, in the Garfuka River district, near the headwaters of the Upper Purari, New Guinea, is a widow. Her husband was killed in war; and she, according to custom, removed his head from his body, "cleaned" it, and now carries it in a string bag, slung round her neck. This is a sign of real mourning.

(Picture by courtesy of Melanesian Mission.)



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Pacific Islands Monthly, February 24, 1937

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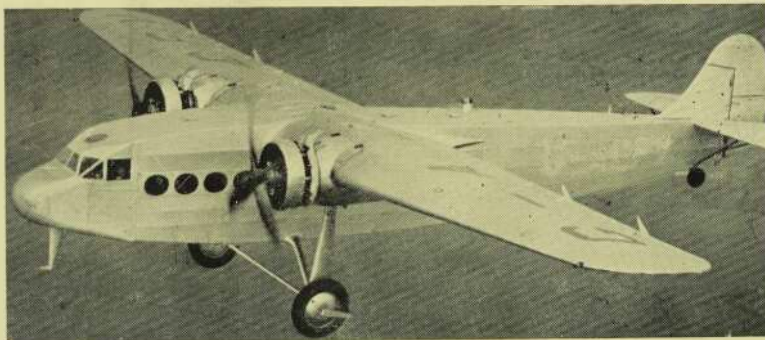
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Messrs. Bennett, Beveridge, Bridgens, Brownhill, Clyne, Croudace, Delandro, Evans, Holt, Hyde, Harkness (2), Hines, Joy, Jukes, Leong, Young, Le Suenr, Lloyd, Miller, Moverly, Mills, McDermott, Nott, O'Donnell, Dale, Sainsbury, Tuffnell (2), Weedon, Woods, Ward, Mesdames Bell, Beveridge, Corbett, Dunlop, Evans, Fox, Morell, Moverly, Perryman, Smith, Stephenson, Tuffnell, Whittle, Ward, Young, Misses Blunden, Beveridge, Bingley, Corbett, Clarke, Dunlop, Erickson, Fox, Hines, Hedges, Lingard, Morell, Middleton, Newton, Parry, Paterson, Robinson, Scobie, Thompson, Williams.

PASSENGERS PER AORANGI WHICH ARRIVED IN SYDNEY FROM SUVA, FIJI, ON JANUARY 23: Mrs. L. C. Allard, Master Allard, Master E. Allman, Master R. A. Aspinall, Mrs. E. M. Barker, Mrs. J. P. Bailey, Mr. and Mrs. Beiers, Miss H. M. Berry, Mrs. V. Cozens, Misses Cozens (2), Mr. and Mrs. F. G. Exton, Major G. Graves, Mrs. Hobbs, Master Hobbs, Master and Miss Howell, Mr. and Mrs. I. L. Hunt, Mrs. F. E. L. Knapel, Master C. R. Leith, Mr. and Mrs. R. Lowell, Mrs. M. E. Major, Mr. and Mrs. B. H. Marks, Mrs. E. Millard, Mrs. D. Millard, Miss Millard, Miss M. Morrison, Mrs. and Miss Mune, Mrs. M. L. McCullagh, Mrs. E. E. Nicholls, Miss E. Pratt, Mrs. L. L. De Roy, D. Riemenschneider, Mrs. M. A. Seymour, Messrs. A. and J. Snodgrass, O. W. Stevenson, Mrs. and Master Taylor, Mrs. L. Tarte, Master P. H. Van Gelderen, Mrs. A. Widdlake, Master Widdlake, Master B. Young, Mr. and Mrs. Aidney, Misses J. and E. Allman, Miss F. M. Blackett, V. G. Clark, Mrs. Costello, Miss Costello, Mr. and Mrs. T. R. Curry, Mr. and Mrs. T. M. Davidson, H. S. Debbage, Mrs. M. Elliott, Mr. and Mrs. C. P. Farquhar, Mr. and Mrs. D. Ferrier-Watson, W. S. Fong, Mr. and Mrs. C. W. Garnett, Miss D. Hill, Miss N. L. Hunter, Y. P. Joong, C. Kennedy, Mr. and Mrs. A. King, D. C. McKean, Mrs. Potts, Miss M. Rogers, Master P. and R. Rogers, Mr. and Mrs. S. Snowall, Mr. and Mrs. O. N. Spiers, Miss V. Stevenson, Mrs. D. Warden, Mr. and Mrs. J. Williams, Mrs. White, Mrs. M. E. Wisdom, Mr. and Mrs. A. Yeats, Master Yeats, Mr. and Mrs. A. Aiono, Rev. C. and Mrs. Churchward, L. A. Crisp, Rev. W. J. and Mrs. Chambers, Mrs. H. Costello, N. E. Cumminges, F. H. Halford, Miss A. L. Hicks, R. C. Henrick, N. G. Latimer, Mr. and Mrs. J. Motley, W. J. McGuffin, Miss K. Naoco, J. L. Neale, Miss A. J. Quinn, J. T. Rowe, P. Tuld-raki, H. Wheatley, J. Winterbottom, J. F. Wood.

PASSENGERS PER MALAITA WHICH SAILED FROM SYDNEY FOR N.G. AND SOLOMON ISLANDS PORTS ON JANUARY 23: Messrs. Ashley, Brown, Blackett, Buckley, Colley, Chauncey, Deane, DeThery, Darlington, Ellis, Fitzgerald, Gunner, Hetherington, Hill, Johnson, Kroening (2), Ludlow, Leontial, Quintal, Reid, Robins, Smith, Storey, Southwell, Stewart, Sim, Stuyvenberg, Thompson, Warwick, Wheatley, Widdup, Mesdames Brown, Brook, Buckley, Colley, Herschel, Harkins, Koch, Loewenthal, Reid, Rixon, Southwell, Storey, Train, Misses Beer, Brook, Bourke, Brown, Coudwell, Devir, Fitzgerald, Neylan, Southwell (2).

PASSENGERS PER MACDHUI WHICH ARRIVED IN SYDNEY FROM PAPUA AND NEW GUINEA ON JANUARY 29:— Messrs. Arnold, Allen, Atkinson, Austin, Batich, Bennett, Bignold, Bridge, Boto, Burrett, Burrell, Bonwick, Bourke, Carlson, Clay, Corke, Clifford, Connors, Corrigan, Dolle, Dudgeon, Edwards, Ellis, Fletcher, Fryer, Giblin, Gordon, Guy, Goad, Grace, Gundlach, Haslam, Helm, Hitchcock, Hallam, Jones, Looney, Mackay, Maguire, MacGregor, McClemons, McLennan, McMicking, Monteith, Munster, Proud, Parkinson, Ross, Reed, Richardson, Ritchie, Sexton, Smith, Stephens, Symons, Tudor, Walsh, Walshe, Watson, Wurth, Mesdames Adams, Allan, Bailey, Blanch, Brewster, Burrett, Corke, Cook, Corrigan, Cour-ens, Ellis, Goad, Grace, Haslam, Hallam, Horan, Ifould, Jones, London, MacGregor, McLennan, Malcolm, Maxwell, Mitchell, Munster, Ross, Smith, Sexton, Thomson, Tudor, Wurth, Watson, Weston, Walshe, Misses Abramovich, Allay, Allan, Buckingham, Cattell, Chester, Clarke, Couzens, Callaghan, Frewin, Humphries (2), Kennedy, Leeder, Loebel, Lock, Mathews, Marison, Maxwell, Pearson, Potts, Royal, Shar-rock, Smith, Stansfield, Solange, Wachorn, Woff.

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PASSENGERS PER AORANGI WHICH SAILED FROM SYDNEY FOR SUVA, FIJI, ON FEBRUARY 18:— A. J. Allen, J. M. Aitken, Mrs. J. M. Allard, Mrs. E. V. Cozens, Miss A. Cozens, Mrs. F. V. Dunstan, Master Dunstan, F. H. Ellerton, H. D. Fowler, R. H. Guy, Miss E. Hawkes, Mr. Hudson, A. C. Heron, C. W. I. Johnson, Dr. and Mrs. F. E. Keep, Master M. E. Keep, Mr. and Mrs. C. S. Lynch, Misses P. and S. Lynch, R. H. McBurney, Mrs. J. C. Rutter, Mrs. Taylor, Mr. and Mrs. H. C. Williams, Misses M. and B. Williams, Master K. Williams, Mr. Beless, Mr. Derrick, Masters Derrick (2), R. J. Douglas, W. R. Deacon, Miss A. Ellis, Miss Emerit, J. Gillies, Mrs. G. Huntley, C. B. Hill, G. Hutchings, Miss K. D. and Master D. Millikin, A. McArthur, Miss O. R. Strickland, W. Thompson, Mr. and Mrs. W. P. Wright, Masters L. P. and I. C. Wright, M. Whan, H. Whitney, A. W. Yeats, Mr. and Mrs. J. S. Hislop, N. Keshav, A. L. Peak.

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The Japanese steamer *Shousing*, 4920 tons, carrying phosphate from Ocean Island to Melbourne, broke her rudder while fighting a cyclone off the northern Queensland coast. She sent an S.O.S. signal; but succeeded in making temporary repairs and eventually got out of danger on February 15.



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Page	Page
Amalgamated Wire- less of Aust. Ltd. 76	Ford Sherington Limited 33
Angus & Coote Ltd. 41	"44 Macleay Street" 13
Arnott's Biscuits 26	Foster Clark Ltd. 38
"Aspro" 52	Fox and Macgilly- cuddy Ltd. 20
Ausoline 66	Fryer, A. C. 22
B. and S. Agency 13	Garden Vale Pro- ducts Ltd. 34
Bank of N.S.W. 77	Garrett & Davidson 62
Berger & Sons Ltd. 50	Gillespie's Flour 52
Blau (Aust.) Robert 58	Coats For Sale 65
Blood of the Shark 23	Grand Pacific Hotel 61
Broomfields Ltd. 48	Grove & Sons, W. H. 14
Brunton's Flour 39	Guinea Airways Limited 33
Budge & Co. Ltd. 69	Hallstrom, E. 29
Bullivants Ltd. 79	Halvorsen, L. 21
Burns, Philp & Co. 2	Hardie & Co. Ltd., Jas. 47
Burns, Philp & Co. 2	Harper, M. 30
B.P. (S.S.) Co. 32	Holbrook's Ltd. 39
Buzacott Ltd. 28	Holdens Air T. Co. 80
Carpenter, W. R. Limited 31	Holmes & Co. W. L. 14
Chapman & Sherack 31	Horne, W. & Co. 60
Chemist - Michael, H. P. 71	Hotel Moresby 78
Chivers & Co. Ltd. 35	Hygeia Sanitary Co. 56
Coleman Lamp Co. 66	I.C.I.A.N.Z. Ltd. 73
Coral Starch 34	Jones & Co. Ltd., H. 37
Cosmopolitan Hotel 78	Jones & Rickard 45
Crockett & Co. Ltd. 57	Kerr Bros. Ltd. 50
Crossle, Duff and Macintosh Ltd. 68	Kodak Pty. Ltd. 25
"Cuprinol" 63	Kopsen & Co. Ltd. 22
"Cystex" 73	Kork-N-Seal Ltd. 35
Del Cott Pty. Ltd. 72	Lane & Girvan Ltd. 44
Dewar's Whisky 27	Levenson's Radio 55
Doans Pills 54	McGowan & Co. A. 60
Docke, Carl Aug. 42	Mellraith's Ltd. 18
Donald, A. B. Ltd. 62	McKay's Bookstall 16
Eaton, Ltd., J. W. 56	Macintyre & Co. T. 56
Electrolytic Co. Ltd. 68	Maleham & Yeomans Limited 33
Elliott's and Aust. Drug Ltd. 12	Master Sewing Machine Co. 43
Eno's Fruit Salts 1	Maxwell Porter Ltd. 56
E.S.C.A. Ltd. 71	Medical Supplies— Secura 58
Fairbanks - Morse Limited 65	Morris, Hedstrom Limited 63
"Fairholme" Coll. 24	Mowbray House School 12
Finau, Wm. 25	Mungo Scott Ltd. 32
Fletcher & Son 43	
Florentine & Son 42	
Ford, W. M. 70	

Contents

Pacific Islands Travellers 1	Better Compensation Urged for N.G. Field Officers 28
Tropical Administration and Austra- lia's "Ragtag" System 3	Australia's Native Policy in N.G. 30
Dutch Line Extends to N.Z. 4	Fiji in the Good Old Bad Days 33
Mysterious Moves in Central Pacific 5	Future of N.G. Copra Industry 36
Solomon Is. Goldfield 6	Soya Beans as an Islands Crop 39
New B.P. Ship 6	The Uncontrolled Rai Coast (N.G.) 42
Samoa in Grip of Mau 7	B.P. Services Renewed until 1943 44
Sydney—N.G. Air Service 7	First Crossing of Na Viti Levu 45
Copra Market 7	Search for Oil in Papua 49
Guinea Airways Extend to Australia 8	Bounties for Islands Products 56
N.G.G. Shareholders ask Questions 9, 73	A Letter from Morobe 57
B.S.I. Off Track of Air Services 10	Islands Fashion Hints 59
New Caledonian Shipping Services 10	Retirement of Rev. Wood (Tonga) 61
Tropicalities 11	Stolen Yacht Found in Lau Group 63
About Islands People 12	Misima's Gold 64
Bounty for Papuan Rubber 14	Cook Is. Notes 65
Passion Fruit Rescues Norfolk Is. 16	Pacific Islands Mining Notes 68
Resources of Dutch and Australian New Guinea Compared 17	Future of Europeans in Samoa 71
Japanese Poaching Grows Worse 22	Threat of N.G.G. Ltd. 74
Transforming "Disappointed War- riors" into Useful Men in Papua 25	Romance of Pearling 75
	Produce and Exchange Rates 76
	Copra and Rubber Quotes 77
	Pacific Shipping Timetables 78

Page	Page	Page	Page
N.D.L. 79	Price's Radio Serv. 41	Springwood L. Coll. 58	Vincent's A.P.C. 75
Nelson & Robertson Pty. Ltd. 69, 70	Prouds Ltd. 17	Stanley, Chris. 37	Warburton, Franki Ltd. 30
Nestle's Milk 40	Ransomes Sims and Jefferies Ltd. 64	Stanley & Co. 79	Watson Victor Ltd. 16
Newlands Bros. Ltd. 42	Reed, William E. 16	Steamships T. Co. 70	West, Harry 72
Noyes Bros. Ltd. 29	Reid, W. M. 26	Sterling Varnish Co. 11	Weymark & Son 35
N.S.W. Bookstall Ltd. 21	Riverstone Meat Co. Ltd. 53	Swallow & Ariell 36	Wheeler, B. R. 14
"Oceania" 27	Rohu, Sil 31	Sydney Steel Co. 68	Wills, W. H. and H. O. 20
Pacific Islands Co. 59	Royal Packet Co. 15	Tackles 12	Williams Ltd., S. 45
Pacific Taxi Service 62	Royalty Traders 67	Taubman's Paints 44	Williams, W. H. 64
Pacific Year Book 75	Ruston & Hornesby 74	Taylor & Co., A. 47	Wizard Lighting Co. 13
Papua Hotel, The 78	Scots College, The 29	"Tenax" Soap 16	Wright & Co. Ltd. 54
Paris Trade Fair 17	Scott Ltd., J. 48	Tilley Lamp Co. 49	Wunderlich Ltd. 66
Patterson & Stone 63	Scott & Sons 64	Tillock & Co. Ltd. 37	Yorkshire Insurance 60
Pike Bros. Ltd. 1	Shell Oil Co. Ltd. 51	Tooth & Co. 19	
Prescott Ltd. 36	Smyth Ltd., J. H. 12	Tooths Ltd. 48	
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3

Pacific Islands Monthly

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Sydney, February 24, 1937

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Tropical Administration and Australia's "Ragtag" System

AUSTRALIA, at the Imperial Confer-
ence in May, will move for a revision
of the position of the New Hebrides Con-
dominium, in relation to Australian in-
terests. If this means that Australia,
at long last, is about to take a statesman-
like interest in her Pacific Islands as-
sociations and obligations, a few thous-
and people in the Territories will scarce
forebear to cheer.

We have pointed out often that the
fringe of islands north-east of Australia
are of the utmost strategic importance.
Papua, New Guinea, New Britain, New
Ireland, the Solomons, the New Hebrides,
New Caledonia, and Norfolk Island lie
in a continuous chain across the Pacific,
providing a natural barrier between
Australia and Asia. Even if Australia
were not interested in those Territories
for economic reasons—and their econ-
omic value is very high—she must be
interested for reasons of defence. Aus-
tralia already controls all the islands
named, except Solomons (British Colonial
Office), New Hebrides (France and
British Colonial Office), and New Cale-
donia ((French colony).

There is no need to think about New
Caledonia. It is 100 per cent French;
and Australians feel for the French al-
most the same trusting friendship as
they do for the Americans.

But there are obvious reasons why the
British Administration in the Solomons
and New Hebrides should be taken over
by Australia. Control over those groups
should be an essential part of Aus-
tralia's defence plan. Ninety per cent of the
economic structure in the Solomons, and
in the British part of the New Hebrides
already is Australian. Australian
currency, rather than sterling, is the
accepted British currency in both places.

The Condominium is a cumbersome,
expensive thing. Both France and Britain
must recognise that it should be ter-
minated and the group handed over to
either Britain or France. In ordinary
circumstances, it should go to France,
because French interests there are now
far in excess of British. But, because of
the special circumstances—the need for
strengthening Australian defences—it
may be that the group, with its large,
deep harbours, should come under Aus-

tralian control. That is a matter that
can be left to the Imperial Conference
and Whitehall.

The point of interest now is whether
Australia is competent to administer
these tropical territories properly. Is her
record, to date, such that Britain will be
ready to hand over new responsibilities,
in the shape of the Solomons and New
Hebrides?

The answer is in doubt. Papua, in an
administrative sense, is a credit to Aus-
tralia; but that is because Australia had
the good luck to find Sir Hubert Murray.
Australia is responsible for four other
tropical regions—Northern Territory,
New Guinea, Nauru, and Norfolk Island.
The two latter are well administered,
but are so small as scarcely to count.
The history and present condition of
Northern Territory and New Guinea are
not a recommendation for the Australian
brand of administration. The Northern
Territory is a dismal, disheartened place
—the result of being, for 40 years, the
plaything of politicians. Australian
political circles, even now, are convulsed
because of the Federal Government's
evident determination to appoint as
Administrator, a politician without any
special qualification for the job.

The record in New Guinea is better,
certainly. But there has been much

restlessness there, and growing criticism of the Administration, and it can be all traced back to Canberra interference, and to Canberra's policy of appointing, as Administrators, politicians and ex-politicians who, whatever their merits as citizens and soldiers, are without the special knowledge and experience which are essential if a man is to make a personal success of tropical administration.

A few years ago, when Sir Charles Marr was Minister for the Territories he tried to introduce a "tropical administration service," but he was defeated by fossilised politicians and public service bureaucrats who let the difficulties of detail obscure the principle. All the existing Territory services (New Guinea, Papua, Northern Territory, Nauru, Norfolk Is.) would have been thrown into one; men would have been carefully trained in the various Territories and in due course promoted to senior positions, in whatever Territory they fell vacant; and, when an Administration was to be filled, there would have been a number of tried and trained men to choose from. The plan, of course, was modelled on the admirable British Colonial Service.

The plan was rejected. To-day, we see the Australian Territory services held, traditionless, in watertight compartments; first-class senior men hopelessly occupying positions which they outgrew long ago; hungry politicians and ageing military officers, without any tropical experience, clamouring at Canberra for Administrators; and ex-politicians trying to carry on in administrative jobs for which they never had one day's training.

So long as the Australian system of administering tropical territories is in this condition of "ragtag and bobtail," Australia's representations regarding the well-governed British groups are not likely to be treated with great respect.

SYDNEY LINERS AND N.G. SUBSIDIARY PORTS

FOLLOWING upon the completion of the new contract for the New Guinea and Papua services (see page 44), Messrs Burns, Philp and Co. have issued new timetables.

These show that all the important subsidiary ports, except Lombrum (Manus) remain in the *Macdhui* and *Montoro* schedules. This will allay fears in such ports as Kavieng, Wewak and Madang, where it was thought that, following a wide reorganisation, travellers would be dependant on the inter-island ships.

Lombrum is to be omitted. Already, we have a protest from a Manus resident, who points out that 18 first-class passengers joined the *Macdhui* there on her last call. But it looks as if Manus will be sacrificed for the general good.

The export of gold from Fiji in 1936 amounted to 16,972 oz., which is approximately double the output of 1935. About two-thirds came from the Emperor mine.

INVALUABLE BOOK

Treasures of The Mitchell Library

EVERY person or institution interested in the history of the South Seas should procure a copy of *The Mitchell Library — Historical and Descriptive Notes*, compiled by the Librarian (Miss I. Leeson) and published by Angus and Robertson Ltd., Sydney, at 10/6. The edition is only 1,000 copies.

Within the Mitchell Library are 170,000 volumes, covering the history of the Pacific Islands, Australia and New Zealand. There are many priceless manuscripts and very ancient books, dealing with the voyages of the first Europeans to enter the Pacific. Because a great deal of this material cannot be found elsewhere, an increasing number of students, historians and writers are coming to Sydney, to visit the Library. Everything in the famous institution is carefully indexed, and well bound and cared for.

This new book (which is copiously illustrated with photographs of the Library's treasures) describes the contents of the Library, and shows how closely its records are linked with the fascinating history of all countries which border the Pacific.

NEW SLIP FOR PT. MORESBY

THE Papuan Government has leased land on the foreshore at Paga Point, near the main wharf, Port Moresby, to Steamships Trading Company, and the latter company immediately will construct there a slipway capable of handling any of their vessels.

NEW WESTERN PACIFIC SERVICE

Dutch Line Extended To New Zealand

AN addition to the Central Pacific shipping services is announced.

For some years the Royal Packet Navigation Co. has been running the steamer *Van Rees* on a schedule by which, after coming southwards from the Dutch East Indies, she visited Port Moresby and Samarai (Papua), Rabaul (New Guinea), Vila (New Hebrides), and Noumea (New Caledonia) and thence to Sydney.

It is now announced that the *Van Rees* will be joined by another ship—the new motor vessel *Maetsuycker*, 4000 tons—and the two ships will carry on this service with an extension to New Zealand. After leaving Noumea, instead of proceeding direct to Sydney, they will go to Auckland and Wellington and thence to Sydney. The new service will be known as the South Pacific Line.

The two vessels will commence this service when the *Maetsuycker* leaves Saigon shortly for the Dutch East Indies—proceeding then to Papua, New Guinea, New Hebrides, New Caledonia, and N.Z. ports, on the new schedule.

The two vessels will carry cargo and passengers on the round trip, but they will not enter the transport trade between New Zealand and Australia.

From March onwards the *Van Rees* and the *Maetsuycker* will carry on a regular monthly service, so arranged that they will connect at Sydney with the *Nieuw Holland* and the *Nieuw Zeeland* to give a fortnightly service between Sydney and East Indies ports.

"CARRY YOUR BAG, MUM?"



This cartoon, by Wep, in the "Daily Telegraph," Sydney, of February 4, refers to the report that Germany is preparing a campaign for the return of her former Colonies.

MYSTERIOUS MOVES IN CENTRAL PACIFIC

How British and Americans Are Preparing For Trans-Pacific Air Service

THERE has been much mysterious movement during the month, in connection with the Pan-American Airways project of an airmail service across the Central Pacific, between Hawaii and New Zealand.

It was reported, last month, that a French schooner *L'Oiseau des Iles*, had left Suva early in January with a Pan-American Airways party for an unknown destination—probably to inspect and map islands along the projected airmail route.

On January 25, *H.M.S. Leith*, a British war-sloop from the New Zealand station, appeared in Suva, received instructions from the Governor of Fiji, took aboard a radio operator and six months' supplies, and that evening disappeared into the unknown. None of her personnel were given shore-leave. There is no doubt that her mission is connected with the Anglo-American competition for the possession of certain Central Pacific Islands along the projected airmail route.

The radio officer, who joined the *Leith*, is Mr. A. O. Barrack, a senior man in the service of the Fiji Government. He was given sealed orders to be opened at sea. It was noted that the *Leith* had a quantity of timber stowed on her decks. The following other points have been noted:—

It is reported, but not officially confirmed, that negotiations between New Zealand and Pan-American Airways for provision of a suitable aviation base in Auckland have broken down, and that Pan-American Airways now are seeking

an alternative Central Pacific route to Australia.

Mr. Philipovitch, an engineer representing Pan-American Airways arrived in Noumea, New Caledonia, in January and, we believe, is still there. This gives colour to the belief that the P.A.A. route may now be Hawaii—Samoa—Fiji—New Caledonia—Australia. This would give almost a direct route, and would cut out the two long hops from Fiji to New Zealand, and New Zealand to Australia.

British interest in the project is due to the fact that Imperial Airways are determined to have a British service encircling the globe. This means that Imperial Airways flying-boats must soon seek a route from Australia to New Zealand, and thence, via the Central Pacific islands and Hawaii, to North America.

It is probable that the Pan-American Airways hold-up has been caused by New Zealand, acting in co-operation with Whitehall, seeking from the Americans the same facilities regarding Hawaii and the Imperial Airways service, as the Americans want for the P.A.A. service in Auckland. A glance at the map will show that the situation of Hawaii, in relation to North America, is in an airways sense almost identical with the situation of New Zealand in relation to Australia.

It has been repeatedly but unofficially reported that the P.A.A.'s *China Clipper*, under Captain Edwin Musick, will make soon an exploratory flight from Hawaii to Auckland.

INSOLENT NATIVES

The Trouble In New Guinea

THERE have been some lively exchanges between the Administration of New Guinea and the Committee of the Citizens' Association concerning the alleged lack of discipline and growing insolence among the natives in Rabaul. It was reported, on February 3, that there was to be a conference between the Administrator and the Committee.

On December 30, nine planters of Namatanai district, New Ireland (Messrs Bell, Coleman, Brereton, Hanson, Tupling, Kapple, Gow, Lanzarote and Mulaly) wrote to the *Rabaul Times* complaining of bad conditions in their district. They said:—

"Insolence is rampant, not only in the houses, but on the plantations, and latterly mob violence has broken out, with every indication of it spreading.

"Recently, a combined premeditated assault was made on a lone planter by plantation labourers in this district. Two of the natives were sentenced to one month's imprisonment, whilst a third who pleaded guilty went free. The planter states, also, that the lecture delivered by the magistrate could be construed by the natives that they acted quite correctly in attacking the white man, and was in fact, a form of commendation for their act. He further explained that he was not punishing them for attacking their master so much as for their not coming direct to him, the District Officer.

"It is our considered opinion (and all the undersigned have many years' experience in handling labour) that no white child, woman, or man is safe in this district until discipline is restored, and that it is rapidly becoming utterly impossible to carry on the working of plantations."

Since then, natives in that district savagely attacked a European plantation manager, and one of them was sentenced to two months' imprisonment. Another gang refused to work for another manager (a Chinese) and threatened to kill him. The D.O., in this case, had an inquiry made by a native police-boy, who was received with open arms by his grinning compatriots.

Letters which have reached the P.I.M. from New Guinea indicate that a section of the returned soldier planters are deterred from making a demonstration against the Administration only because they fear that anything of the sort may be used against Australia by Germany.

PAPUAN GOLD

A CLAIM that he has found and pegged a promising gold-bearing area on the Vanapa River (which flows into Redscar Bay, a few miles west of Port Moresby) was made by Captain A. J. Kendrick, who arrived in Sydney from Papua by the February *Montoro*. Captain Kendrick is acting on behalf of a Dutch syndicate.

Mr. Marcel Henry Pinguet, of Messrs. Burns Philp & Co.'s staff, Rabaul, died on January 27, after a short illness. Mr. Pinguet, who went to the Territory in 1932 from Hong Kong, will be sadly missed, for he was of a cheerful disposition and sunny personality. He left a widow and two children.

FUTURE OF NEW HEBRIDES

A Move By Australia

IT has been officially announced that at the Imperial Conference in London in May and June Australia will raise the question of the future administration of the New Hebrides.

Details of Australia's wishes have been kept secret, but it is believed that Australia will press for concessions in trading and settlement.

Under the Condominium system (often referred to as the "Pandemonium" system), established in 1906, British interests have steadily dwindled in comparison with French interests; but little real progress has been made in the Group for 30 years.

Australia's main interest in the Group is connected with defence. The position is dealt with in our main article on page three.

Cuthbert's Mis'ma Goldmine Ltd., has declared an interim dividend of 6d. per share, payable February 27.

TONGAN MISSION KETCH



"She has done 30,000 miles and is still going good," writes the proud builder, Father E. Tremblay ("the boat-building missionary") in sending this photograph of the "Fetuu Moana" from Hapai, Tonga.

Solomon Islands' New Goldfields

Company Floated For Big-Scale Sluicing

THE prospectus of Solomon Islands Gold Sluicing Limited, which is offering 200,000 5/- shares to the public, was published on February 17 in Sydney *Bulletin* and other journals.

The nominal capital of the company is £100,000 in 400,000 5/- shares. 100,000 shares are to be allotted to "the vendors." Solomon Islands Gold Development Ltd., and 100,000 are held in reserve. The directors of the new company are: Dr. William Wood, Mr. W. N. Harding (taxation specialist), Mr. A. M. Turnbull (company director), and Mr. E. A. Laurence (solicitor), all of Sydney.

This development follows 18 months of intensive investigation by Mr. H. J. Ault, who will be in charge of the sluicing operations which are to be undertaken immediately by the new company. If the leases are only half as rich as Mr. Ault says they are, Guadalcanal will be a new Bulolo.

Thus the Solomon Islands at long last are to get their established goldfield. The new company has the earmarks of an efficient organisation, and all that is known of Mr. Ault is good. He is regarded as a real mining man and not a promoter of "wild cats."

Mr. F. Kajewski, an Australian botanist, came across gold in the Berande district of Guadalcanal in 1930. Guadalcanal Prospecting Syndicate was thereupon formed and carried out much pioneering work in trackless jungle. The Syndicate later became Chuba Ltd. and Guadalcanal Ltd.; and then Pioneer Syndicate N.L. was formed to carry out further investigation. It was then that Mr. Ault came into the picture. The results were very encouraging, and Solomon Islands Gold Development Ltd. was then formed; and the latter concern has completed the investigation and put the enterprise into shape for selling to Solomon Islands Gold Sluicing Ltd.

Thus we have a succession of five companies which presumably are to benefit from the 100,000 vendor shares issued by the new concern. The shareholders in those early companies also have a prior right to buy 40,000 out of the 200,000 ordinaries, before the latter are actually offered to the public.

The new company will operate upon four prospecting licenses, covering about 2,000 acres on the central Sorvohio River, on the large island of Guadalcanal. A motor transport road from the coast to the foothills, 14 miles away, has been constructed, and a system of radio communication has been established between the various depots on the field and Tulagi. A special system of sluicing to meet local conditions has been designed.

January output of dry rubber from the Papuan plantations of Koitaki Para Rubber Estates Ltd., was 36,612 lb.

NEW B.P. SHIP

Modern 6000-Tonner To Replace "Montoro"

FOLLOWING the completion of contracts between the Commonwealth Government and Messrs. Burns, Philp and Co. Ltd., for the Western Pacific services, a new motor vessel of about 6,000 tons has been ordered from Barclay, Curle and Co., of Glasgow.

The vessel will be 390 feet long, with a beam of 56 feet. Passenger accommodation, including several single and two-berth cabins, will provide for 200 first-class travellers and 16 second-class. Special appointments in the ship will include a swimming pool, glass-screened promenade deck, and spacious lounge, with radio and motion picture equipment.

She will be fitted with twin-screw diesel single-acting engines. These will enable her to maintain a service speed of 15 knots.

The construction of the new motorship will be under the supervision of Mr. W. G. R. Snellgrove, B.P.'s superintending engineer, who is already on his way to Scotland to keep a watchful eye on the work, which will take 18 months. Mr. Snellgrove, who knows from experience what tropical boats should be like, supervised the building of the *Macdhui* and the *Malaita*.

XMAS IS NOT SUNDAY

£10 Fine For Rabaul Licensees

THE New Guinea hotels may sell liquor between noon and 1 p.m., and 5.30 and 7 p.m., on Sundays.

On Christmas Day, two Rabaul hotels naturally opened their doors during the stipulated hours. A third licensee did not open; but, instead, complained to the police.

The two licensees, who opened, were prosecuted. The magistrate said he thought they had acted in ignorance—as was most obvious. But he fined each of them £10. As Christmas Day is treated as a Sunday in most other licensing systems, and as the provision had clearly been left out of the N.G. Ordinance in error, and as the licensees had acted in good faith, a warning or a very nominal fine should have sufficed. £10, presumably, was the minimum fine provided for.

However, if this kind of asinine thing did not happen frequently in New Guinea the place would lose its atmosphere and reputation.

ARTICLES HELD OVER

ARTICLES of interest, unavoidably held over until March issue include: "Blood of the Shark"—A review of a fascinating new book. See advt. on page 23 Japanese poachers in Arafura Sea arrested by Dutch.

The lack of European hotel or boarding house at Tulagi is causing serious embarrassment in the Solomons.

MR. JACK HIDES

THE prospecting party, equipped by Investors Ltd., of Sydney, and led by Mr. Jack Hides, left Port Moresby for the Fly River region, Western Papua, on the *Royal Endeavour* on February 7. Mr Hides recruited some first-class men as carriers, etc., in the Samarai district, and no expense has been spared regarding equipment. He is accompanied by Mr. D. Lyall, a young miner who is well-known in the Edie Creek district.

Increase In Price Of "Pacific Is. Monthly"

COMMENCING with the next (March) issue, the price of the *Pacific Islands Monthly* will be:—

WITHIN BRITISH EMPIRE:	
Single copies	8d.
Per annum (including postage)	8/-
OUTSIDE BRITISH EMPIRE:	
Per annum (including postage)	10/-

The chief reason for the increase in price is the high postage rate charged in Australia, which is about double that charged in other countries. The cost of postage on individual copies of the *P.I.M.*, formerly 1d, is now 2d per copy when addressed to places within the British Dominions; and no less than 4d per copy to subscribers in non-British countries, such as U.S.A., Hawaii, and the colonies of France.

As we thus are faced with a small average loss on each copy distributed, and as the circulation of the *P.I.M.* (nearly all distributed by post) is increasing steadily, month by month, we have been compelled to increase the price.

We make this change with reluctance; and, so that ample notice may be given, readers are advised that they may subscribe, for one year in advance, at the old rates, until the publication of the March issue. We shall accept subscriptions, at the old rates, provided the envelopes bear postmarks not later than March 25. After that, the new rates must apply.

Readers will note that, commencing with this issue, a larger type and a heavier and costlier paper have been introduced. It is our object to make the *P.I.M.* worthy representation of the large and growing Territories of the South and Central Pacific.

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.

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

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

IN THE GRIP OF THE MAU

Amusing Disclosures In W. Samoa

THERE has been an amusing newspaper war in Western Samoa.

A Mr. F. Godinet was active in forming "the Labour Party of Western Samoa," which came hurriedly into existence when it was known that the N.Z. Labour Government was to send a "goodwill mission." Its banner was very prominent at the mission's official landing.

Some time ago, Mr. Godinet wrote to a Mr. Slipper, in Auckland, describing the new conditions created in Samoa by the "goodwill mission." Mr. Slipper unexpectedly sent the letter to the Prime Minister, and the letter was published in a Labour journal. It was copied into the *Western Samoa Mail*, on January 9, and caused a sensation. Mr. Godinet, *inter alia*, said:—

"Mr. Turnbull, the Acting-Administrator, is now referring everything to the Mau."

"Yesterday Tamasese and Aina'u (representing Mau) commenced overseeing the official inspection of export bananas on the wharf. They were not there so much to inspect the bananas as to see if Mr. Newton, agricultural inspector, was doing his job rightly."

"I believe the police department will be reorganised again and that the European police, including the present inspector, will be dispensed with and their places filled with Samoans."

"The Chinese labour question does upset the planters, and they come to us (Labour Party) and the Mau asking for support . . . These damned planters have been running the country long enough."

"May God bless Mr. Savage and his (Labour) Party. May God spare their lives so that they may remain rulers of N.Z. for the rest of their lifetime."

The reference to the planters naturally stirred up the Planters' Association, and the secretary (Mr. A. M. Gurau) wrote to the *Samoa Mail* of January 16, and described Mr. Godinet's letter as "an astounding product of an uneducated and mischievous mind," and a "tissue of malicious lies." Mr. Gurau declared that his Association never at any time sought the support of the Mau or the Labour Party. He described what "the damned planters" have done for Western Samoa; and he referred to Mr. Godinet and his friends as a "handful of trouble-mongers."

On January 23, Mr. Godinet, in a long letter, demanded public apologies from Mr. Gurau, the *Samoa Mail*, and the Planters' Association, otherwise he would take legal proceedings for libel.

The reply of the persons concerned was "Go your hardest!" or words to that effect.

MEET MR. LERON!

THE *Daily Telegraph*, of Sydney, is responsible for the statement that "A. Leron, a river native, has been arrested on suspicion of the murder of Patrol-Officer Hough!"

It appears that a native from the Leron River, where Mr. Hough was fatally wounded by an arrow in his lung, has been arrested and taken to Salamaua.

AIR COMPANIES TO PROTEST

Bureaucrats Specify Dangerous Cape York Route To Dodge 450 Miles Water-Hop

AVIATION interests are preparing their tenders (which close on March 31) for the new Sydney—New Guinea air service, but present indications are that the conditions imposed by the Federal Government are viewed by practical airmen with no enthusiasm.

The trouble lies in the route which has been stipulated—namely, up the eastern coast of Australia to Cape York, across to Western Papua and thence across the Central Papua jungles and the Central New Guinea mountains to Wau. This route has been stubbornly insisted upon by the Federal authority, as against the usual route, by which aeroplanes leave the Australian coast near Cooktown and hop off across 450 miles of open sea to the coast of Papua near Port Moresby.

This latter route represents an almost straight line from Sydney to Wau and Lae, taking in Port Moresby. But for some reason the civil aviation gentlemen in Australia got an attack of the horrors whenever they contemplated that water-hop, and so they plan to send the mail-carrying aeroplanes round by Cape York.

They apparently are quite ignorant of the prevailing weather conditions between Cape York and Wau, otherwise they would have preferred the direct route and the water-hop. From Cape York across Torres Strait and through western and central Papua to Wau there are very few emergency landing-grounds; little or no white settlement; incredible stretches of wild tropical jungle; and a rainfall belt where the rain registration is phenomenal. Any man who knows the country will say that the Cape York—Western Papua route, with its prevailing misty and rainy weather, and its absence of landing grounds, is much more dangerous for aeroplanes, than the direct route via Cooktown and Port Moresby.

Every aeroplane of any size, which has flown between Australia and New Guinea, has used the direct route and the water hop without accident. The Anglo-Australian airmail machines have been flying over a wider expanse of sea between Timor and Darwin for a long time now, without mishap.

Indications are that prospective tenderers for the Sydney—New Guinea airmail service will protest very strongly against the route which the Federal Government is trying to force upon them. The people of Papua (who, of course, will get no direct benefit from the service as planned by the Federal Government) are also making a strong protest.

Mr. C. T. Wurth, Commissioner for Lands in Papua, accompanied by Mrs. and Miss Wurth, arrived in Australia by the *Maedhui* in January.

COPRA

Market Does a Jazz Turn

THE copra market has been engaged in a most interesting jazz during recent weeks.

From the end of October to mid-January it rose nearly £10 per ton. The rise from mid-December to mid-January was sensational—about £3 per ton.

The rise was due to a variety of causes—namely, world-wide economic recovery, an increasing demand for war material, the dislocation of the olive-oil industry by Mediterranean events, an apparent future shortage of animal and vegetable oils in America, and the abandonment of the gold standard by France and Italy.

Then, in mid-January, the price jazzed the other way, and fell £4 within three weeks. Detailed figures will be seen on page 77.

Reasons for the decline are generally vague—"a settling-down of the market," said the experts. But one important factor had developed. Radio advices from the numerous whaling expeditions in the Antarctic indicated an exceptionally good catch—an unknown but very large quantity of whale oil is due in the northern hemisphere within the next three or four months. Copra buyers used this fact with great gusto in hammering down the market.

No one is depressed, however. All copra interests are certain that the price will settle down at between £18 and £20 per ton, c.i.f., London—and, at that rate, coconut growers in the South Seas can carry on comfortably.

Bulolo's No. 5 Dredge Delayed By Strike

ONE effect of the Pacific coast maritime strike in America has been a delay in the completion of Bulolo Gold Dredging Ltd.'s No. 5 dredge. This is the first of the two deep-digging dredges designed to reach the rich lower levels discovered under the present dredging area, in New Guinea.

Instead of being shipped from San Francisco, the bulk of the parts for the new dredge were sent to Vancouver and put on the motor vessel *Noumea*, due in New Guinea about the middle of March. Other material, sent from New York, will travel via the Panama Canal and Sydney.

Originally, it had been expected that this huge dredge would be operating by the end of July. Now, it is hoped that it will be assembled by about the beginning of September. As with the company's other four dredges, the parts are being freighted in to Bulolo by Guinea Airways from their headquarters at Lae.

No. 5 dredge will dig to a depth of 80ft. below water level and will carry a bank of 40ft., giving a total digging depth of 120ft. It was so designed that the largest piece (the tumbler shaft) to be carried in by air would not weigh more than 3½ tons. The completed dredge will weigh 1,500 tons.

GUINEA AIRWAYS EXTEND TO AUSTRALIA

New Continental Services Started With Surplus Plant From New Guinea

AN announcement on February 15 that Guinea Airways' Lockheed Electra aeroplane had arrived in Darwin the previous day, to inaugurate a new weekly service between Adelaide and Darwin, caused surprise. It was the first intimation that Australia had had that the big New Guinea transport company had extended its operations to the mainland.

It is a development that has been under consideration by Guinea Airways Ltd. for a long time, however.

Transport conditions on the New Guinea goldfield, in a sense, have flattened out. The period during which huge quantities of machinery, building material, food, etc., had to be taken in, is ended. The present mining period is one of operation, and fewer aeroplanes can take care of the transport. In consequence, Guinea Airways found itself with a lot of surplus plant on its hands.

The decision to start the Adelaide to Darwin service was taken some time ago; but, on account of the intense competition in this new aviation industry, the decision was kept secret.

Another Lockheed will arrive shortly. It was ordered from U.S.A. many months ago, but was held up by the strike. Two Ford aeroplanes—most excellent and reliable general utility machines—are coming from New Guinea to be used in the new services based on Adelaide.

It is understood that there will be a weekly service, both ways, between Adelaide and Darwin, with calls at Central Australian places, like Alice Springs and Tennant's Creek; and that there will also be a new direct service between Adelaide and Sydney. It is known that these possibilities are being energetically explored; but the main difficulty seems to be that of finding suitable and safe landing grounds.

Guinea Airways are anxious that it should not be thought that they are withdrawing from New Guinea. They emphasise the point that they still have in the Territory ample plant, on both the

flying and the workshop side, to take care of all requirements there.

EDITORIAL NOTE.—It is a matter for great regret that, owing to the New Guinea Administration's inertia and lack of a comprehensive development policy, the full resources of Guinea Airways Limited are not being used for the opening up of the Territory. It has been urged, in season and out, in this journal, that the rich gold industry (the happiest accident in the history of New Guinea) should be used to develop the agricultural and pastoral resources of the Territory.

Transport is vital to development. The gold industry is rich enough to maintain the highly efficient but expensive aviation services. An Administration with any vision would have used those aviation services (already established) for the development of the whole of the Territory.

The present Administration seems to have made no plans along those lines. Its most noteworthy recent achievement is a squabble with the aviation companies concerning the relative merits of the Lae and Salamaua aerodromes—in the course of which a very prominent official made rather an exhibition of himself. It appears that he had chartered the Guinea Airways Lockheed to bring him to Sydney in a hurry; but, because Guinea Airways would not risk their valuable new machine on Salamaua 'drome—which is notoriously a dirty and dangerous 'drome—the gentleman became peeved, cancelled the charter, and travelled in a small and slower aeroplane.

This is typical of the Administration. Prominent officials apparently consider it much more important to make full use of a chance to "cock a snook" at Guinea Airways, than to make use of that successful aviation company's wide experience and magnificent equipment in developing New Guinea quickly for the good of Australian commerce and the credit of the Australian people.

KETCH BURNED IN NEW HEBRIDES

THE trading ketch *Enomis*, owned by M. Marinace, of the New Hebrides, caught fire in January as a result of flames reaching the carburettor, and was destroyed. Commanded by M. Dubain, she was five miles from Pt. Sandwich, Malekula, on her way from Ambrym, when the blaze occurred.

Two passengers, M. Goodgne and M. Montaigne, were burnt slightly by the flames. A large sum in English and money, and a quantity of merchandise, were destroyed.

PLANTERS HONOUR THEIR LEADER

From Our Own Correspondent

RABAU, Feb. 3.

MEMBERS of the Planters' Association gathered in Kavieng in December to show their appreciation of the services of Hon. W. E. Grose, M.L.C.

Mr. Chadderton made a presentation to Mr. Grose and, in a happy speech, recounted many of Mr. Grose's innumerable services to the planting community. All those present supported Mr. Chadderton's remarks, and warmly praised the unrelenting work of their leader.

FEAR OF EPIDEMIC

Calm Fiji and Panicky Samoa

From Our Own Correspondent

APIA, Jan. 24.

RIGID quarantine regulations, which mean that passengers and crew may not land at all, are still being enforced against all vessels from ports in New Zealand (where there is an epidemic of infantile paralysis). Cargo is being handled. Mails are fumigated for three hours.

SUVA, Feb. 15.

Children from N.Z. ports, 16 and under, may land here, under surveillance. Children booked through to North America are expected to remain aboard the ships. There is no restriction on the movements of adults.

JAPANESE TRADER IN RABAU

WHEN M. Toyama arrived in Rabaul, T.N.G., recently, and began to trade as a "commercial traveller," no official objection was raised. He was entitled to remain there, and trade, for six months.

But when M. Toyama affixed to his door a sign, "Branch store of Nanyl Boyeki Kaishi, Ltd., of Tokio," and began to buy copra for shipment by a Japanese steamer, coming in via the Caroline Islands (Japanese mandate), and prepared to sell goods from Japan, there was a stir.

No company can locate itself in New Guinea, and operate there, unless 75 per cent of its capital is British. It appears as if M. Toyama has found a breach in the law. Canberra now is giving the matter its serious attention.

We cannot ignore the insistent southwards thrust of Japan. Once let these isolated traders become established, and the whole of these islands soon will become Japanese. No European trader can settle in the Marshall and Caroline Islands, where Japan rules.

JAPANESE POACHERS IN NEW GUINEA

From Our Own Correspondent

RABAU, Feb. 3.

JAPANESE shell poachers are again actively engaged in denuding our reefs of trochus shell.

They are carrying out operations in the outlying groups of Tasman and Mortlock, which are situated north-east of Bougainville.

A schooner, believed to be the *Kiyoo Maru*, arrived from Ontong Java (Solomon Islands) and anchored in an isolated part of the Tasman Group, where the Japanese commenced operations. Later they moved to the Mortlock Group.

The B.P. steamer *Morinda*, on her return voyage from the New Hebrides in February, was delayed at Norfolk Island by a cyclone. As a result, 50 tourists were stranded on Lord Howe Island. Some returned to Australia by the *Tai-ping*, visiting Lord Howe on a cruise.

N.G.G. SHAREHOLDERS ASK MANY QUESTIONS

Chairman Blames Administration For Absence of Dividends

THE annual meeting of New Guinea Goldfields Ltd. was held in Sydney on February 11. It was preceded and accompanied by rumblings indicating unrest and unhappiness.

Two directors, Major Harrison and Mr. A. M. Hemsley, resigned in January, and Senator Foll and Mr. Norman Cowper were appointed in their places.

A few days later, the chairman of the Company, Mr. J. P. Blaikie Webster, distributed the director's annual report for the year ended September 30. It showed that the profit for the year, compared with other years, was £113,303, as follows:—

Year ending September 30	Net Profit	Distributed to Shareholders
1932 — — —	£34,906	—
1933 — — —	£130,279	£164,640
1934 — — —	£180,090	£171,362
1935 — — —	£152,020	—
1936 — — —	£113,303	—
	£660,598	£336,002

The chairman, for the second year in succession, announced that there would be no dividend.

Shareholders went along to the meeting with bitter memories of the events of the last seven years, within which the capital has been expanded to £4,472,332, by the issue of fully paid up shares in the purchase of all sorts and conditions of leases; and then written down to £1,118,083.

The chairman (Mr. Webster) was a harassed man before the termination of the proceedings. Ranged before the directorial table were some 60 shareholders, and amongst them were many who had come to ask pointed questions.

The chairman's long, and apparently, very complete report, was criticised, as "dealing largely with generalities, and deficient in definite information relating to proposed capital expenditure and possible earning to result therefrom."

Under the bombardment of questions, the chairman stood his ground well, and was able in many instances to amplify and explain matters referred to in his report. He was given opportunities, of which he took full advantage, to voice his several grievances against the Administration.

The climax came in a determined attempt to defeat the usual motion, proposed and seconded by members of the Board, for the adoption of the accounts. Advocates of a poll only abandoned their attack when it was revealed that the chairman held proxies on behalf of holders of 300,000 shares, and was the registered holder of a further 80,000 in his own name. Faced with this heavy artillery, the opposition collapsed.

Regarding the unanimous recommendation of the Board, that no dividend be paid, the chairman drew attention to the circumstance that during the past two years capital expenditure has actually slightly exceeded the amount of profits earned. Up to a few months ago, he had hoped that some distribution might be made; but, with the probability of

the company having to undertake the equipment of the Wau—Bulolo Alluvials and the alterations to Golden Ridges Mill, he since had realised that this would be most inadvisable.

SHARP CRITICISM

For a time proceedings became somewhat noisy and the Board had perforce to sit and listen to a running fire of commentary interspersed with remarks such as, "fiddling about like a pack of old women;" "the company is becoming a miniature civil service, with dead-heads and unnecessary officials living on it;" "the mining industry is being burdened with professional directors who are as bad as the professional politicians;" and "what about a new board?"

Questions as to why, in view of the chairman's statements, the company did not have aeroplanes of its own, and the amount of directors' travelling and other expenses included in the administrative expense item of £12,049, remained unanswered.

THE ALLUVIALS

The announcement that the company's alluvial areas on the Edie are almost worked out came as no surprise to those who have kept in touch with its operations. Shareholders showed more concern about the Wau property, now in prospecting stage, and about the Bulolo section, where in the past the company spent a great amount of money, and was reported to have proved over

a million cubic yards of gravels worth 4/- per yard.

In explanation, the chairman pointed out that the Bulolo property is being allowed to be dormant until such time as developments at Wau enable Mr. E. A. Lang, the expert in charge of these operations, to report upon the possibility of working both properties under one comprehensive scheme.

Concerning the Wau alluvials he explained that prospecting is now proceeding by means of shafts and drives on an area shown by keystone drilling to extend for 1700 feet in length by 650 feet in width. So far, the deepest shaft (180 feet) had revealed average values of 31jd. per yard, this being a considerable improvement on those shown by the drill; while a second shaft (down 110 feet) gave values of 20d. per yard, or slightly less than the figure arrived at by boring tests. Mr. Lang would not be in a position to complete this report for a further four months, when shareholders would be notified immediately as to the results and the board's intentions. To equip such a show would mean heavy capital outlay.

UPPER RIDGES

The ore deposits at Golden Ridges being now virtually exhausted, the chairman explained that the mill may have to be adapted, by the provision of additional plant, to treat ore from Upper Ridges, probably by a flotation process. This ore having different characteristics to that for which the mill was originally designed. Prospecting at Upper Ridges is proceeding by means of diamond drilling and underground work, five holes at intervals of 100 feet having revealed ore deposits up to 18 feet wide, averaging 7 dwts. per ton. Ore of lower grade, said Mr. Webster, is being successfully treated at Wiluna and at the Big Bell mine at Cue, W.A.; and 7 dwts. would be highly profitable to the company but, for local conditions, most detrimental of which is the heavy percentage exacted by the Administration.

DISABILITIES ALLEGED

Throughout the chairman's speech, and in the subsequent questioning, there were continually recurring references to the "disabilities" under

(Continued on page 73)

GOOD TYPE OF LABOUR HOUSE

THIS is a type of building erected to house the native labour (married couples), on Mr. H. O. Fletcher's plantation, "Salami," in Manus, New Guinea. Mr. Fletcher works successfully on the theory that it pays to look after one's native staff, especially in regard to food and shelter.

These houses are 18 by 12 feet, and they are water-proof and airy. There is a wash-room and kitchen, with concrete floor at the back of each.

Mr. Fletcher is the type of planter who likes his plantation labourers to "settle in" complete with wives and families. But the Geneva-conscious Administration does not like this at all, and its policy is to allow indentured labourers to remain on plantations only for two or three years. The labourers, in consequence, are usu-



ally herded together in barracks without wives or any semblance of a home.

NICKEL AND CHROME

Important Visitors in New Caledonia

THREE visitors representing important foreign interest are expected in New Caledonia in connection with the development there of the chrome and nickel industries.

A representative of the great German firm of Krupp travelled to Noumea by the *Commissaire Ramel* and arrived there on February 12.

A representative of a large Japanese group will arrive in New Caledonia in May, with the object of trying to acquire a mine in the French colony.

A third person of importance, also due to arrive in Noumea in May, to deal with mining matters, comes from Europe.

There is not too much chrome and nickel in sight in the world and the mineral wealth of New Caledonia is steadily appreciating in value. This development will serve to offset any loss which our French neighbours are likely to suffer as a result of their recent abandonment of the gold standard.

TRADING LICENSES FOR NEW HEBRIDES

THE law relating to trading licenses in the New Hebrides has been amended and consolidated by a new regulation, published in the Official Condominium Gazette No. 95, of January, 1937.

It is provided that all traders in the New Hebrides, of whatever degree, must have a trading license, the currency of which shall be from January 1 to December 31.

License fees range from £40 per annum for bankers down to £16 per annum for import and export merchants, £4 per annum per station for traders and copra traders, and £2/10/- per annum for retail shopkeepers without employees. Even artisans and hawkers working by themselves must pay a license fee of 16/-.

Professional people are not under any obligation to obtain a trading license; and the exemptions, for some reason, also include miners, prospectors, and fishermen.

CENTRAL PACIFIC MAIL SERVICES

THE American shipping strike has ended, and the Matson Line has resumed its schedules. Details will be seen in our shipping columns.

The news will be especially welcome in Fiji and Samoa, where the mail services have been most seriously disorganised.

It is notified that the Union S.S. Co. has decided to resume calls at San Francisco and Los Angeles with its cargo ships. The *Wairuna* sailed from Vancouver on February 7 and was to call at 'Frisco and Los Angeles. The *Hauraki*, which sailed from Vancouver on February 2, will include the U.S.A. calls in her next trip.

OFF THE TRACK

Solomon Islands and Future Air Services

IT was reported in a Melbourne newspaper during the month that the European residents of Bougainville were raising a howl because they had not been provided for in any of the various Pacific air mail schemes planned or under contemplation.

The position, however, is that Bougainville is off the track of any possible aeroplane service. It is the most northerly of the Solomon Islands group—although for purposes of administration it is included within the Mandated Territory of New Guinea. It is an island with a large amount of rich undeveloped land and probably is capable of carrying a large population of planters; but it is unlucky in its place on the map.

The proposed aeroplane service from Sydney to New Guinea (tenders for which close on March 31) probably will extend to Rabaul, but it is unlikely that the aeroplanes, having reached that centre, will undertake a further flight of 200 miles into the south-east, in order to serve the European population of 200 in Bougainville.

Papua and New Guinea are on the future aeroplane track to the Far East; Fiji, Samoa, and other Central Pacific Islands are on the track of the projected Central Pacific air service between New Zealand and Hawaii. But the New Hebrides, New Caledonia, and the Solomon Islands are not in the track of any trans-Pacific air service.

GERMANY AND THE PACIFIC ISLANDS

The London correspondent of the Sydney "Sun" sent the following despatch on February 9:

THE Rotterdam *Courant*, which is a non-partisan paper with a large circulation, states:

Germany will at present stress hardest for the return of her former African colonies.

The Pacific colonies are considered of problematical value, one reason being that the German fleet is not strong enough to uphold Germany's prestige in the Pacific.

On the contrary, the prolongation of the Berlin-Rome axis to Africa (which means the extension of German-Italian co-operation to Africa) is held to be most important.

While the Pacific "self-denying ordinance" of Germany applies specially to colonies held by Japan, the *Courant* adds: "It is not quite certain whether the colonies administered by Australia would be considered in the same light as those administered by the Japanese; but probably the same principle would apply."

Rabaul Electricity Ltd. on January 25, declared a half-yearly dividend at the rate of 12 per cent. per annum.

NEW CALEDONIAN SHIPPING

Contract Let For Inter-Island Services

THE Societe du Tour de Cotes, which has been operating an inter-island shipping service in New Caledonia with the vessels *Mawatta* and *Neo Hebridais*, has gone into liquidation.

A new five-years' contract has been given to the Societe des Iles Loyaute to carry on the services, using the vessel *Loyaute*. The *Loyaute* made her first trip up the east coast of New Caledonia to Arama on January 7 and her first voyage on the western run to Poum and Belep Islands on January 24.

A motor vessel to run in conjunction with the *Loyaute* is now undergoing construction in Holland and will be ready for service in May. She will be called the *Phoque* in memory of the sloop of the same name which conveyed Rear-Admiral Febvrier-Despointes to Balade when he took possession of New Caledonia in the name of France on September 24, 1853. The *Phoque*, which is being built specially to suit the conditions of the New Caledonian coastal trade, will be of 200 tons and will have a speed of eight and a half knots.

The *Loyaute* will continue to make a monthly trip to the Loyalty Islands, via Lifou.

Ports visited by the *Loyaute* on her voyage up the New Caledonian coast are listed in our shipping columns.

WAU'S NEW SWIMMING POOL

From Our Own Correspondent

WAU, Jan. 20.

ONE of the laments frequently heard from Wau people is, "If I could only have a swim . . ." When comparisons are made between life on the goldfields and life on the Beach (Salamaua), the facilities there for swimming are always cited as a strong argument in its favour.

There is, however, now no longer room for complaint in Wau on account of the lack of swimming facilities, for a splendid new pool has been built by Mr. Leo Poland on the Big Wau Creek.

It complies with Olympic measurements, being 55 yards long by 25 yards broad, and in depth graduates from 7ft. 6ins. to 3ft. The pool has a continuous flow of clean, clear water. Another smaller pool is in construction for the children.

Further improvements are under way which include the laying out of an ornamental garden, erection of dressing sheds, and an open-air tea reserve.

Mr. G. H. Tate, a member of the Archbold scientific party (which some time back left some of its personnel near the Lake Murray district in Papua, to continue their scientific research work) arrived in Port Moresby early in January. It is understood the other members, still in the Territory, will follow shortly.

TROPICALITIES

ERROL FLYNN, formerly of New Guinea and now a film star, has finished his book, *Beam Ends*, which is now being published. Mr. Flynn is now starting work on his new novel, *Beam Ends* is the story of Mr. Flynn's adventures in the South Seas, and features many of his experiences in Sydney.

OVER 20 years ago, a warship paid a brief visit to Gizo, British Solomon Islands. The D.O., Mr. Tasman Sykes, one of the "old brigade" and a real hard case noted for his repartee, entertained the officers that evening at the residency. When the party broke up, he was informed that H.M.S. would leave port next (or really that) morning at eight sharp. Mr. Sykes said he would say his farewells on board before their departure. "Tassy," however slept too sound and did not wake till 8 a.m. He hurriedly, yet carefully dressed, ordered his whaleboat to be manned, and, far from being perturbed, appeared alongside at 8.45. At the top of the gangway he was met by the captain, who in his best bulldog voice, barked: "I wish you to please understand that this ship waits for no one but His Majesty the King!" Without blinking an eyelid, "Tassy" bowed deeply to the captain and his officers and answered, "Gentlemen, you honour me!"

A PARAGRAPH in the January *P.I.M.* suggested that there was some connection between a brewery company being formed in New Guinea and Messrs. W. R. Carpenter and Co. Ltd. We are advised by the latter firm that there is not the slightest connection between them. Messrs. Carpenter and Co. are anxious that this should be made clear, in view of the possibility that the New Guinea brewery concern may be seeking to sell shares to the public.

AN Auckland resident writes pointedly: "You are very much out of touch with the state of affairs in Rarotonga. You, like many more, apparently have paid only a fleeting visit to the Cook Islands, viewed things from one side only, and came away sure that all was well. I resided there six months before I began to see and hear things as they are. Ninety per cent of the people there are suffering under a sense of injustice."

He goes on to say that "the powers that be" are moving heaven and earth to get a certain official into the position of manager of the fruit business, instead of another man who is regarded as the obvious man for the job and who is "conscientious, courteous, and constructive." Our correspondent adds that "most of the others are just an obstructive clique."

Our Auckland writer then says some very bitter things about the Administration at Rarotonga, and also about "the Resident Agent's activities at Aitutaki."

This correspondent sends a cutting from a New Zealand newspaper dealing

with conditions in the Cook Group. The headings, across three columns, read: "Tom Thumb Dictator in Pacific Paradise—Young Girls Flogged Under New Zealand Administration—High Time Government Acted."

Our regular correspondent in Rarotonga is not the kind of writer who is likely to withhold the truth; and he has made no reference to the startling conditions which are outlined by the Auckland resident. There is evidently an agitation against the Cook Islands Administration; but, for the reason we have just indicated, we do not think it should be taken too seriously.

ALL those South Seas residents who have vainly tried to woo Dame Fortune with a modest "five bob" invested in the N.S.W. State Lottery should feel less bitter about that fickle female's whims when they learn that the "Solomon Triers" won third prize of £500 in a recent drawing. The ticket was held by two recent residents of B.S.I.—Mrs. R. Fuller, now of Balfour-street, Sydney, and Mr. W. Newall, now caretaker of the Long Reef golf links.

IT is reported, on doubtful authority, that our well-known correspondent in Port Moresby, Papua, Mrs. Mollie Lett, has been in some danger of assassination by infuriated residents of Wau, New Guinea, who strangely hold her responsible for the publication of an article entitled "One Wild Night in Wau" in the December *P.I.M.* It is argued by the people of Wau that the article cast upon their little town an unpleasant reputation for drunken and riotous behavior. Therefore, in order to save the life of

a valued citizen, we hasten to point out that the article really was written by a German scientist, Herr Bernatzik, in his book *Sudsee*—which, incidentally, has had an extraordinarily large sale. Bernatzik was in Wau some three years ago and described his experiences there. Mrs. Lett can read German fluently and, on occasions she translates articles for us. She translated for us a portion of *Sudsee*, including the bit about the wild night in Wau.

It is therefore suggested that Wau, having heard the case for the defence, will return a verdict of "not guilty" so far as Mrs. Lett is concerned.

IT has been reported that important industrial interests in Japan have been making arrangements to establish a cotton growing industry in Dutch New Guinea. There are no details. We are all aware that the Japanese are anxious to extend their industrial activities in the Pacific Islands, but we should be surprised to learn that the Dutch contemplate making to Japan any concessions which might be a source of future embarrassment to themselves or their neighbours.

ECONOMIC conditions in New Caledonia have improved considerably, and the chrome and nickel mines are working at full pressure, reports Mr. N. Hagen, the well-known Noumea merchant.

Mr. Hagen says that the French authorities have introduced a 40-hours' week for all European workers in New Caledonia.

M. Blum's Socialistic Government is at the back of this, no doubt. But the 40-hours' week is bound to come anyway. Why should not the Pacific lead the way? The next move is up to Fiji, or New Guinea, or Papua—those busy and progressive territories which are not afraid of new ideas.



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ABOUT ISLANDS PEOPLE

Mr. and Mrs. C. W. Aidney left Fiji by the Aorangi in January on leave. Mr. Aidney, who has been manager of the well-known Suva firm of Sturt, Ogilvie, Ltd., for some years, is joining the firm of Williams and Gosling, Ltd., on his return, owing to the liquidation of Sturt, Ogilvie, Ltd.

Mr. D. C. Bates, Patrol Officer in the N.G. Service, sailed from Sydney for Rabaul after leave by the Macdhuil on February 4. He was accompanied by his wife.

Rev. Father Bourdier, of the Roman Catholic Mission, died at Suva on January 16. Father Bourdier, who would have been 80 on January 30, was born at Nevers, France, and went to the Colony many years ago as a layman. He later entered the priesthood, and was ordained in 1906. In his early life he was a civil engineer, and his knowledge in this direction was of great value to the mission, and many churches, schools, convents and presbyteries, including the Sacred Heart Cathedral in Suva, stand as testimonials to his work.

Miss A. MacAlpine, secretary to Mr. R. D. Bertie, of Port Moresby, Papua, died suddenly on January 13. She was a popular member of Port Moresby's "Younger Set" and will be greatly missed in the community. Her father, the late Mr. A. MacAlpine, was formerly a planter and plantation inspector for the British New Guinea Development Company.

Mr. N. G. Imlay, of the Papuan Treasury Department, is at present spending long leave in Australia with his wife. At the expiration of his furlough he will retire from the Public Service on superannuation after over 20 years' service in the territory.

Mr. and Mrs. Fred Fenner arrived in Sydney in January with their daughter Barbara, after completing a world tour. They are at present holidaying at Bowral, N.S.W., and will return to their home at Rarawai, Fiji, in March.

Rev. F. G. Lewis, Chairman of the Methodist Missionary Society in New Britain, arrived in Sydney by the Nankin in January to attend the Annual Meeting of the Methodist Mission. Early in February he became suddenly ill and is at present in the War Memorial Hospital, Waverley.

Rev. R. Godfrey, who spent some years at Lolowai, New Hebrides, for the Melanesian Mission, has accepted an appointment to the parish of Aramoho, Wanganui, New Zealand. He made many friends in Southern Melanesia but was compelled to resign his Archdeaconry on account of eye trouble, and recently has been residing in Australia.

Miss A. E. Samuels, of the Melanesian Mission, who has been on furlough to her home at Ashburton, New Zealand, will sail from Sydney for the New Hebrides by the March Morinda. Before being transferred recently to Lolowai, on Aoba Island, she was for 12 months at the native girls' school at Torgil, in the Banks Group.



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ABOUT ISLANDS PEOPLE

Rev. C. W. Churchward, M.A., accompanied by his wife and their four children, arrived in Sydney from Suva by the Aorangi on January 23. He has been 16 years in Fiji, lately being stationed at Rotuma Island, and has now come to Australia to take up residence in New South Wales.

Mr. E. B. Bignold, Crown Law Officer and Registrar of the Central Court in Papua, arrived in Australia at the end of January on three months' furlough.

Mr. F. N. Ashley, Resident Commissioner in the British Solomon Islands, returned to Tulagi by the Malaita from Sydney on January 23, after spending furlough in Great Britain.

Mrs. Morris McCullagh, of Rarawai, Fiji, reached Sydney by the January Aorangi to spend holidays with her father, Mr. M. Duncan MacDonald, of Edgecliff, Sydney.

Mr. Frederick Schaml, of Rabaul, New Guinea, arrived in Sydney by the January Montoro. After being translator with the Lands, Surveys, Forests, and Titles Department for some years, he had now resigned from the N.G. Administration.

Mr. J. R. Clay, of Messrs. J. R. Clay and Co. Ltd., a well-known Papuan firm of traders and merchants, arrived in Sydney by the Macdhui on January 28 to join his family on a holiday visit.

Mrs. E. M. Zahel, who has held the position of Government Superintendent of Badu Island, Torres Strait, for 28 years, is at present staying in Sydney at the Hotel Australia, after a visit to New Zealand.

Mr. and Mrs. C. G. Lennox and Mr. and Mrs. C. E. Pemberton, Canadian entomologists, sailed from Sydney for Rabaul by the Macdhui on February 4 to carry out scientific work in New Guinea.

Miss L. M. Lea, Matron at the Colonial War Memorial Hospital, left Suva by the Aorangi on January 15 on vacation leave.

Mr. A. B. Thomas, manager of the Suva branch of the Bank of New South Wales, will leave the Colony in March, on leave, prior to transfer.

Mr. W. Heritage, who during recent years has been manager of the Tulagi branch of Messrs. W. R. Carpenter & Co. (Solomon Is.) Ltd., has been transferred to W. R. Carpenter & Co.'s London office as assistant manager.

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Monsieur Chazalon, of the New Caledonia Gendarmerie, who has just returned from leave in France, has been appointed to Ouvéa Island, replacing Monsieur Cosseron, who will sail for Marseilles on furlough in April.

Rev. and Mrs. A. J. Thompson, who went to England some two years ago after serving at Wanigela, Papua, for the New Guinea Mission, will return to the territory this year for further work.

Sir Henry and Lady Marks, accompanied by Mr. and Mrs. B. H. Marks, left Fiji in January by the Aorangi on holiday.

Mr. E. W. Bonwick, consulting mining engineer, who has been inspecting properties on the Astrolabe goldfield in Papua, returned to Sydney in January.

Mrs. Alport Barker, wife of the Hon. Alport Barker, of Suva, arrived in Sydney by the Aorangi in January for a short holiday.

Dr. H. S. Evans, of the Fiji Government medical service, returned to the Colony from leave on January 14.

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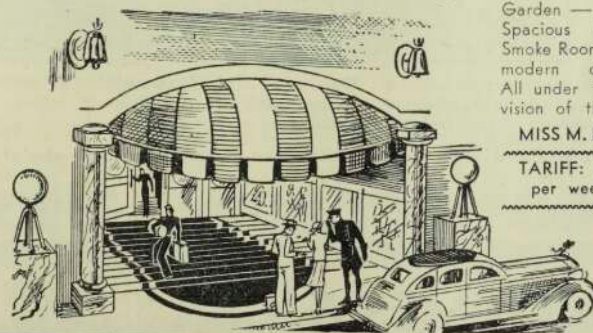
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LUGGER FOUNDERS NEAR DARU

TWO Malay pearl-divers were drowned in January, says a report from Darwin, when the lugger *Arcadia* foundered off the coast of Daru Island, Western Papua.

The vessel was one of the pearling fleet owned by the Celebes Trading Company. The luggers were sailing near Daru when four waterspouts suddenly formed, and converging into one huge mass of water, engulfed the *Arcadia*.

Mr. H. R. Rowan, Superintendent of the Lockhart River Mission, is seriously ill in the Torres Strait Hospital at Thursday Island.

BOUNTY FOR PAPUAN RUBBER

Planning For Next Quarter-Century

From Our Own Correspondent

PORT MORESBY, Jan. 27

THE suggestion that a Stabilisation Fund be formed by the Commonwealth for the rubber industry in Papua, when it was determined in June, 1936, to discontinue as from October 1, the grant in aid of rubber of 2d per pound, on rubber exported from Papua to Australia, has been investigated by all concerned in the territory within the last

two months. The following resolutions were forwarded for approval to the Prime Minister of Australia by the Lieutenant-Governor in December:—

"That a Fund be established for payment to rubber-growers of the amount per pound by which the London price falls short of 8d, such an amount not to exceed 4d per pound."

"No payment to be made when and if the London price reaches 8d. or over."

"The fund to be permanent, if possible, and at any rate to be fixed for 25 years—otherwise the industry offers little or no attraction for future investment."

The Planters' Association made the following comments upon the resolutions:

"Eight pence, London, might easily mean 8d Australia, if exchange disappeared.

"Rice, flour, sugar and other ration lines, will not continue at their present low level, and prices must move up. When they do our labour costs and recruiting also go up. Will 4d per pound be of any use to us then?"

"Will the terms suggested by the Government be sufficient inducement to planters to extend their areas of rubber and new capital to come in?"

NON-OFFICIAL N.G. COUNCILLORS
RETIRE IN MAY

THE term of the non-official members of the New Guinea Legislative Council, which makes ordinances for the Territory, expires on May 2. The seven present members are eligible for appointment for a further term.

Sitting members now are:

J. C. Mullaly, planter, Rabaul;

V. A. Pratt, planter, Kokopo;

W. E. Grose, planter, Kavieng;

N. P. H. Neal, mine manager, Edie Creek;

A. N. McLennan, solicitor, Rabaul;

B. B. Perriman, manager of W. R. Carpenter and Co., Rabaul;

R. L. Clark, manager of the Bay Loo Co., Rabaul.

Nominations are made by the Administrator, who gives consideration to the representations made by the general public. The names are then forwarded to Australia for the approval of the Governor-General.

The next meeting of the Legislative Council has been fixed for March 3.

Prince George Taufa'ahau, heir to the Tongan throne, has successfully passed the Leaving Examination in Sydney and has qualified for matriculation at the Sydney University. He obtained First-Class Honours in Modern History, a First-Class pass in English, and Second-Class passes in Mathematics I. and II., Latin, and Economics.



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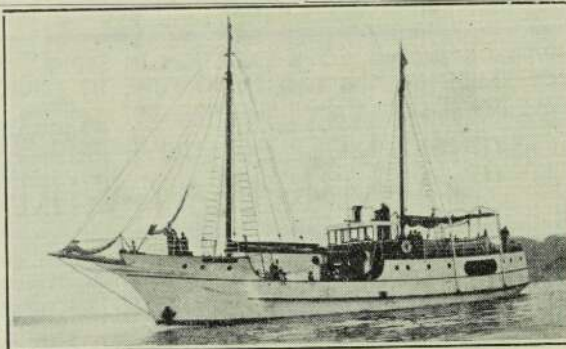
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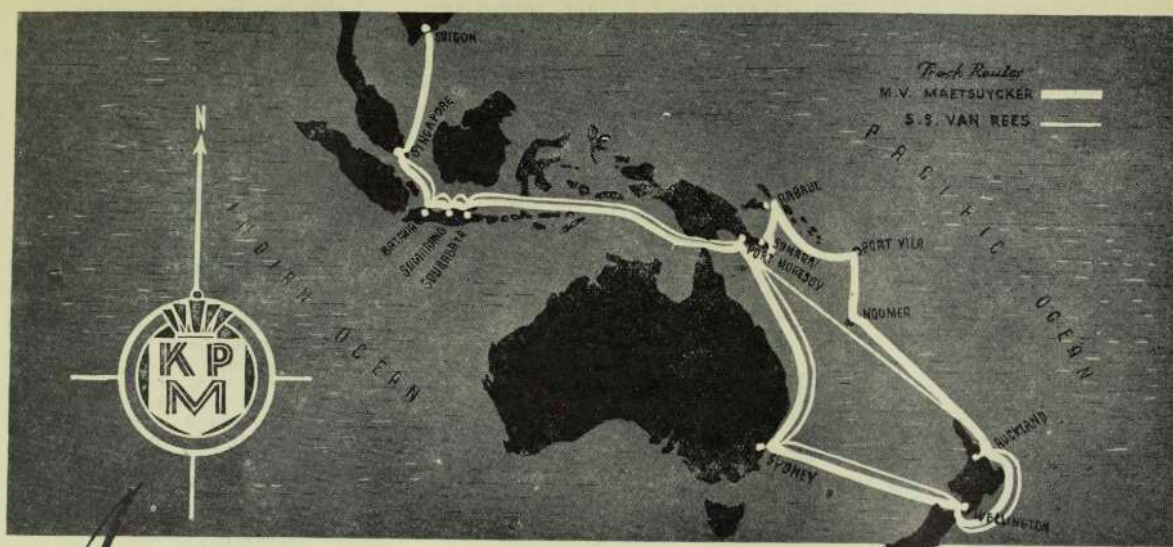
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PASSION FRUIT RESCUES NORFOLK IS.

New Factory Is In Operation

It appears as if the enterprise of Mr. G. A. Flack, of the Manly Vale Products Company, has given Norfolk Island a new lease of economic life.

A factory for canning passion fruit, which was established on Norfolk by Mr. Flack last year, commenced operations early in January, and regular shipments of the product are now being made.

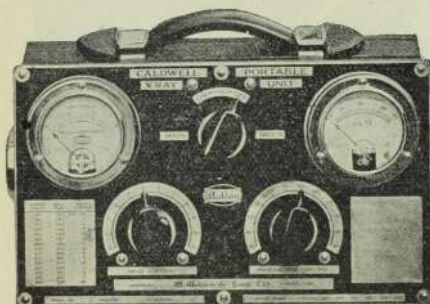
Passion fruit grows most profusely on Norfolk Island. Mr. Flack has made contracts with the residents for the supply of the fruit on a basis ranging from 1½d to 2d per lb. This will provide a large proportion of the residents with a source of regular income.

The process is interesting. The passion fruit is brought to the factory and given into a receiving room, where it is quickly sorted over and rubbish removed. It is then weighed. Then the fruit is automatically conveyed to a washing room. Thence it goes automatically to tables, where the shells are sliced open by girls. The sliced shells are carried along by a moving table to other girls who press the half-fruit down on to spinning domes which extract the pulp. The shells are thrown away and the pulp runs down into large containers.

The pulp is then carried along to another room, where it is brought to a high temperature. Thence it moves into the canning room, where the usual canning process is employed. The cans in which the pulp is exported are each of about a gallon capacity. It is reported that Australian confectioners will take all the pulp that N.I. can produce.

Norfolk Island is also regaining its trade in French Beans, once a staple industry. The Administration has installed a plant for properly fumigating the beans, so that there may be no objection taken to them in Australia. It has introduced also a strict system of grading. The result is that the beans have found their way back to the Sydney market, at prices that return a good profit to the N.I. grower.

It is reported that certain well-known agitators on the island are trying to break down the regulations, which demand a high standard of grading, evidently with the idea of getting lower standard of beans accepted for shipment to Australia. This move is not likely to succeed, as any lowering of the standard would almost certainly kill the market.



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SECURED GERMAN FLAG IN NEW GUINEA

THE soldier who secured the German flag during the capture of Rabaul in 1914 died early in February at Marriekville, Sydney. He was John J. Casey, and was 58 years old.

An Irishman, Casey went to Australia at an early age, and later enlisted as a sergeant in the Expeditionary Forces. He was promoted to the rank of lieutenant while on active service. He left with the first troopship for New Guinea and was prominent in the taking of the German territory. The flag, which he took from the Germans, now lies in the Australian War Museum.

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DUTCH AND AUSTRALIAN NEW GUINEA

Interesting Comparison of Development and Resources

A VERY complete investigation of the economic condition and resources of the large island of New Guinea was made in 1935 by Dr. W. C. Klein, who is well-known as the secretary of the New Guinea Committee which was established in The Hague, Holland, a few years ago to direct and encourage the development of Dutch New Guinea. Dr. Klein, as a result of his eight months' work, has produced a lengthy and comprehensive report for the information and guidance of persons who may be interested in the future of this important territory.

Dr. Klein spent a certain amount of his time in each of the three divisions of New Guinea—namely, Dutch New Guinea, the Mandated Territory, and Papua; and he very cleverly assembled all the available data relating to the development of the Mandated Territory and Papua as a guide to those who might be planning developmental operations in Dutch New Guinea.

He says, in his report, that the New Guinea Committee intends to encourage the exchange of experiences between Australia's tropical territories and the Dutch East Indies on a much larger scale than has been the case hitherto.

Dr. Klein's report has taken the form of a book on tropical economics. It is entitled *New Guinea* and is in three volumes, the first of which has just been published by the Molukken Institute, Amsterdam.

Dr. Klein takes *seriatim* a list of products of the three territories and deals with each of them in relation to the productive capacity of each of the three territories.

In regard to forest products exported in 1934-35 he shows this position:—

	Dutch N.G. Tons.	Australian N.G. Tons.
Gumcopal and other gums	1636	49
Timber	445	133
Massoi and other bark	68	60
Rattan	2	—
Nutmeg and mace	574	—

Dr. Klein expresses surprise that the Australian territories, although their forests are similar to Dutch New Guinea, do not export forest products to any extent, although there is clearly a market for them. He is inclined to think it is

because the Dutch encourage Chinese traders to come into their territory and buy these forest products, whereas this traffic is mostly in the hands of European traders in the other sections of New Guinea.

"As to timbers," says Dr. Klein, "the situation is very puzzling to me. Both Australian territories imported in 1934-35 many thousands of pounds worth of timber, in spite of an import duty of 10 per cent. Timber for the mines is even imported from Oregon, U.S.A." He could not understand why the good native timbers produced at the mission saw-mills at Finschhafen and Sek could not replace the timbers so extensively imported.

"It is also remarkable," says Dr. Klein, "that the total of freight and import duty charged by Australia upon timber from Papua is higher than on timber from America."

With regard to plantation products, Dr. Klein comments that, with the solitary exception of Papuan rubber, both Australian territories have "all their eggs in one basket" and are depending almost wholly upon copra, Kapok and cotton for some reason are not produced for export; and he regards it as "curious" that the attractive bounty upon the production of cocoa and the valuable scientific services available have not resulted in a considerable volume of cocoa for export from the Mandated Territory.

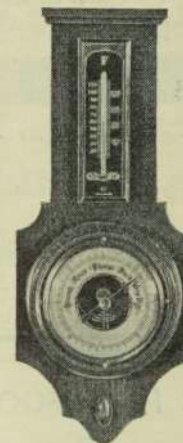
Dr. Klein thinks that the difficulty of training kanaka labour, as compared with the more intelligent Accra negroes, is probably responsible for the comparative lack of success of cocoa culture in Dutch and Australian New Guinea.

With regard to rubber, Dr. Klein points out that the international restriction prevents the establishment of rubber plantations in Dutch New Guinea. He thinks that Papua, being free of restrictions, should have developed its rubber industry more rapidly, but thinks that one reason for the slow development is lack of a good road leading to the best rubber district (Sogeri). He notes that Papua's rubber export was 100 tons in 1917, about 500 tons in 1924, and over 1000 tons in 1934.

In regard to copra production, Dr. Klein notes that the Australian territor-

Random Selections

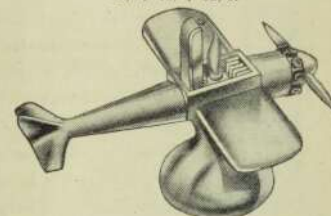
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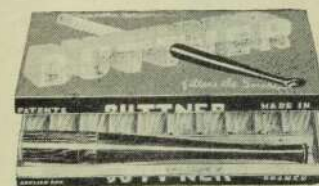
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ies are far ahead not only in volume of production but in quality. The bulk of the Australian production comes from large well-managed plantations; much of the Dutch export is trade copra. Dr. Klein gives four reasons for the better copra position in the Australian territories—namely, a more reliable labour supply (he refers to the indentured labour system); the big areas planted by the Germans, of which the Australians obtained the advantage; better shipping facilities; and the close proximity of Australia as a non-tropical territory consuming tropical products.

Dr. Klein notes that the system of marketing copra is entirely different in the two territories. In the Dutch territory the successive stages of the disposal of the native copra are:

- (1) The Chinese trader on the New Guinea coast.
 - (2) The Chinese firm in Macassar.
 - (3) The European firm in Macassar.
- In the Australian territory the stages of the sale of copra are:
- (1) Purchase of copra by European trader or European planter with trading license.

(2) Sale to the big European firms operating in the territory.

There is no equivalent in the Australian territories to Number 2 in the Dutch territory. Furthermore there is inspection and grading of copra in the Australian territories and none in Dutch New Guinea.

The ships that carry Dutch territory copra to Europe nearly all belong to the Batavia Freight Conference. But on the Australian side, tramp-steamers play a much bigger role.

Dr. Klein comments that coffee production, while small, is growing in Papua, and that sisal hemp production was killed by the Australian shipping monopoly. Neither crop is produced in Dutch New Guinea. He refers to desiccated coconut as "the only example of a successful artificial creation of an industry in Australian N.G. by means of a protective tariff in Australia."

Regarding sea products, Dr. Klein gives the following comparison, the figures referring to 1934-35:—

	Dutch N.G. Tons.	Australian N.G. Tons.
M.O.P., trocus, and other shells	609	505
Trepang	61	98

The Dutch N.G. figures include exports from the Aru Islands, which means that the exports from the territory itself are comparatively small.

Dr. Klein mentions that the Australian shell output is practically incapable of being increased. Exhaustion of the reefs was feared in German times, but they have held up very well.

Commenting on the gold industry, Dr. Klein says that while British New Guinea's output is worth nearly £2,000,000 annually, serious prospecting for gold is only just now commencing in Dutch New Guinea.

Dealing with imports, Dr. Klein points out that in 1934-35 Australian New Guinea imported 8837 tons of rice against Dutch New Guinea's 1262 tons. As Australian New Guinea employs about 40,000 indentured labourers, against none in Dutch New Guinea, it is surprising that D.N.G. imported so much rice.

He points out that rice carried in to the N.G. goldfields by aeroplane is enormously expensive, and wonders why rice growing has not been tried out in the Morobe district on a more extensive scale. He notes that repeated attempts to produce rice in the lowlands of Australian New Guinea led nowhere, except that about 175 tons have been produced at Mekeo in Papua.

About £50,000 worth of meat and fish, mostly canned, are imported annually into Australian N.G., mainly for the indentured labourers. There is no corresponding import in D.N.G.

Dr. Klein was much interested in the tobacco imports—D.N.G., 87½ tons a year; Australian N.G., 126 tons. A great proportion of this comprises the so-called "twist sticks" for trade tobacco. The tobacco in the Dutch possession comes from Java and that in the Australian territory from America. He suggests that if the recently-established factory in Rabaul does not succeed in producing acceptable trade tobacco, the Dutch mer-

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"Selmore" Choice Red Salmon, ½-lb. tins	1/1 tin, 12/6 doz.
Anchovies in Oil with Capers, 2-oz. tins	8½d. tin, 8/3 doz.
Fish Cocktails, 3-oz. jars	2/3 jar, 25/- doz.
"Kia-Ora" Orange Cup, 26-oz. bots.	1/5 bot., 16/6 doz.
Ovaltine, 18-oz. tins	4/4 tin, 49/- doz.
Nestles Malted Milk, 16-oz. tins	2/6 tin, 29/- doz.
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"Gem" Razors, complete with case and blade, 6d. each	5/6 doz.
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chants in the East Indies should go after this trade. He mentions that the D.N.G. native smokes much more tobacco than his neighbour in Australian territory.

Dr. Klein, dealing with textile imports, notes that more textiles are bought per head in Dutch New Guinea than in Australian New Guinea. He says this is due to the fact that in Australian N.G. the majority of natives under Government control are not allowed to wear clothing above the waist.

Dealing generally with imports, Dr. Klein notes an increase in quantity in Japanese textiles in Australian New Guinea—probably as a result of the introduction of new Japanese lines of shipping—but he thinks that this development is not so noticeable in the case of ironware and machinery. "I find the kanaka, like the more intelligent natives of the Molukkas, Fiji, Samoa, etc., dislikes Japanese tools and knives. I saw Japanese nails and roofing iron in Dutch New Guinea, but in Australian New Guinea they are lacking entirely."

Taking the total volume of trade in the respective territories, Dr. Klein says that in the period of about 30 years, between 1905 and the present time, the total volume of Dutch trade increased about 70 per cent, whereas in the Australian territories the increase has been about 1,000 per cent. The increase in the case of the Mandated Territory was 1,600 per cent, but in Papua it was about 300 per cent.

"Much more significant is the export surplus," concludes Dr. Klein. "On our side it was big and positive in 1905, and still bigger but negative in 1934. The other two territories show the more nor-

mal change from a negative to a positive surplus. If the Dutch had put money in Dutch N.G. in the past instead of drawing benefits from it, we might have had the same normal course of affairs, as is shown by the Australian territories.

"Fortunately from the comparison of the years 1934 and 1935 the reader can learn for the Dutch part that we now put every year increasing amounts of money into this country. If we had the statistics for 1936 available this would come out still more clearly, as in that year Government and oil and gold companies all started to spend big sums on this territory, the former to equip some five new European and some 25 new native Government stations, the latter to bring in aeroplanes, drilling machinery, etc., to explore the mineral wealth.

"It would not surprise the writer if the total volume of trade in the next 10 years approached that of the Australian part. This of course depends much on the result of the oil and gold explorations, as forests and agriculture alone, even if strongly pursued, could not make the difference."

Mr. Martin Johnson, the famous explorer, who had travelled, made movies, and written in and about the South Seas, died in January from injuries received in a plane crash at Burbank, U.S.A. He was 56 years of age. Johnson and his wife, accompanied Jack London in the yacht Snark, which sailed around the world. Mr. and Mrs. Johnson had several exciting experiences in the New Hebrides when filming scenes of life among the savage head-hunters.

CHAMPION PATROL

Explorer at Work on Report

MR. IVAN CHAMPION, having returned safely from his successful patrol through the unknown north-western region of Papua, is now engaged in preparing a detailed report and in drawing a map of the districts which he traversed.

This map should be extremely valuable, as Mr. Champion has a practical knowledge of surveying and knows how to take longitude and latitude. He carried with him a small radio receiving set and, with this, he was able to pick up the time signals sent out by A.W.A., Port Moresby, each day at noon exactly. The batteries for the receiving set lasted out the trip.

An interesting point that will be brought out in Mr. Champion's official report will be the complete fearlessness and friendliness of the various and numerous natives met with. Mr. Champion has said that, so impressed was he by the friendliness of the natives, he frequently did not post a single guard when his patrol was camped in strange villages.

Mr. H. S. Charnley, a resident of Fiji for the last 16 years, died in Suva on January 18. Mr. Charnley, who was born in England 53 years ago, worked at various times for Morris, Hedstrom, Ltd., A. M. Brodziak, Ltd., and latterly for Marlows, Ltd.

Romantic Interlude

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A LABOUR PARTY GOES OUT

From Our Own Correspondent

RAROTONGA, Jan. 18.

THE branch of the N.Z. Labour Party inaugurated here last July, during the visit of Messrs. Robertson and Hunter, Labour M.P.'s attached to the Parliamentary Fruit Trade Enquiry, has now ceased to function.

The branch which, together with its affiliated district centres, numbered close upon 1000 members, was on the eve of issuing the first copy of a local newspaper when the secretary received radio notification from the National Executive that the branch had been suspended. Members, amongst whom are several Europeans of considerable standing in

the community, feel this "let down" very keenly, particularly as they have been recently put to relatively heavy expenditure over the purchase of printing materials, membership badges, etc., all of which have at one stroke been rendered useless.

Needless to remark, the popularity of "Labour" has slumped in Rarotonga as a result of this arbitrary action, where the simple suspension of certain branch officials would in all probability have been sufficient to soothe the delicate susceptibilities of the National Executive.

Nevertheless, one's hat comes off to those whose Machiavellian policies have succeeded in terminating what was, after all, a discordant note in the "bee-loud glades of Innisfree."

BETTER COPRA

How Depression Has Benefited Papua

From Our Own Correspondent

PT. MORESBY, Jan. 24.

SATISFACTION is felt by planters concerning the recent Ordinance passed by the Government to amend the Customs (Export) Tariff in relation to the export duty on copra, which comes into operation in the Territory on the London price exceeding £20 a ton.

The new Ordinance provides that the "London price" shall be gazetted in grades—Sun-dried, Smoke-dried, and Hot-air Dried—and duty shall be paid according to the value of the grade exported. Previously, duty was paid at the rate of 10 per cent on the amount by which the "London price" exceeded £20 a ton, such price being gazetted from time to time, and being arrived at by averaging the price of two grades, South Seas sun-dried and Smoke-dried.

Attention has been given in the Territory to the quality of copra exported, and every effort is being made to attain the highest standard. In May, 1934, when the Administration assisted copra growers to the extent of £8,000 in one year, when the market price dropped as low as £7/5/-, insistence on quality was maintained, and all copra eligible for the bonus was subject to inspection and marked "Papuan Plantation," which insured that only the best quality was shipped.

This high standard insisted upon by the Government has done much to raise the value of copra produced in the Territory for no assistance was given to any shipments containing "copra undried, imperfectly dried, sweated, rotten, containing grit, dust, or other foreign substance." These conditions naturally did not affect well organised plantations, and were merely means to maintain general supervision, with one object in view—namely, to raise the standard of Papuan copra.

The export values of copra, on which duty is to be assessed from January 1 until further notice, are as follows: Hot-air Dried, £22/12/6; Sun-dried, £21/12/6; Smoke-dried, £21/12/6.

JAPANESE TRAINING SHIP IN SUVA

From Our Own Correspondent

SUVA, Jan. 28.

THE four-masted auxiliary steel barque *Taisei Maru*, 2,438 tons gross, a training vessel belonging to the Tokio Higher Nautical School, arrived in Suva direct from Tokio after a 45 days' voyage on January 26.

She has 45 cadets on board, in training for the Japanese mercantile marine. Captain Shinji Oba, who is in command, and eight of his officers, are Japanese naval reservists.

The *Taisei Maru* is to sail for the Marshall and Caroline Islands on January 31.

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"TIMI"

THE following appreciation of "Timi," the young Tahitian who died at Colombo in January while voyaging around the world with Dwight Long in the American ketch *Idle Hour*, was written by a Sydney resident.

A devoted "Man Friday" to his master, and in turn idolised by him, "Timi," who was white in all save colour, possessed in full measure, the attractive qualities which have made the Polynesian race famous.

First discovered on his native island of Bora Bora, in the Society Group, by



"Timi," the Tahitian lad who accompanied Dwight Long, the young American, in his round-the-world voyage in a ketch. "Timi" died recently in Colombo. This photograph was taken in Sydney Harbour by Mr. J. Morley, Bellevue Hill.

writer Alain Gerbault, now sailing the South Seas in his own yacht, "Timi" was recommended by him as possessing those sterling qualities necessary for the trials and tribulations of a dangerous and difficult voyage.

When the *Idle Hour* lay at her moorings last year in Rushcutters Bay, Sydney, "Timi," with his perfect physique, handsome face, and amiable disposition, soon gained the friendship and admiration of all. His prestige increased when it became known that he daily flouted the harbour sharks by swimming ashore from the yacht. Death seemed so far away from the 15-years old boy, with the heart of a child, and the body of a man.

PAPUAN PLANTERS' ASSOCIATION

THE following are the office-bearers for 1937 of the Planters' Association of Papua, which has concluded a year of active and useful work:—

President, Mr. G. A. Loudon; vice-president, Hon. T. Nevitt; secretary and treasurer, Mr. G. G. Smith; Port Moresby Council, Mr. G. A. Loudon, Hon. T. Nevitt, Mr. T. L. Sefton, Hon. Arthur Jewell; Samarai Committee, Hon. A. H. Bunting, Hon. G. Nelsson, Mr. P. Wood. Committees: Port Moresby and Sogeri Districts, Mr. G. A. Loudon, Hon. T. Nevitt, Mr. T. L. Sefton; Koroia and Hila Districts, Hon. Arthur Jewell, Mr. J. B. McKenna, Mr. A. O. Pollard; Abau District, Mr. R. Walshe, Mr. F. L. Clarke, Mr. W. G. Blundell.

A GENTLEMAN WHO SPOKE OUT OF TURN

THE following appeared in a recent issue of the *Papuan Courier*:—

Lord Elibank, who thinks that Australia is ready to hand back New Guinea to the Germans, will be remembered by our most ancient inhabitants as Charles Gideon Murray, one-time Resident Magistrate of the Western Division of Papua. Daru's mango-tree-lined avenue bears his name to-day.

No, he was not ennobled for his services to his country. The founder of his family seems to have been that Murray who was the keeper of the King's Castle of Caerlaverock where Charles I. was shut up in the course of his adventurous career.

Lord Elibank apparently has said the wrong things about Dominion politicians wherever he went. London *Spectator* of October 23 last has this to say about him:—

"Lord Elibank, who recently caused considerable annoyance in Canada by telling Canada its business, and has more recently still been causing similar annoyance in New Zealand by telling N.Z. its business, is so far a great Imperial figure as tenure of the Administratorship

of St. Lucia and the Acting Governorship of the Windward Islands justifies that title.

"But the average Englishman, and even the average Scotsman, would have to turn (as I did) to the nearest work of reference to acquire even that amount of knowledge of Lord Elibank. He has obviously made himself better known in Canada and New Zealand than he is here, Chairman of the Federation of Chambers of Commerce of the Empire though he be. The good relations of this country with the self-governing Dominions are built largely on the sound principle of sparing the Dominions unsought advice about their own affairs, or even their duty to the Empire. No one ought ever to forget that."

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JAPANESE POACHERS

Position Bad, and Growing Worse

AN accumulated mass of reports indicates that the activities of Japanese fishing and pearling luggers along the northern coast of Australia, and on the coast of some of the Western Pacific Islands, are growing in volume and becoming more daring in character.

It is beyond doubt that sooner or later there will be a clash. The Japanese are invading Australian territorial waters and, under the very noses of Australians, are taking possession of maritime industries which hitherto had been worked by Australians.

There is persistent evidence to show that Japanese, who are resident in Australian towns such as Thursday Island, are co-operating with their countrymen in poaching activities. The local Japanese and the aborigines maintain a first-class intelligence service, with a system of signals, so that it is practically impossible for the two or three Australian patrol vessels to catch a poacher at work.

It was pointed out in the *North Queensland Register* on January 2 that

the Australian patrol vessel *Larrakia*, a fast 45ft. motor-boat based on Darwin, finds her task an impossible one. Her progress along the coast, seeking Japanese poachers, is signalled ahead by aborigines, using smoke fires.

The *N.Q. Register* says:

"The Japanese employed on Australian luggers fraternise freely on the pearling ground with their compatriots in the crews of the 85 oversea Japanese that have been working the beds off the Australian coast during the season just completed. It is believed that many of these oversea divers tranship to the Australian luggers for a brief holiday when the local vessels run in to the mainland to replenish oil supplies."

A well-known resident of Thursday Island, writing to us on January 12, said: "The patrol work required is far beyond the resources now provided by the Commonwealth Government."

There has been a significant development at Thursday Island. When the pearling luggers are ready to leave the harbour for a drift, they are inspected by the harbour master, acting in his capacity of inspector of shipping. To show that they are ready to leave, the Japanese captains usually hoist the Japanese flag at the masthead. The inspector of shipping has announced that in future he will not recognise the Japanese flag as a signal that the captain is ready to have his vessel examined and passed as sea-worthy. They must use some other flag or signal. The Japanese are said to have resented these instructions, but are complying with them.

NEW RUBBER COMPANIES IN PAPUA

EARLY in January, two rubber companies were incorporated under the Papuan Companies Ordinance in Port Moresby. They are:—

Tropical Products Proprietary Ltd., with a capital of £5,000, in shares of £1 each, which has taken up a large area of land in the Kanosia district, amounting to 9,000 acres, solely, it is understood, for the purpose of planting rubber.

Rubberlands Limited with a nominal capital of £20,000, divided into shares of 5/- each, with the principal object of developing a rubber industry. Extensive areas, amounting to 5,000 acres, have been taken near the foothills of Kanosia, and already the initial work of erecting houses and preparing nurseries is well under way, under European supervision.

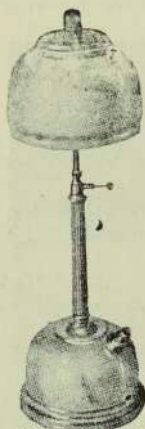
Steamships Trading Co. Ltd. are managing agents for both enterprises, which lie in a well-known rubber district, and within easy distance along the sea-board, 30 miles west of Port Moresby. The registered office of both companies is the office of Mr. W. B. Molloy, Port Moresby.

Captain Arthur Tange, skipper of the 23-ton lugger *Amy*, who has been trochus fishing out of Samarai and Thursday Island for years, arrived in Sydney from T.I. by the Taiping recently. He complained bitterly of the war in which the Japanese have "skinned" the shell reefs in northern waters.

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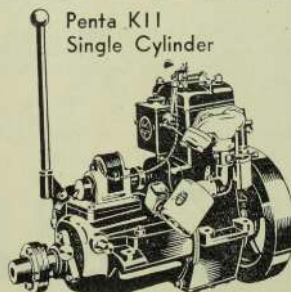
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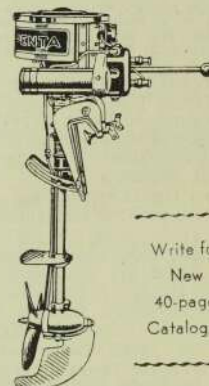
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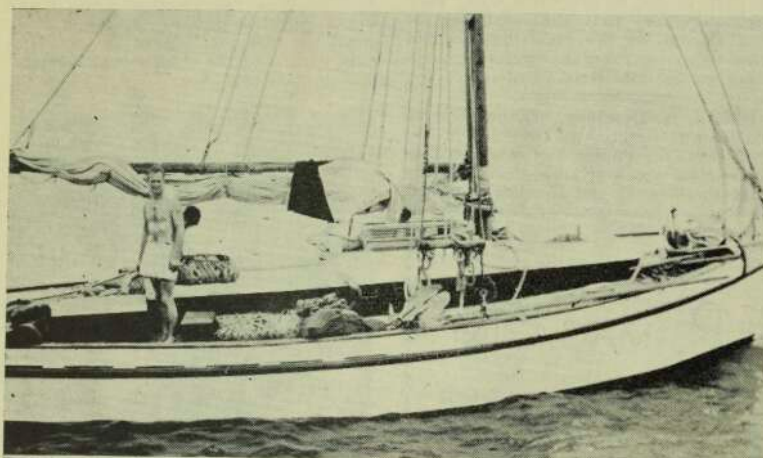
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NO LONGER LONESOME

Departure From Tonga of N.Z. Yachtsman

From a Special Correspondent.



Upper: The yacht "Ngataki," and the "lone yachtsman" in Polynesia. Lower: The party for N.Z. (left to right)—Mr. L. Lager, Mrs. Flora Archer, Mrs. Wray, Captain Wray, Mr. W. Jeffs, Mr. Edwin Cocker.

NUKUALOFA, Jan. 20.
THE New Zealand 16-ton yacht *Ngataki* left here in December for Auckland via the Kermadecs.

The owner and skipper, Mr. J. W. Wray (formerly known as the "lone-some yachtsman"), said he would reach Auckland in about a fortnight's time.

He was to call at Sunday Island, and took with him bananas, coconuts and taros to plant there.

Captain Wray arrived from Auckland six months ago, and he managed his yacht during that trip single-handed. He recently has been to Haapai, Vavau and Eua. Previously he had been to other parts of the Pacific and to Australia. This young man is only 26 years of age.

Captain Wray was married recently at Nukualofa to Salote, a young half-caste girl, and he took her to Auckland with him on this trip. Besides Mr. and Mrs.

Wray, there were four others aboard. A large crowd of friends and people assembled on the wharf to see this small party of adventurers leaving on their long voyage.

Rev. James Egan ("Tonga") Moulton, one of the best-known figures in the Methodist Church in Australia, died at his residence in Austimmer, N.S.W., on February 3, aged 68. He was a son of the late Dr. Moulton, a resident of Tonga, and was born in the Friendly Islands. As a Methodist minister he assisted his father for some years at Tubou College, Nukualofa.

Monsieur Plante, Police Quartermaster at Houailou, New Caledonia, has been appointed Chief of the Police Post at Bourail, replacing Monsieur Baudet, who left Noumea for France on sick leave by the January Ville d'Amiens.

Mr. R. Dudgeon, a mining engineer, who has been seeking an oil field in North-west New Guinea, arrived in Sydney by the Macdhui late in January.

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NOUMEA CASINO

THE plan which was formulated by important interests in New Caledonia last year, for the establishment in Noumea of a Casino, conducted on such lines that it would attract tourists from Australia, New Zealand and other parts of the South Seas, has not been approved by the French Government.

The Governor of New Caledonia announced early in January that he had received a letter by air mail dated November 20, 1936, in which the Minister for the Colonies indicated that he had not been able to deal with the plan for establishing a Casino. In consequence, the Conseil-General had decided to abandon

the project, as it had been outlined by the Noumea interests.

The *Bulletin du Commerce* protests very strongly against this decision, pointing out that the matter had had a great deal of thought by the Noumea people and they were exceedingly anxious that the plan should be proceeded with. They were convinced that the establishment of a Casino on the right lines would bring many new visitors and much additional money into New Caledonia.

Rev. S. H. Dewdney, of the London Missionary Society, at Orokolo, in the Gulf Division, Papua, has married Miss M. Holmes, who arrived in Port Moresby from England by the January Montoro.

HOW SANTA CLAUS CAME TO NEW GUINEA

From Our Own Correspondent

WAU, Jan. 12

IT was no use telling the children of Wau, New Guinea, that Santa Claus would travel by reindeer sled and come down the chimney. There are no chimneys here; and the chief means of transport is aviation.



Santa Claus arrives on Wau Aerodrome.

The parents of Wau were worried. They wished to discharge their filial obligations, but they did not want to risk a juvenile "raspberry."

But all went well in the end. Santa Claus, in a gorgeous red robe and a most impressive beard, arrived in a Stinson aeroplane.

A great throng of Wau youngsters assembled on the aerodrome, and greeted him with joyous shouts. They followed him as though he were the Pied Piper to the Wau Club, where a tinsel adorned Christmas Tree rose to the roof, heavy with toys, presents and school prizes—for the Xmas Tree was arranged by the Wau School Committee. The kiddies drank to their good fortune and many happy returns of Santa in numerous bottles of "pop."

The School Committee must have been amply repaid for their kindly efforts by the smiling faces of the children.

METHODIST MISSIONS

AT the annual meeting in February of the Methodist Board of Missions a lengthy discussion took place on the advisability of sending unmarried ministers to the mission fields. It was decided to refer the matter to the executive committee for reconsideration of the present regulation.

Rev. Harold Chambers, reporting on the work of the Church in Fiji, stated that out of the population of 97,651 no fewer than 89,983 were members or adherents of the Methodist Church.

Rev. Frank G. Lewis, chairman of the New Britain district, reported that there were 47,487 members or adherents of the Church in the district, and that definite progress was being made.



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Transforming "Disappointed Warriors" Into Useful Men

How Sir Hubert Murray Has Co-operated with Missions in Establishing an Apparently Successful Education System in Papua.

By MOLLIE LETT

MUCH thought has been given in the last decade to the education of native people in the Pacific, and to the best methods of adapting them to quickly changing conditions. With this end in view, each Administration adopts the best methods at its command, which are shaped not only by finance and native policy, but by the economic development of the country and the stage of advancement reached by the natives who live in it.

In Papua, where the policy of the Administration has always been firmly fixed upon the need of raising the natives to the highest state they are capable of attaining, the methods of education were considered as far back as 1911, but postponed until the more important work of pacification had been extended. Education was left in the hands of the various missions, who had undertaken the work without assistance since the first entry of European settlers.

By 1916-17 Government influence had been so extended that education on more advanced lines was again considered. But the Administration was faced with the usual dismal obstacle—Inadequate funds.

The provision of even the simplest medical attention for the many tribes under control already required more money than the revenue could supply, and it became obvious that the extension of education services was beyond the elasticity of the Territory's severely strained finance.

Finally, the problem was solved by the imposition of the Native Tax, and the establishment of a special fund. The Native Taxation Fund is a fund held in trust for the natives of Papua, to be expended solely on their general and technical education and "for such purposes having for their object the direct benefit of the natives of Papua as may be prescribed."

THE Native Taxes Ordinance came in to force on January 1, 1919, and taxes became payable in July the same year.

Its object was fully explained to natives throughout the settled areas before and after its imposition, and those liable to taxation, instead of showing resentment—as might have been expected—not only grasped the reasons for taxation but appreciated its promised benefits and paid cheerfully. They regarded the pay-

ment as conferring some distinction upon their race, and a sign of the Government's interest in their welfare.

Indeed, one village, which the Government thought fit to exempt, loudly protested to the astonished tax collector, and indignantly inquired what wrong they had done, to be so slighted.

IN view of the educational work already undertaken by the missions for so many years without Government support and the special part they had played in native village life in close co-operation with the Government and its native policy, the Administration decided that the money thus made available would go further and produce better results if used to subsidise missions, rather than if it were expended on the construction and maintenance of Government schools.

The missions approving, a small grant was paid at first to each mission for every pupil passing either of two elementary standards of English education, together with an allowance for school materials. But, as more money became available, in addition to this grant, a further

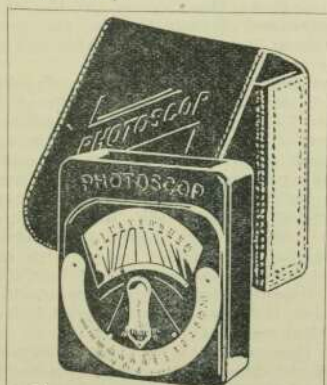
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sum of £1,000 per annum was offered in 1920 to each mission, on condition that they became prepared to undertake additional educational facilities.

The Regulations provided for the establishment of Assisted Primary Schools, the schools in all respects to be under the management and control of the missions to which they belonged, but subject to inspection and examination by an examiner appointed by the Lt. Governor; and the subsidies were granted towards the cost of the natives' education, conditional upon English being taught.

BY 1922, the mission bodies had taken advantage of this offer and had widely extended their educational work.

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Trained teachers were engaged, and further grants were made by the Government for special educational schemes in which it was stipulated that technical education must be given. And as no residents were more alive than the missionaries to the urgency of using the most effectual means for giving the natives suitable occupation, they immediately set about preparing the natives for an industrial career as shown by the technical institutions at Kwato and Fyfe Bay, in the East end; in the Delta, at Aird Hill; and in the D'Entrecasteau Islands—all of which have been established for many years past.

Inspections were carried out by the school master from Port Moresby until 1927 when a change was made and annual visits were paid to the territory by an inspector of the Queensland Department of Public Instruction. The change gave much satisfaction to the missions.

IN 1928, the Government, finding that the school books issued to Papuan pupils were on the whole more suitable

for English and Australian children than Papuan, and that they lacked local colour, published an *Illustrated Papuan School Reader*, written by the Rev. W. J. Saville, of the L.M.S., which helped to give Papuan children not only a simple working knowledge of English but an intelligent interest in their own country. This was impossible when books were used dealing with snow and ice, hedges, nightingales and meadows. Moreover, it became apparent that a common reader, and one that should appeal to the Papuan, would be more practical than a variety of books issued by each mission.

Other *Readers* followed in 1932. *Papuan Junior Readers*, No. 1, 2, and 3, compiled by the L.M.S. in collaboration with Colonel Hooper and Mr. Fox, were issued as it became obvious that the first *Reader* proved too difficult for all but the advanced pupils.

These *Readers*, whose lessons ranged from the most elementary ones in reading and spelling, based on illustrated objects of daily use, to those on incidents of native village life, such as hunting and fishing, were received with much appreciation by the Missions, who reported immediate improvement, and the standard of reading in English and of understanding, were raised.

A fourth *Reader* followed shortly, in continuation of the series, constructed on the same progressive plan, with lessons adapted from Papuan folk lore and fairy tales of other countries.

This year, *Papuan Reader* No. 5 will make its appearance which with the *Papuan Villager* (an illustrated newspaper dealing in the very simplest English with matters of local interest, and edited by the Government Anthropologist, Mr. F. E. Williams, solely for Papuans) it is hoped will create eventually a love of reading and an interest in their own country amongst the more advanced pupils and those who have left school.

The *Papuan Villager* has been in circulation for over seven years, and native contributions appear every month, dealing with native customs, feasts, legends and any outstanding events of village life. Correspondents in outlying parts, such as Buna, Cape Nelson and Kairuku, supply news of their districts and show intelligent interest in their paper and an understanding of its objects.

Besides the curriculum in English, which brings the advanced pupils up to Grade 5 of the Queensland standard, attention has been paid by the Missions to vernacular teaching, and to the establishment of improved social conditions, such as the formation of a Boy Scout Troup, Girl Guides and Rovers, Social Clubs, and Cricket and Football teams, throughout the settled areas, with the object of fostering a spirit of fair play and friendly rivalry and comradeship, and exercising energies expended before in tribal warfare and raiding.

By these measures, and the encouragement of habits of industry, shown by the establishment of Technical Schools, Government Work Shops, and Native Plantations, both the Administration and the Missionaries hope to raise the standard of the Papuan, and to assist him in his

BRIGHT FEATURES OF EVERY PICNIC

WISE housewives will soon say farewell for ever to the tedious unpleasant job of preparing cooking and packing a hundred things for the picnic; the new idea is to take a few packets of Arnott's Sao Biscuits and serve them in a hundred ways; with butter or cheese, fresh or stewed fruit, ham or paste; in fact any way your fancy suggests. They are always temptingly crisp, delicious and convenient to carry.

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rapid transit from the Stone Age to the conditions, in which he finds himself today.

To a great extent, this is being accomplished in Papua, through the close co-operation and understanding that always have existed between the various mission bodies and the Government.

The Missions' continuity of method and effort precludes disjointed work. Nothing confuses primitive natives more than differently applied methods. Their minds must become gradually accustomed to acquired ideas, before they are capable of applying them, and it is only by confidence and continuity of purpose that this can be achieved.

PAPUANS are by no means an unintelligent people. For many years they have been employed as clerks, motor drivers, telephonists, carpenters, and plumbers, in the more settled districts, with remarkable success. Wallace, in his *Malay Archipelago*, rated their intelligence somewhat higher than that of the Malay, and a few years previously, in 1852, a Dutch authority (Bruijn Kops) in referring to the natives of Port Dorey, boldly asserted: "It must always be taken into consideration that the Papuans are beyond all comparison superior in vigour, both mental and physical, to those tribes of the brown race with whom they are brought into contact."

So it seems that the foundation upon which the Administration is working offers every encouragement to the task of educating the natives "to raise themselves to the highest state of civilisation which they are capable of attaining."

SUGGESTIONS have been made quite recently of the need to give recognition to certain elements of native life and culture in formulating educational schemes, and the wisdom of incorporating these elements, on the plea of protecting native people from aggressive European contacts that disorganise their social life.

These suggestions present many obstacles and difficulties not obvious to the non-educationalist; and it is only when put into practice that the difficulties become apparent. It is quite easy to lay down broad schemes for native education. It is quite another matter to translate them into school curriculum.

No aggressive methods of education disorganise native life in Papua.

Native education is built on a foundation of village life from the early beginnings; vernacular teaching is carried on through the lower and middle classes from the ages of five to 10 years, in progressive stages, in lessons dealing with incidents in daily village life and customs.

It has been found that before natives can be taught English, they must be trained to think and use their minds, and this can only be done by means of their own language. And it is upon this foundation that the Missions have been able to bring education in English up to its present standard without disturbing native social life or disorganising those customs that seem indispensable to their welfare and progress.

HIGHER RETURNS

N.G. Cocoa on English Market

RECENT experiments by Messrs. Nelson and Robertson Limited, of Sydney, indicate that cocoa-growers in New Guinea may receive good returns in England.

Two parcels of cocoa-beans from a New Britain plantation were made up—one for Sydney and the other for London. From Australian buyers Nelson and Robertson received in addition to the Commonwealth Government's £12 bounty, £46 per ton. The English return was £62, plus £15/10/- for exchange, or £77/10/- Australian.

Receiving £62, together with an exchange bonus of 25 per cent., is decidedly a better proposition than getting a return of only £58 from Australian sources.

Messrs. Nelson and Robertson point out that the freight to London from New Guinea is about £2/10/- per ton higher than to Sydney. Even allowing for this,

the return from England is still about £17 more than that received on the shipment consigned to the Australian market.

OCEANIA

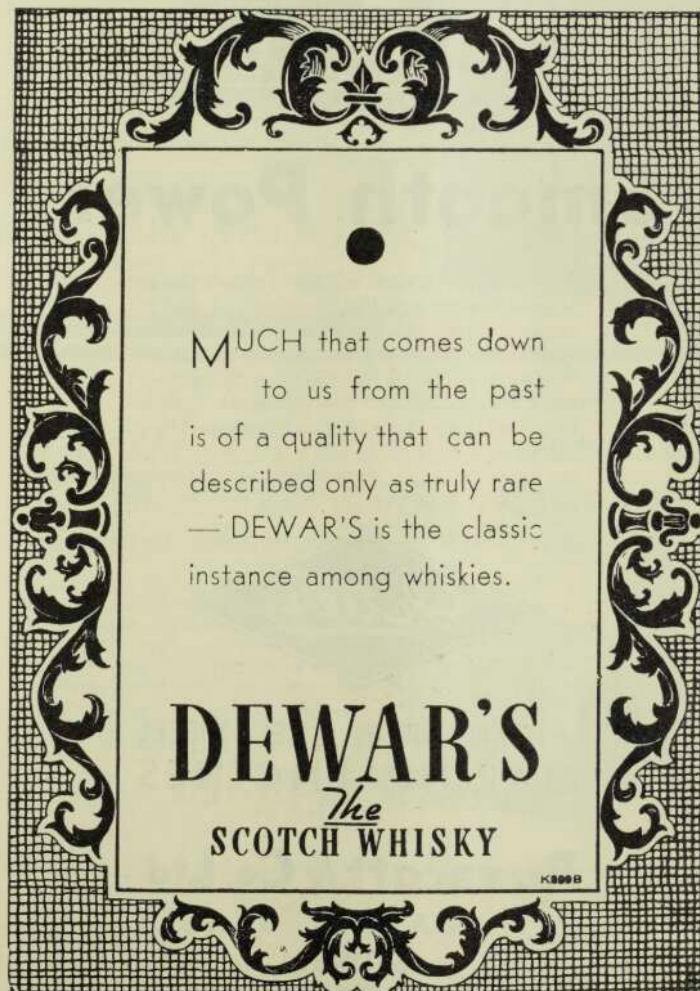
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Port Moresby's Fathers Receive Annual Hiding

PT. MORESBY, Jan. 23

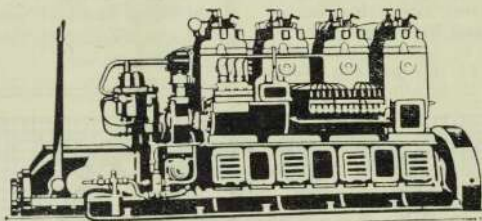
THE fathers of Port Moresby have taken their annual hiding in good spirit. Juvenile honour is satisfied, the people of Port Moresby have enjoyed the annual cricket match, and all is well.

Every year numerous sons come from Australia to Port Moresby to spend their annual school holidays with their parents, and the practice has grown up of forming two cricket elevens—Fathers v. Sons. Among the fathers there are some cricketers of experience—but, in this annual match, experience somehow does not seem to count. The sons point jubilantly to the score as the only thing that matters; and everyone ignores the

bitter plea that the sons have little else to do all the year except practise cricket, while the poor fathers are very busy earning a livelihood and getting shockingly out of form.

This kind-hearted correspondent will not publish the full scores of the 1937 match (held on January 15) but here is a bit of it:

FATHERS—Second Innings	
Williams, b Gore	20
Dupain, c Ryerson, b Rosser	1
Wyatt, c Clark, b Munro	11
Boileau, run out	0
Clarke, not out	10
Champion, run out	1
Bland, run out	0
Bignold, run out	12
Gore, b Foley	9
Lockhart, b Foley	0
de Groen, c Clarke, b Gore	2
Sundries	15
Total	81



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Better Compensation Urged For Patrol Risks

From a Special Correspondent

SALAMAUA, Jan. 12.

THERE was a sad scene here on December 20 when fellow-officers of Patrol Officer T. A. Hough, who died from wounds received while on a patrol in the Markham River country, assembled from remote outposts to pay their last respects to a comrade.

A feature of the funeral was the guard-of-honour comprised of native members of the New Guinea Police and the Papuan Armed Constabulary. The latter were then on the goldfield prior to setting out with the Champion relief party into Central New Guinea.

In a moving address, Rev. V. H. Sherwin paid tribute to Thomas Hough, who was a very promising officer of the N.G. Service and was held in high esteem by his superiors, who hoped great things of him. Padre Sherwin stressed the need for adequate provision and compensation for field officers who run the risks of disablement while engaged in their hazardous duties.

The following is part of Mr. Sherwin's sermon:—

"I do not as a rule add to the poignancy of a funeral by speaking at the graveside, but the present occasion and the circumstances associated with this tragedy, compel one to bring to the surface certain aspects that conscientiously demand an airing. They may come under two headings: First, the personal and sentimental appeal; secondly, the appeal of our friend to remedy existing conditions, that are little short of scandalous for men in the field.

"Before us is a terse inscription, which because of its simplicity of wording, is a monument to one of the saddest tragedies in the history of the Administration:

THOMAS HOUGH, AGE 23.

"You probably know his sterling qualities as an officer in the Administration better than I do, but I have no hesitation in saying without fear of contradiction that he was among the ablest of our young officers in the field.

"I feel that his mortal remains before us bear silent witness to the cost of the field service of the Administration in New Guinea—a cost that has steadily been mounting up over the past few years.

"His spirit lays a solemn charge upon those in authority, to face a definite moral responsibility that has been too long and far too lethargically neglected—the adequate provision for those young men of his generation, as well as for those who are yet to follow on, who run the risks of partial or total disablement in the course of duty. The same also applies to those men who have grown, or are growing, old in the Service. The stress of fever, responsibility, and hard conditions in the bush make them worn, tired, and old before their time. Such men are giving, or have already given,

the flower of their years, the prime of manhood to the Service of this Territory. Such a Service as this demands qualifications which can never be used or find any scope for application in ordinary positions down South.

"This open grave and the spirit of Tom Hough demand a new policy. These men, young and old, have plunged with a noble, self-sacrificing recklessness, their youth, energies of brain and body, as well as their ideals, into a life which holds hidden death from mosquito or ambush, spear or arrow, or the possibility of some partial disablement . . .

"It is not a case for philanthropy, but a solemn duty and moral responsibility upon the Administration to provide a definite scheme of insurance and pension whereby these men are given a wide margin between a commonsense sufficiency and semi-pauperism . . .

"I do feel sometimes that the growth of New Guinea has outgrown the capacity of those who administer it. This splendid youth before us issues a challenge and a warning which cannot be disregarded. An insurance scheme is sadly needed, whereby every man who enters the Service should be entitled to receive a definitely assured compensation in the event of incapacity during the course of duty . . .

"The man who dies for the State is beyond the aid of the State, but his widow who gave her all for the State should be rewarded by it—not given a mere pittance in a manner resembling a minimum given to an importunate beggar. If the Territory were bankrupt, one would hesitate to advocate such schemes, but we have the unique position of being possessed of a surplus budget . . .

"Administrative vision should extend beyond the Beehives (Notable rocks in Rabaul Harbour.—Ed., P.I.M.) and recognise the importance and significance of the outstations and isolated outposts, where the real history of New Guinea is being largely made at the cost of young human life and health.

"We stand here this afternoon, with the immortal soul of our friend and comrade, Tom Hough, calling to us to attend to these things. I do feel that Tom's greatest wish is to see that the conditions under which he served his country and this district are altered and that his present comrades and those to come, may see such improvements quickly effected."

SOLOMON IS. EARTHQUAKE

IT was reported in Sydney on January 24 that there had been a very severe earthquake in the vicinity of the Solomon Islands, and some alarm was felt by people with interests there.

Radio messages from Tulagi and Gizo on January 26 and 27, however, said that although a very wide area in the Solomons Group experienced the earthquake, it was not severe and no damage was done.

NEW CALEDONIA'S NATIVES

THE *Bulletin du Commerce*, Noumea, in a recent issue, directs attention to an interesting development—namely, the steady increase in the number of natives in New Caledonia. The figures are as follows:

1931	27,867	1934	28,307
1932	27,066	1935	28,469
1933	28,063	1936	28,596

The newspaper says that the natural increase in the population is due chiefly to measures which have been taken by the Administration during the past 10 years—mainly the good work of the medical service—which have resulted in a delimitation of contagious sickness. The medical services have had to fight venereal diseases, alcoholism, leprosy, and ignorance; but slowly and gradually the natives are being taught to live under more sanitary and hygienic conditions, and to observe the necessary and simple rules of health.

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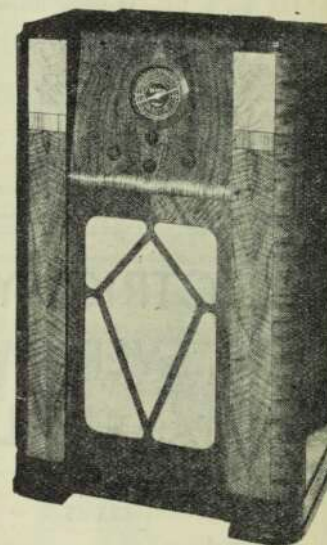
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High Talking Chief Leoso, of Leone, American Samoa, who was one of the signers of the Deed of Cession in 1890, died recently. His death reduced the signers of the Cession still alive to three. Other deaths recorded in recent months in Eastern Samoa have been High Chief Satele (District Governor of the Western Division) and High Chief Letuli, who had served 30 years in the Fita Fita Guard and the U.S. Naval Reserve.

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Australia's Native Policy in New Guinea

By Mrs. H. M. REX

[Mrs. Rex is a well-educated woman who has spent some years in New Guinea, and made a first-hand study of the native problem. In appearance, she is slight and delicate; yet she managed her own gold claim and a team of native labourers, in the rain-soaked jungle at Edie Creek, on the top of the Morobe Ranges; and she has led prospecting parties out into the unmapped and "uncontrolled" areas. She is a woman of definite opinions and, as this article shows, her opinions are interesting.]

WE hear quite a number of complaints regarding the ever-increasing insolence, etc., of the New Guinea natives, due to the slackness of Administration control. I have lived there for the last four years, and I think that some of these complaints are justified.

While I am not in favour of the individual employer being allowed to take the

law into his own hands, and punish his labour as he thinks fit—because of the individuals who would abuse such a privilege—nevertheless I do think it is the duty of the Administrator to see that a convicted prisoner is adequately punished. The employer may legally restrict his natives' weekly tobacco issue. This is not a severe punishment, as the other natives share their tobacco with the delinquent.

I would suggest that the jails be built a day's walk from the nearest settlement and that prisoners do their "time" in the precincts of the jail.

It costs quite a lot to "make court" if you have to come in from the bush to do so. If the native is sentenced to a week, or a few weeks in Wau jail, his work usually consists of road making, getting firewood, etc., under the supervision of a native police boy. Thus, he is in the midst of the activities of aeroplanes, cars, stores, and white people, and he possibly meets a number of "one talks" (natives of his own village or district)—all of which cannot fail to interest and amuse him; and I am inclined to think that a short term of such "punishment" is too much like a pleasant break from the monotony of the bush to be a serious deterrent.

My own boys did not seem to be particularly unwilling to go jail in Wau. One said he preferred calaboose to taking a hiding from me. In four weeks' time he came back from what amounted to a month in jail, and I asked him, "Would not it have been better if he had taken the hiding?" He said, he didn't know.

NO STIGMA IN JAIL

THERE is no stigma attached to being sent to jail, and the excitements attached to working in Wau appear to compensate for the disabilities, such as loss of tobacco and meat issues, and the Sunday holiday.

I believe a week's pack-drill in a jail yard would be a far more severe punishment than six weeks' of road-making, etc., in Wau; and the charge so frequently heard that calaboose is conducted mainly with an eye to supplying the Administration with cheap labour, would have no foundation.

I think also that prisoners should be given the same rations as their employers are compelled to issue. It costs a lot of money to make your labourers strong and healthy, and to have them returned from jail in a weakened condition is not fair to the employers. Tobacco, being a luxury, is different, of course.

I THINK that when a native tells lies in court, it should be regarded as a serious offence. The average New Guinea native is not simple at all. He can manufacture a very clever statement and can stick to it. At present, such a lie, when detected, merely earns a reprimand from the officer in charge; and mere words do not occasion the native undue distress.

The employers who may be compelled to travel miles, and be considerably out of pocket because of a concocted charge

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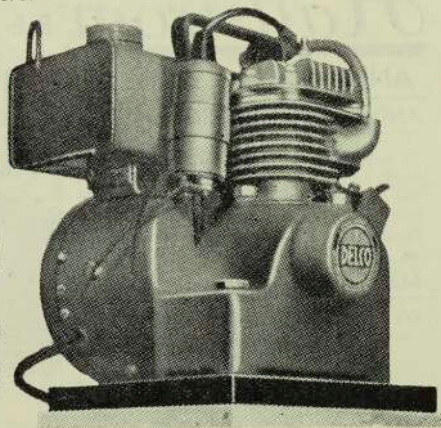
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he must answer, has no redress, and I am of the opinion that the prestige of the white man is considerably lowered by such cases going unpunished. I do think the native loses respect for all authority when he is not punished for something which he knows he should take it in the neck for. That earns his contempt—and justly, too.

FROM my cook-boy I hear that the gangs of prisoners who are road-making, etc., are becoming a menace to other natives passing by. So detour has to be made, to avoid a fight. The reason given is that passing natives give or may give cheek to the working prisoners.

According to the cook-boy: "Man belong calaboose 'e got big feller work. Now bel belong him not belong this feller work. Nother feller man 'e walk about nothing—'e got plenty to much sass. Al-right, calaboose 'e like fight 'im!"

So, if this is usual, either a white police master should always be in control of a gang of prisoners or, better still, the prisoners should be punished by being given pack-drill in the prison yards. Natives do not like unconstructive work—it causes them to feel humiliated—so pack-drill should be a genuine punishment.

FOR criminal offences against females without any mitigating circumstances, I would hang the native—the white man, also.

In districts not yet under control, or only recently brought under control, I would be very lenient with a killer. It must be very easy to revert to what has been the usual custom for generations, when in heat of anger.

I would under no circumstances take an accused man to Rabaul for trial, or native witnesses. So many natives want to go there, and I think they would possibly commit perjury to have such a trip.

I would class alluvial mining as general labour, providing it is not night work, and I would not permit work on Saturday afternoons.

POLICE MASTERS in New Guinea should be about the best men in the force. There is not an ordinary policeman's job.

I should think it would be better for everyone concerned if their social status was raised. Could not a tropical police force be built up with a cadet system?

CHARACTER OF NATIVES

I FOUND the natives I dealt with, on the whole, very well-mannered, not only to me, but to each other. When at work, they would warn each other continually of any pending fall of earth or splash of water. They would always offer to carry anything I might have in my hand, and proffer a helping hand or word of warning should we come to a difficult or dangerous place.

They are inveterate thieves and liars, and they are not at all embarrassed at being found out—very quick with ingenious excuses for themselves—yet they retain the manners of gentlemen.

Once they learn that it is not regarded by the whites as *comme il faut* to expose the person in public, they rather go to

the other extreme and become somewhat prudish. I have bathed with native women in the place set apart for the women to wash; and not one of them would remove their grass skirts, although they were delighted with a cube of soap, and used it vigorously. When I told them they couldn't get clean like that, I understood one to say that it wasn't the "fashion belong mission" to entirely disrobe. This was some distance up the Markham River.

I have seen a number of boys and men, after they have had a swim, all with wet *lap-aps*—presumably they thought it immodest to strip and hop in, as most of our own lads would do.

This self-consciousness is to be regretted. I went a good way up the Sepik River once where neither the men nor women wore any clothes. I was told they were a most moral people. It would seem that the more we seek to hide our bodies



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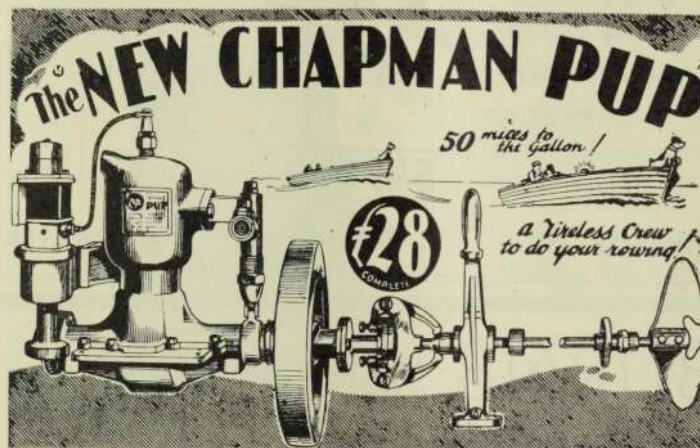
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the better it would be to hide what is in our minds.

RELIGIOUS INSTRUCTION

It is deplorable that mission activities should be allowed to continue in the present fashion. The animosity the different sects have for each other, apart from damaging the prestige of the white race, is certain to be passed on to their respective converts.

Surely we Australians can summon up enough courage and commonsense to protect the natives in our Mandate from becoming participants in the endless and utterly futile controversies raging around the theories of transubstantiation; efficacy of total immersion as against other forms of baptism; or whether keeping the sixth or the seventh day as a day of religious observance is vital to eternal salvation; whether those who do not ac-

cept certain particular gods will "perish everlastingly"; and so on. Even if we are too cowardly to take steps to protect our own children from being intimidated by these endless and useless arguments, surely we should not allow these stone-age natives to become involved in such discreditable controversies.

The Administration is not at all remiss in seeing that nowadays the native is not exploited by his employer. I am hoping that Public Opinion will bring sufficient pressure to bear upon the Administration to compel it to protect the native against the trouble-making activities of the missions.

The old days of fighting and raiding are practically over for the native, and so, in the areas now under control, much of his interest in life has gone. When he returns to his village after finishing his

labour contract, there is little to amuse or interest him.

I would suggest that the time is ripe for the introduction of some small schools in the largest of the native villages. I would like to see school-masters chosen for their commonsense and proficiency in sport. The natives might be taught reading, writing and arithmetic, what team work in sport means, and they could be taught a number of other sensible and practical things also, such as personal hygiene, village sanitation, road-making, bridge-building, cooking, raising crops, etc.

I would like to see the school the social centre of village life, as the House Tamboran used to be, and, as now, in places, the mission is.

I would like to give the native the opportunity of acquiring material knowledge, healthy amusement and constructive occupation, and of being educationally fitted to, in time, hold his own with the whites.

As we are going to occupy their country we must, in decency, give them the opportunity to raise themselves to our standard of what we call civilisation, equip their children to meet ours on a 50-50 basis.

Superiority does not lie in the colour of one's skin, but in behaviour. We may not always be the black man's "master." Let us so educate him that we may not fear for our children, should the pendulum swing the other way.

THE MAU AND INFANTILE PARALYSIS

From Our Own Correspondent

APIA, Jan. 21.

It was owing to the representations of the Samoan Mau that a number of European permanent residents of the territory, returning to their homes on the *Matua*, were not allowed to land or to be placed in quarantine on shore, and had, to their great indignation, to return to Fiji or New Zealand.

The attitude of the Samoan authorities regarding the prevalence of infantile paralysis in New Zealand is in marked contrast to the practice in all other ports touched at by the *Matua*. (Rarotonga, Tonga and Fiji) where passengers and crew were allowed ashore without difficulty.

Editorial Note

It is becoming clear that, since the "Goodwill Mission" brought practical Socialism to Samoa, the Mau (the political organisation representing about 60 per cent. of the natives) has been given extraordinary powers in Administrative affairs. The foregoing is a good example of what is going on. Incidentally, it explains what appeared to be cruelty and callousness on the part of the Apia officials, in driving away five residents of Apia who were returning to their homes. Apparently, the officials were only carrying out the orders of their masters of the Mau. And the slogan of the Mau could be written thus: "Samoa for the Samoans! Out with all Europeans!"

Mr. G. V. Maunsell-Turner, Stipendiary Magistrate at Rabaul, arrived in Sydney from New Guinea on leave by the *Malaita* on January 15.

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IN THE GOOD OLD BAD DAYS

Jackson's Adventures in Fiji 100 Years Ago

By JULIAN HILLAS—PART 2.

DURING one of the raids made by Bonavidongo's people on enemy tribes, a number of prisoners having been taken, the bodies were as usual prepared for food.

At the same time as the human flesh was being cooked, a second group were busy dressing turtle, cutting up the meat in exactly the same sized pieces as the other.

The natives, knowing Jackson's aversion to the former, but ascribing this to his ignorance of its excellence, now included a package of the human flesh among those set before him. Fortunately he was in the habit of examining all his food carefully and, noticing that some of the meat was darker than usual, he threw it all away and dined solely upon vegetables!

ONE of the main advantages of having a white man about was his ability to mend and keep in order the muskets, of which the natives knew nothing, beyond their use. It was in connection with this work that Jackson acquired his second wife—and also lost her again.

A tributary town had been attacked, and the people of Nateva sent a detachment to its defence. During the fighting that ensued many of the muskets became clogged with dirt and rust and, as usual, were brought to Jackson, but he, being in a disagreeable mood and dissatisfied with life in general refused to attend to them.

The cause of his ill-temper was his inability to have a young girl upon whom his eye had fallen, and who was engaged to a cripple whom she cordially disliked. Mutual affection had sprung up between her and Jackson and she proposed that they ran away together. But he, unwilling to risk a venture into strange territory, offered instead to take her back to Nateva. With this in view, he approached the old men of the town to enquire by what means he might obtain her. Greatly to his chagrin, they derided his request, informing him that she was a *maramei* or "chief girl" and consequently far above his reach.

Returning alone, he told the girl to wait patiently, and all would be well.

In a short time, these same people wanted him to go back and repair their muskets, which were now in very bad order indeed. Jackson again refused demanding a monetary payment which they were unable to make. Finally, however, he consented on condition they gave him the *maramei* as his wife.

After a long consultation, this was agreed to, and the girl and the muskets were brought to Nateva.

A number of the muskets required fresh mainsprings. Jackson, whose only tools were an old knife, a sail-needle and a flat stone, was in a quandary. It was manifestly impossible to weld a mainspring with such appliances as he had, yet at the same time it was equally cer-

tain that permanent possession of the *maramei* depended upon the successful repair of the guns.

The problem suddenly solved itself. Feeling hungry, one night, Jackson visited the tribal temple and there carved himself a generous helping from one of the cooked pigs dedicated to the god. He threw the remainder away, and was on the point of leaving when he noticed a row of muskets likewise dedicated to the same service. It was but the work of minutes to unscrew the locks and remove the mainsprings, taking care not to disturb the cobwebs that were interwoven between the guns.

The following morning there was great excitement among the natives, who discovered to their amazement that the god had swallowed a whole hog. The priest, wishing to turn such a unique event to

his own advantage, claimed that he had even seen and conversed with the deity.

This same pig was ultimately the cause of the death of Jackson's two wives and very nearly of his own.

Soon afterwards, a number of hogs were again offered to the god and there was much speculation as to whether he would consume another, in similar

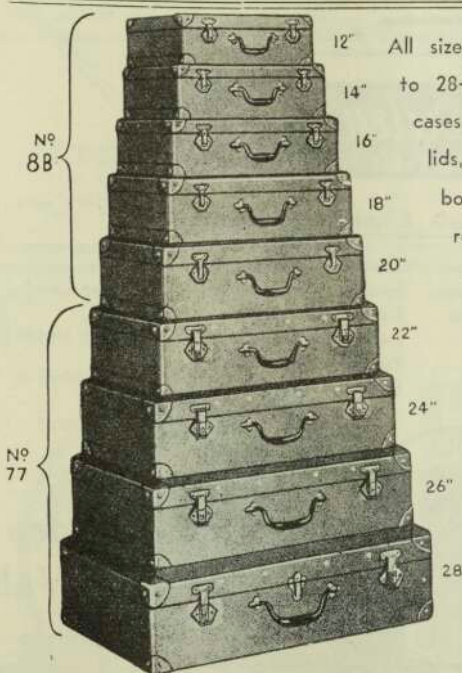
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fashion. Jackson, not wishing to strengthen the original error, and believing himself firmly established in the community, told them that it was he who had eaten the first pig.

The result of this confession was disastrous.

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An hour or so later he was attacked and pushed down the steps of his house. Picking himself up, he fled towards the beach, pursued by the whole settlement. Fortunately, it was dark, and in the confusion he managed to steal off in the direction of Somo Somo.

Subsequently, he learned of the death of both his wives, who, in accordance with custom, had been strangled as substitutes for himself.

FINDING his way to a village further along the coast, Jackson fell in with a party going to Bau, then the principal town in Fiji and the capital of the all-powerful chief Thakombau.

At Bau, he was asked to cast a thousand balls of lead—a task which he accomplished so well that the king begged him to make his home at Bau, from whence, under the royal protection he could visit almost any part of the Group.

On one such tour, Jackson accompanied Thakombau's brother, Revelita and, calling at the island of Batiki, witnessed an unusual demonstration of the abject fear in which the Chiefs of Bau were held.

The Batiki people, on first sighting their visitors, commenced the preparation of food. But, owing to the speed of the canoe, there was not sufficient time for this to be properly cooked before their arrival. At this, Revelita flew into a passion and, calling the Batiki natives together, abused them roundly.

One of his courtiers, noting that the

beach on which they were sitting was covered with pumice stone, observed that it would be less hardship for their hosts to make a hearty meal from the pumice stone than it would be for a Bau chief to eat underdone pork.

"Well thought of!" said Revelita, and immediately commanded them to begin. Their terror was so great that they ate so large a quantity of pumice that, although the beach was thirty or forty yards long, the number of stones visibly diminished.

ON another occasion Jackson visited Rewa as the guest of Thakonauto who, with his two brothers, governed the district and kept in subjection the Dreketi people formerly rulers of Rewa. So greatly had this tribe been reduced that—they were now literally, and in their own persons, regarded as the principal food supply of public occasion!

At the time of Jackson's visit, Thakonauto's elder brother was building a new palace and, in keeping with national custom, he caused a Dreketi man to be buried alive at each corner post, superstition being that if a king's dwelling was not supported in this manner it could not be expected to stand for long.

BUT it was reserved for the township of Na ara Bale to furnish the most fiendish example of barbaric cruelty which Jackson had as yet seen. This place was an isthmus, joining two islands and there, by dragging a canoe half a mile across land, a lengthy sea voyage might be avoided.

On their arrival here, the Bau people surprised and captured upwards of 40 natives of a disobedient tribe, whom they had for some time been intending to discipline. Their method of doing this was as expedient as it was revolting. It consisted of using these unfortunate men instead of the wooden rollers over which the canoes were to be hauled.

To keep the bodies in a straight position, two banana stems—chosen on account of the spongy texture—were lashed the full length of the body, back and front. The screams of the first few who were crushed were lost in the demoniacal laughter of their captors; but, as the latter wearied, the piercing shrieks could be distinctly heard, even at a great distance.

The round bottoms of the heavy double-canoes were dragged over the victims—who lay face upward—in such a manner as to fit into the soft part of the body between the breast and the crutch. Needless to relate, they all died.

AT this point, Jackson's narrative terminates abruptly.

The only information we have of him again is a footnote appended to Erskine's *Western Pacific*, in which it is mentioned that, after a short stay in the New Hebrides, where he was engaged in the sandalwood trade, Jackson came to Sydney in *H.M.S. Fly* in 1850.

The amazing part is not so much the adventures which befell him as that he should have survived to tell of them. Laying down the record, one feels a sense of completion. Jackson set out with the expressed intention of seeing "foreign countries and strange manners" and no one, I think, will suggest that he failed!

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GERMAN PROPAGANDA IN NEW GUINEA

MR. E. J. WAUCHOPE, of Madang, New Guinea, told the *Melbourne Herald*—and the *Herald* published it "with bells on"—that there is much propaganda in New Guinea and in Australia in favour of the return of New Guinea to Germany.

"German propaganda for the return of her New Guinea colonies is filtering through New Guinea and Australia," said Mr. Wauchope. "I was surprised at its extent in the Commonwealth, where I am repeatedly asked, 'What are you going to do when Germany gets her colonies back.'"

"For some time the native boys have been saying to planters, 'Master, Germans close up.' They meant that Germans were soon to take over the colony, and believed that Australians there now would have to leave.

"The boys said they heard this from the German missions. I have formed the impression that the young German missionaries, who have come to New Guinea in large numbers in recent years, are responsible.

"The missions deny responsibility, and the older Germans are good, tolerant men, but it is certain that the boys get the propaganda from the coloured missionaries.

"Officers on German boats calling at New Guinea have openly advised me to learn German, saying that New Guinea would belong to Germany again."

Mr. Wauchope advocated migration of Australians with capital to take up the large area of suitable country still available for copra production.

INCREASED SPENDING POWER

From Our Own Correspondent

APIA, Jan. 18.

WITH better business all round, high copra and cocoa prices and brighter prospects for the new year, the festive season was visibly enjoyed by the residents of Western Samoa. Numerous parties, picnics and dances were held during the holidays.

The Apia stores, unprepared for the large increase in the spending power of Europeans and natives, sold out many lines—especially foodstuffs, like canned meats, sugar and (owing to a shortage of flour) bread. The shortage was relieved by the arrival of new supplies by the *Matua* on December 25, the *Maui Pomare* on December 31, and the *Wairuna* on January 2.

The *Matua* and the *Maui Pomare* took away full loads of over 7000 cases of bananas each for the New Zealand markets. There still is an abundance of bananas, and planters are unable to ship all their fruit. It is hoped that under the new year's banana contract, the Samoan quotas will be increased especially as the demand for the Samoan bananas has considerably improved.

The cocoa crop is practically over and has been a very good one. Copra also is coming in freely at the higher prices for the product now ruling.

SAMOAN NOTES

From Our Own Correspondent

APIA, Jan. 21.

THE sudden and unexpected death of Mr. Neil M. Caldwell, a popular member of the staff of Messrs. Burns Philp (S.S.) Co. Ltd., and a resident of Apia for the last 16 years, was received by Apia residents with regret and sympathy. Mr. Caldwell was only 34 years old. He was an Australian, and had taken a prominent part in social and sporting activities, and made many friends through his never-failing courtesy and devotion to duty. His death was caused by internal haemorrhage, the result of injury to his leg when struck by a cricket ball several months ago. The funeral at Magiagi on December 28 was attended by a large and representative gathering—it included the Acting Administrator.

THEIR SPELL AT LIBERTY

Five Samoan prisoners, who several weeks ago escaped from Vaimea prison, and roamed the country and enjoyed their dearly-won freedom, have now been re-captured. They will appear before the court, when their dash for liberty will obtain them additional prison sentences.

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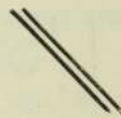


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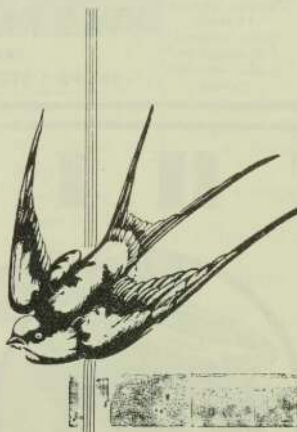
The McIlraith, McEacharn passenger liner *Katoomba* will leave Sydney on March 27 for a 16-day Easter cruise to the Pacific Islands. She will call at Norfolk Island, Suva (Fiji), Vila (New Hebrides), and Noumea (New Caledonia). The vessel is due to return to Sydney on April 12.

Mr. George Clutton, an old resident of Fiji, died in the Colonial War Memorial Hospital, Suva, on January 11, after a prolonged illness. He went to the Group many years ago as a bricklayer in the employ of the Colonial Sugar Refining Co., and had worked at the C.S.R. mills in different parts of the Colony.

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FUTURE OF N.G. COPRA INDUSTRY

Valuable Official Compilation

A BROCHURE which we are inclined to describe as the most valuable compilation ever made in connection with the copra industry was published in the October issue of the *New Guinea Agricultural Gazette*. It is entitled "A Survey of the Coconut Industry in New Guinea" and it is by Mr. R. E. P. Dwyer, H.D.A., H.D.D., B.Sc., who is the Economic Botanist employed by the Department of Agriculture in N.G.

Mr. Dwyer has not confined his compilation to New Guinea. He has rightly taken the view that in order that he may write authoritatively about the future of the N.G. copra industry, he must make a survey of the copra industry of the world—and this has involved researches regarding the present and possible future use of coconut oil, the prospects of increased production, the method of world distribution, and the possibility of coconut oil being supplanted by other vegetable and mineral oils.

As well as the world aspect, Mr. Dwyer has dealt very fully with the local aspects under the sub-titles of "Importance of the Copra Industry as Affected by the rise in Gold Production," "Production of Shredded and Desiccated Coconut," "Quality of N.G. Copra," "Fluctuations in Average Values of N.G. Copra," "Effect of Copra Inspection on the Premium obtained for Rabaul Hot-Air Dried," "Manufacturers' Requirements," "Copra Driers," "Accounting Methods on Plantations," "Administration Ordinances."

In his conclusions, Mr. Dwyer says that coconut production is likely to be the main feature of the planting industry in New Guinea for many years. The industry has not received the attention in various directions which its economic importance merits—especially as the production per acre has a tendency to decline. He apparently takes the view—expressed many times in the *P.I.M.*—that the gold industry has been permitted to overshadow the New Guinea copra industry and that the authorities have not used the rich revenues derived from gold sources as they might have done to build up and stimulate the planting industry.

Mr. Dwyer points out that the older planting areas in N.G. are definitely beyond their stage of maximum production and there has not been a sufficient co-ordinated effort to establish new coconut plantations. He acknowledges, however, that conditions during the depression period, with its calamitously low copra prices, may have been largely responsible for this.

"The need for an organised scheme of research dealing with copra and coconut production in this territory is very evident," says Mr. Dwyer. It is very evident in every coconut growing territory in the South Seas. The amazing thing is that all these self-centred and com-

FIJI GOVERNOR IN TONGA



New Governor of Fiji (Sir Arthur Richards, K.C.M.G.), while on brief visit to Nukualofa, Tonga, recently, had a few words with the Tongan bandmaster, Tuafua. The British Resident, Mr. J. S. Neill, is on the right.

Hettig, photo.

placent Administrations do not recognise the fact and then take the next logical step—namely, that of establishing a central bureau of economic research where the services of such men as Mr. Dwyer could be properly and profitably employed.

As it is, we presume that this most useful brochure of 72 large pages, carrying an extraordinary amount of valuable information, will be duly pigeon-holed somewhere in the New Guinea Administration and that all of the other Pacific Administrations, which are just as interested as New Guinea, will never even see it. However, the fact may be published that copies of this brochure (No. 2, Vol. 2, of the *New Guinea Agricultural Gazette*) can be obtained from the Department of Agriculture, Rabaul, at a cost of 1/- each.

NEW INVENTION

Allows Divers to Descend to
40 Fathoms

A NEW diving suit and helmet which, it is claimed, will revolutionise diving for marine products has been perfected by a Sydney inventor after 20 years' work.

Divers in Northern waters to-day are faced with the terrors of paralysis and death if they go beyond comparatively shallow depths. With this new invention they can comfortably descend to 40 fathoms, whereas with the old suit 30 fathoms was considered the maximum.

"This suit gets away from the old theory that the pressure of water causes paralysis," said Sir Walter Carpenter, head of W. R. Carpenter & Co. Ltd., who is one of the syndicate backing the new invention. "The new idea is that there is little pressure in water, but that the pres-

sure is in the air trying to get out of the water."

Air is pumped into the ordinary diving suit, and lead weights are used to take the diver down. Underneath the water the air compresses itself so much in an effort to get out that it forces blood to the diver's head and causes him to bleed from the nose and ears, said Sir Walter.

There is no air in this new diving dress. Air is pumped into a container, which is released into the helmet in amounts sufficient to enable normal breathing. The pressure in the new helmet is sufficient only to prevent the water from entering.

Mr. Reg. Brodie, who had been under medical treatment for several months in Namanula Hospital, Rabaul, died on Christmas Eve. Born in Queensland in 1881, he went to South Africa as a member of the Australian contingent during the Boer War and later served through the Great War with the Australian Light Horse. Mr. Brodie joined the New Guinea Administration in 1925, being roadmaster until July, 1934. He is survived by his wife and three children.

Right Rev. Stephen Davies, Bishop of Carpentaria, arrived in Sydney from Thursday Island by the *Merkur* on January 23.

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● Send 1/- plus 2d. postage to Tillock and Co. Ltd., Sydney, for "Aunt Mary's" Cookery Book. It's the best.



Foster Clark's world-famous *creamy* Custard may not bring promotion to every woman's husband—but it does promote a hearty appetite! Especially when it is used in delightful dishes like Lemon Tartlets. You'll find this recipe—and nearly 100 others—in Elizabeth Craig's Recipe Book. Write for your FREE copy to Foster Clark (Aust.) Ltd., Dept. R.B., Redfern, N.S.W. Enclose 1d. stamp for postage.

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Remember, Foster Clark's Custard is more than a delicious dish. It is a nourishing food, prepared from pure, wholesome ingredients, and *natural* flavours . . . finest Vanilla Beans, choicest Lemons and selected Valencia Almonds. Take your choice from these three, or the Standard flavouring, and serve Custard for dinner to-morrow. Always ask for Foster Clark's Custard, and refuse cheap imitations.

RECIPE FOR LEMON TARTLETS

$\frac{1}{2}$ lb. Short Crust
Raspberry Jam
2 ozs. Almonds
1 pt. FOSTER CLARK'S LEMON CUSTARD

Turn pastry on to a lightly floured board and roll to $\frac{1}{4}$ -inch thickness. With a pastry cutter, cut pastry into rounds, and line tartlet tins evenly with the rounds. Prick the bottom of each with a fork. Bake in a quick oven till crisp, then cool on a cake rack. When required, place a teaspoon of jam in the bottom of each tartlet and almost fill with the custard. Blanch, split, and brown the almonds in a little butter. They can be fried or baked. Spike the custard fillings with the almonds.



FS143

Foster Clark's
creamy CUSTARD

PRAISE FOR THE W.R.C. LINE

MR. H. C. SYMES, of Mamara Plantations Ltd., Guadalcanal, British Solomon Islands, writes:

I would like to say a few words in praise of the accommodation, food, etc., on the W. R. Carpenter steamers, and on the M.V. *Rabaul* in particular. Our trip to England (wife, son and self) was exceedingly pleasant, and every moment was thoroughly enjoyed. An excellent swimming bath was erected on board—in fact, my young hopeful learned to swim on the trip home.

Fortunately, we had an exceptionally calm passage to Hamburg. The weather



A Group Aboard M.V. *Rabaul*.
(Photo by Mr. H. C. Symes)

from Hamburg to London was reported "Gales." It certainly was rough, inasmuch as we were unable to enter the Thames the evening we were due. The pilot ship cleared for a safe anchorage and we were compelled to "weather it out" in the North Sea for 24 hours. What a remarkable ship the M.V. *Rabaul* is! We scarcely shipped a sea. No wonder W.R.C. is proud of his "first love"!

Personally, I would not hesitate to book all future passages by this line of steamers. The voyage is most interesting passing through the East Indies and crossing the Equator three times on the way home (twice within a few hours North of New Guinea.)

Mr. E. B. Harkness, Chairman of the Lord Howe Island Board of Control, and Mr. M. C. Nott, Under-Secretary to the N.S.W. Department of Justice, sailed from Sydney by the *Morinda* on January 21 on an official visit to Lord Howe Island.

Captain Ronald McNicoll, of the Australian Staff Corps, returned to Sydney by the *Nankin* on January 21 after visiting his parents, Brigadier-General and Mrs. W. R. McNicoll, at Rabaul. The N.G. Administrator's eldest son, he spent his leave in the Mandated Territory following the completion of an appointment as Works Officer of Darwin coast defences.

SOYA BEANS

Possible Islands Crop Has Many Uses

IT has been suggested from time to time that the production of soya beans in the Pacific Islands is something that might interest Pacific planters—especially those holding land in the more southerly places. The following article by Dr. Harry Barron, which was published in the *Evening Standard*, London, on December 8, should be of interest.

MANY years ago Henry Ford undertook to make cheap motorcars, and the world laughed heartily. It has stopped laughing, because the joke was not on Mr. Ford. Lately, he has said that the soya bean will become a dominating influence in world affairs. This time the world has laughed with less conviction.

For many centuries the Chinese and the Japanese have existed without the cereals and foodstuffs with which Europeans are familiar, and almost without meat. They have relied on rice, fish and on the soya bean.

Before the introduction of Western industrial methods into Japan, soya beans were first and foremost a source of food. Now the utilisation of soya beans in Japan has been brought to a fine art.

It has been stated that the main value of Manchuria to Japan is primarily as a source of cheap and ready food for her ever-growing population. Most of Manchuria's cultivated land is devoted to soya beans.

Since 1907, soya beans have been growing in importance as a commodity for export all round the world. For example, Great Britain imported 160,000 tons in 1935, while Germany took no less than 1,000,000 tons in 1934.

There are two applications of the soya bean which have been known for many years. By squeezing the beans an oil is obtained which is something like linseed

oil. The remaining crushed seed forms a very valuable cattle food.

Soya bean oil has been extensively employed for the manufacture of paints, varnishes and lacquers. The same oil finds application for linoleum and oil-cloth, in the production of rubber substitutes, as a lubricant and as core oil in foundries.

As a matter of fact Ford, practising what he preaches has grown soya beans in the United States of America and applied the oil obtained to motorcar manufacture. From results obtained with 12,000 acres of soya beans, he states that 50,000 acres will supply enough soya products for 1,000,000 cars annually. This would give 825,000 gallons of oil suitable for enamel, 540,000 gallons for shock-absorber fluid and about 200,000 gallons for foundry work. With the material he has left over from the operations already mentioned, Ford makes such things as steering wheels, gear-lever knobs and distributor parts.

By far the largest amount of soya bean oil is employed to make soap. In the United States, Great Britain and Europe, enormous quantities go into soap. One of the greatest English soap companies has employed it for many years. One of the materials obtained in soap-making with soya beans is glycerine, the starting point for high explosives.

When deodorised and refined, the oil is used for margarine. It is also employed for cooking and as an edible oil.

Some idea has been given of the industrial importance of the soya bean. Perhaps of even more importance is its food value. Much has been heard in recent years about proteins and vitamins. Proteins are obtained from meat, milk, eggs and bread. The soya bean contains three times the protein content of wheat and eggs, and also those groups of vitamins which are essential to human life.

Moreover, it contains iron, calcium, magnesium and other salts necessary to human welfare. It is a great muscle builder and the phosphorus it contains makes it good for nervous disorders. It

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could be the most useful and by far the cheapest method of fighting malnutrition.

In the United States where an area exceeding 5,000,000 acres is already planted with soya beans, there has been much activity with the preparation of foods from home-grown soya beans. They make margarine, lard substitute, mayonnaise and salad oils. The beans suitably treated and ground, go into cocoa, drinks of all sorts, sweets, chocolates, cakes, cheese, sausages and bread. Milled into flour, they are used in breakfast foods, beverages, infant and invalid foods.

For many years the flour has been largely used for diabetic sufferers because it contains little starch, a lot of protein, and vitamins A, B, D and E. In America, too, special varieties of soya bean plants yield a green vegetable which has taken its place with the standard vegetables. The beans themselves are used in very much the same way as haricot or butter beans.

The United States is already an exporter of soya beans mainly to Europe.

Europe has slowly followed suit. In Great Britain many soya bean products are obtainable, although the part played by the bean is not made public. Several well-known sauces have always had it as a principal ingredient.

The soya bean will not grow anywhere. At one time the idea that it could be grown in England was ridiculed. Thanks to the efforts of an English agriculturist, North, this has been proved to be possible.

The soya bean requires a light, dry soil and a hot summer. The great question is whether the English summer is hot enough for it.

Germany has been trying for years to grow soya beans but without success. The seeds just will not take. Hitler would give anything for Germany to grow soya beans, because all the food troubles would be ended. In England, if we do not like soya bean foods, we don't buy them. But in Germany, if Hitler says soya beans are good for you, well, soya beans are good for you.

At present, while Germany imports vast amounts, Russia is already growing large quantities in the lands near Manchuria. Canada is following in the steps of the United States and has already some 50,000 acres cultivated.

Rabaul Soon To Have Its Swimming Pool

From Our Own Correspondent

RABAUL, Jan. 11.

THE energetic committee of the Rabaul swimming pool building fund are about to have their dream realised. Tenders are to be called shortly for the construction of the new swimming pool.

Their efforts have indeed been untiring when it is remembered that the first donations were received only in September of last year, and now nearly £900 has been collected.

LOYALTY OF PROTECTORATE OF TONGA



A large and representative gathering in Nukualofa, Tonga, on December 14, did honour to the birthday of the new King of England, George VI. This group was photographed on the steps of the British residency. In the front row, from left to right, are Hon. S. Ata (Minister for Lands), Hon. J. Kaho (Minister for Police), Mr. J. S. Neill (His Britannic Majesty's Agent and Consul), and Hon. Tugi (Prince Consort and Premier of Tonga).

FOR COUNSELLING
PERJURY

N.G. Native Sentenced to
10 Years' Imprisonment

From Our Own Correspondent

RABAU, Jan. 11.

IN the Rabaul Supreme Court recently, the native Kowat appeared on a charge of counselling perjury. It was alleged that he was responsible for influencing and counselling witnesses in a case which came before the Supreme Court last June when a Chinaman was charged with the unlawful killing of Kowat's son. Kowat, who was a *tutuf* of a Madang village, pleaded guilty to the charge.

He was sentenced to 10 years' imprisonment with hard labour. In his summing up His Honour the Chief Judge pointed out the gravity of the prisoner's offence for trying to put an innocent man in gaol. The witnesses Kuminak and Manus were also charged with perjury in connection with the same case, and received sentences of seven years and one year respectively.

231 MINOR OFFENDERS FINED

The District Court has been kept busy of late. Over the Christmas and New Year holiday period numbers of lorries loaded with singing and shouting natives repeatedly passed through the town. The vehicles were frequently overloaded and in one instance 91 passengers were being carried when the police intervened.

As a result of this behaviour 165 natives appeared before the Court charged with being absent from premises and 66 natives charged with wearing clothing on the upper part of the body. Convictions were recorded in all cases and fines of 2/- on each charge were inflicted.

TWO YEARS' GAOL FOR COPRA
THIEF

Several cases of copra stealing from plantations by natives have been reported due to the high price of copra and to the fact that no control is exercised over natives where transactions in copra are concerned.

(Continued on top of next column)

The native Isak, employed on one plantation, appeared before the Supreme Court charged with stealing copra from a plantation warehouse. The Chief Judge in passing sentence of two years with hard labour emphasised the seriousness of the crime and said that natives must realise that they cannot steal copra from their masters.

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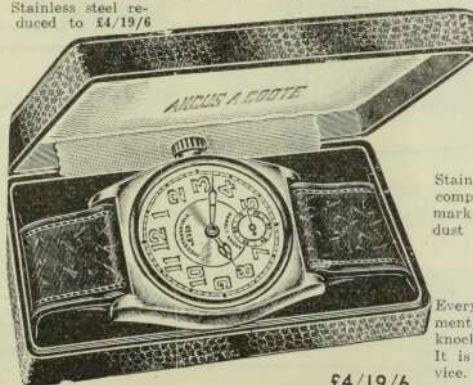
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The science of watchmaking has achieved in this timepiece the best watch ever designed for the tropics.

It is the Angus & Coote
Indestructible Lever

Stainless steel throughout is the case composed of. It shows not even a mark of perspiration. It admits neither dust nor damp—being hermetically sealed against everything.

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THE UNCONTROLLED RAI COAST IN NEW GUINEA

Letter to the Editor

REFERENCE has been made many times to the natives of the Rai Coast, south of Madang, in the Territory of New Guinea.

They have come into prominence again recently in connection with the attacks upon a patrol, under the control of A. D. O. Nurton. As has been recorded in the *P.I.M.*, one of these attacks was the cause of this official being badly wounded, and having his leg amputated.

Several causes have been suggested in the *Pacific Islands Monthly*, in regard to these attacks. First, it was stated by some that the cause had been religious fanaticism. This is ridiculous, as the natives concerned with these attacks had very little contact with missions, if any at all. Although this "wave of fanaticism" had peculiar results, and was the cause of much unrest on the plantations adjoining the Rai Coast, it has nothing whatever to do with attacks upon the police party.

Later, it was reported that the native police on patrol with Mr. Nurton were badly disciplined, and had more or less caused discontent amongst the natives, by interference with their women. To one having any experience of natives, the cause of trouble can always be found in pigs or women. We all know how hard it is to control native police when on patrol, and this theory may be near the truth.

But as one who has lived on the Rai

Coast, and claims to have quite an extensive knowledge of the whole of this area, I often wonder when the Administration will really arrive at the truth, and study the make-up of these natives a little more closely. The Rai Coast natives have, as long as we can remember, been a ferocious and warlike people, and are not the type to come readily under control. The only law they know is the spear, and force is to be met with force.

There has been a Government Patrol to the Rai Coast periodically, and several of our best officers have been stationed there; but, as yet, we can safely say that half the Rai Coast is not under control. These officials have been tied by the administrative heads in Rabaul, and the opening up of the Rai Coast has been governed by the "go-slow" and peaceful policy.

Is it not time that the Administration did away with this peaceful penetration policy, and displayed a little more force and the strong hand? If they continue with their present policy, it can be safely said that it will be long before those thousands of natives on this Coast are brought under control, and it may be with further loss to limb or life. The Administration have the men fit for the job. The patrol officer there, Mr. G. Greathead, is an ideal man, and there could not be a keener. Let him go ahead and open the country up.

Unless contact is made with the white man, these natives will never be brought under control, as, like all natives, they will not go to the white man. He must come to them and force contact.

At the present time, except for an odd recruiter who, after scaling a 2000 feet climb, arrives in a village to find that the inhabitants have beat it for the bush, and an odd patrol officer, who finds much the same thing, their present contact with the outside world is nil. It appears that at the present time they resent any intrusion into their domain; therefore, a little force and determination in one area, may have a sobering effect on all the others.

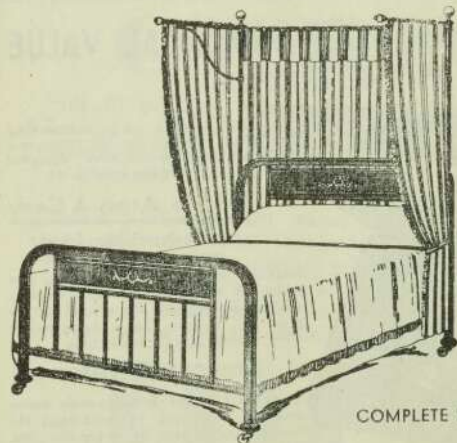
Again, in order to discourage any further attacks upon patrolling parties, it is the duty of the Administration to allow an example to be made upon any natives offering resistance. When all is said and done, as fighting is part of the natives' everyday life, and comes next in importance to eating, no harm can be done to future relations with these peoples by meeting their resistance with force.

The blame for these attacks upon A. D. O. Nurton's party cannot be put down to "religious fanaticism" or solely to interference with the native women, but simply to the Rai Coast native being in his natural state, and resenting an invader, as his forefathers have done for centuries.

I am, etc.,

QUARTPOT.

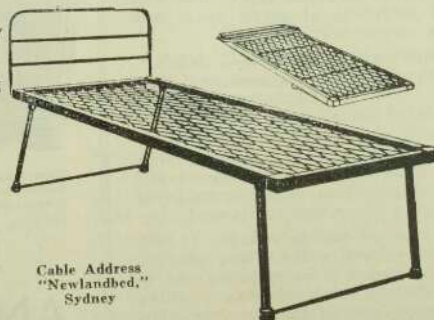
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27/12/1936.



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NATIVE EDUCATION

Discussion at N.Z. Science Conference

THE Australian and New Zealand Association for the Advancement of Science met in conference at Auckland, New Zealand, in January when a wide variety of subjects were discussed.

The Anthropological Section, in which a number of well-known Islands men and women took part in the proceedings, dealt mainly with the question of educating native races.

Professor A. P. Elkin, of Sydney, said that the problems of the racial clash were not understood, and not a little damage had been done sometimes through calousness. The failure of primitive peoples to adjust themselves to the impact of another culture had been due to the undue speed with which the new culture had advanced on them. An effort should be made to enable the native to evaluate the worth of the new culture, and thus prevent a feeling of inferiority.

In another paper on the return of some native peoples to their old faith, especially in magic and regarding health, sickness, life and death after a period of contact with the white man, Professor Elkin stated that the aborigines in Eastern Australia tended to return to their old secret beliefs, because they sought a retreat from hard facts. They were convinced that they had nothing to gain from Christianity, because the Europeans had failed to impart an adequate understanding of it. What they needed was a Christian faith into which the best elements of their old faith were included.

Mr. F. E. Williams, Government Anthropologist in Papua, urged that the interest of native races should be revived in their own arts.

Mr. W. C. Groves, speaking on the "concept of nativisation in education," pointed out that an education which aimed to secure permanent and stable adjustment of native social life under the new conditions arising from the introduction of European civilisation must be based upon the natives' own institutions and practices.

N.Z. Assists Fiji Lepers

From Our New Zealand Correspondent

AUCKLAND, Jan. 24.

THE response of New Zealand to an appeal for funds to supply Christmas comforts to leper patients on Makogai Island, Fiji, has been acknowledged by the medical superintendent of the station.

"Any expression of thanks for the magnificent gift of £1000 is bound to be totally inadequate," stated Dr. C. J. Austin. "The gift enabled us to assist the patients on a scale never hitherto possible and they realise and are thankful that the increased comforts are due to the generosity of the people of New Zealand."

SYDNEY-N.G. AIR ROUTE

Aerodromes To Be Improved

THE preparation of a terminal landing ground in New Guinea, as part of the scheme for the establishment of a weekly air-mail between Sydney and N.G., will be one of the first tasks of the first permanent works director appointed to the Mandated Territory.

For six years this post has been filled by an inspector of the Commonwealth Works Department, but, following his appointment to a post in Australia, a permanent position has been created in New Guinea. The Federal Works De-

partment has made several recommendations from among its technical officers, and these are now being considered by the Minister in Charge of Territories (Sir George Pearce).

Extensive alterations to aerodromes and landing grounds between Brisbane and Thursday Island will be carried out before the end of the present financial year.

Right Rev. Philip Nigel Warrington Strong, the recently-appointed Bishop of New Guinea, arrived at Samarai, Papua, by the Montoro on January 23. He was enthroned at the head station of the New Guinea Mission at Dogura on January 25.

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B.P. SERVICES RENEWED UNTIL 1943

New Modern Ship Will Replace Montoro on Jan. 1, 1939

DETAILS of the new contract made between the Commonwealth Government and Messrs. Burns, Philp & Co. Ltd. for the continuance of the mail and steamer services between Australia and the territories of Papua, New Guinea, Solomon Islands, New Hebrides, Norfolk Island and Lord Howe Island, were published late in January, just after the P.I.M. had gone to press.

The new contract operates from April 1, 1937, to December 31, 1943.

The duration of the voyage of steamers trading between Sydney and the territories of Papua and New Guinea will be reduced, from April 1. A five-and-a-half weekly service will be introduced instead of the present six-weekly service. To supplement the shipping facilities to New Guinea, calls at Salamaua and

Rabaul will be made by the Burns, Philp steamer *Neptuna*, which trades between Sydney and Hong Kong. If it is necessary, arrangements will be made by Burns, Philp for the *Marcella* and *Merkur*, which trade between Melbourne and Singapore, by way of Thursday Island, to be diverted to the territories during the Christmas and other rush periods.

The fares charged between territory ports are framed generally on a basis of £3 for the first day, and £1 for each succeeding day. A reduction will be made in this rate from April 1 to £2 for the first day and £1 for each additional day.

From January 1, 1939, a new vessel will be in commission to replace the *Montoro*. This vessel will be the largest and most convenient that has ever been in the island service. When the vessel is in commission the subsidy will be increased to £52,500 a year.

Arrangements have been made for a continuance of the calls by the subsidised steamers at Brisbane and North Queensland ports, and both steamers engaged in the Papua-New Guinea service will continue to call at Rabaul before going to Salamaua.

Sir George Pearce stated it had been decided that it would not be necessary or desirable to subsidise an inter-island service in the territory. The inter-island service would be more efficient and up to date because the former Norddeutscher Lloyd vessel *Bremerhaven* had been purchased by an Australian company, and transferred to the British register, to trade between ports in New Guinea, and a new vessel, in course of construction for Burns, Philp and Co., Ltd., would be placed in commission in July. It would trade solely between the islands in New Guinea.

Freight rates from Australia to New Guinea would be generally 60/- a ton, with special rates for: Cement and coal, 20/-; flour and sugar, 25/-; copra sacks, 30/-; aerated waters, beer, biscuits, bran, pollard, sharps, salt and tinned meats, tinned fish, and tinned milk, 45/-.



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STAFF MOVEMENTS IN N.G. PUBLIC SERVICE

THE following transfers and engagements in connection with the staff of the New Guinea Administration were announced in Rabaul on January 8:—

TRANSFERS

District Services Dept.: E. W. Oakley, District Officer, Rabaul to Madang; J. H. McDonald, Assistant District Officer, Madang to Manus; L. A. Considine, Clerk, Rabaul to Salamaua.

Dept. of Agriculture: F. C. Henderson, Inspector and Instructor, Rabaul to Keravat Demonstration Plantation.

Lands and Surveys Dept.: E. G. Sheldon, Surveyor, Madang to Rabaul; A. Montgomery, Chainman, Madang to Rabaul.

Public Health Dept.: Miss B. D. Meares, Nurse, Rabaul to Wau.

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

ENGAGEMENTS

Public Works Dept.: W. G. Staley, Roadmaster, New Britain; E. Wood, Roadmaster, Rabaul; N. R. Beck, Roadmaster, Wau.

Dept. of Agriculture: E. T. Caulfield Kelly, Copra Inspector.

THE FIRST CROSSING OF NA VITI LEVU

By ERLE WILSON

THERE may still be one or two "old hands" alive in Fiji whose memories go back to the days when Levuka was the capital of the group and the interior of Na Viti Levu was not so well known to the *Papalagi* as—through the exploration of Messrs. Taylor, Leahy and Fox—the Bena Bena-Wahgi territory in New Guinea is to us to-day.

Time was when the centre of Fiji's big island was thought by many to be a huge plateau, but, owing to the fierce and sustained hostility of the *Kaicolo* (mountain people) full 15 years elapsed between the first attempt at inland exploration—by an expedition from Captain Wilkes' squadron in 1840—and the first successful crossing of the island in 1865 by a party under the British Consul, Captain Henry M. Jones, V.C.

Four Europeans made up the party: Captain Jones, Mr. F. Hennings (trader), Mr. J. Boyd (planter) and Dr. Graafe (naturalist, of Hamburg). With them, in the capacity of servant to the Consul, went Charlie Lallai (Little Charlie), a half-caste son of an "old hand" named Charlie Pickering.

They set out from Levuka in the whale-boat of "Spanish Frank," shot the reef at Naitasi, and proceeded up the Rewa River to Nukumoto Island, spending the night at Mr. Storck's plantation. Moving on next day, they reached Davis' store on the Wai-ni-bokasi where John Humphrey Danford ("Harry the Jew") joined them as guide and interpreter.

The third day saw them pulling through Suva Bay, in all its natural beauty, before any white settlement had been made. One can imagine the scene: wisps of blue wood-smoke rising from the native town of Uluvatu, half-hidden among the rich greenery on the summit of the great rock that rises sheer from dark mangroves skirting Walu Bay. Westward, Joske's Peak showing against the mass of jungle-covered inland ranges, Shark Fin Hill standing out clearly against the blue of the sky and, looming over all, the great, sheltering bulk of Korobaba.

IN RANSACKED NAMOSI VILLAGE THAT night was spent on the island of Qara, at Eggerton's cotton plantation, and next day they entered the Lobau River. Some miles up, they made their camp among the blackened ruins of a Namosi village which had been but recently sacked by the Serua people. Undeterred by this unpleasant evidence of the disturbed state of the country into which they were about to penetrate, Captain Jones dismissed "Spanish Frank" and his crew, and, under the guidance of "Harry the Jew," the five men turned their faces resolutely towards the unknown interior.

At first their way lay through a wide swamp at the foot of the ranges, where, in grilling heat, they toiled through mud and slime, tormented by myriad insects and sweating heavily beneath the weight of their unaccustomed packs. Presently, the ground began to rise and the miasma-

shrouded swamp gave place to dense, primeval jungle where occasional bird-cries were the only sounds to break the heavy stillness. They were without water and to allay thirst were reduced to licking moisture from hanging mosses that covered the boles of the trees.

Word of their coming had gone ahead by bush telegraph, and, late in the afternoon, runners sent by Ratu Kuruduadua, of Namosi—their objective, deep in the mountains—met them with a supply of cooked food, smoked oranges, and—water!

That night they slept the sleep of exhaustion in the company of the warriors of Ratu Kuruduadua. Dawn saw them afoot and toiling on once more through the silence of the thick forest. They were stiff and sore from the previous day's labours and would have made little headway in that up-ended, jungle-smothered country had not their Fijian escort re-

lieved them of their packs. Once more, at evening, they were met by runners carrying provisions from their thoughtful host-to-be, away ahead.

Next afternoon found them clambering down into the beautiful Namosi Valley, through which flows the crystal-clear Waidina. Ratu Kuruduadua awaited them on the riverbank, outside the war-fence, in the shade of an ancient shaddock tree whose branches were fes-

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tooned with human bones. He received his white visitors ceremoniously, conducted them into his town, and bade his wives attend to the preparation of food with their own hands.

MISSED CANNIBAL FEAST

THE explorers rested in Namosi for two or three days, then, hearing that the Laselase people had killed two women, they set out hurriedly for that village—about nine miles distant—hoping to witness a cannibal feast. Their gruesome wish was not realised: they arrived in time to see merely the bones of the victims strewn about the town.

When they moved on next day, they were accompanied by Ratu Matanitobua, of Namosi, who was *vasu* (nephew in the Fijian way, having power to take what he pleased from his uncle) to the chief

of Mua-ni-vatu, their next objective, a large town of about 3000 people, further inland and high in the mountains.

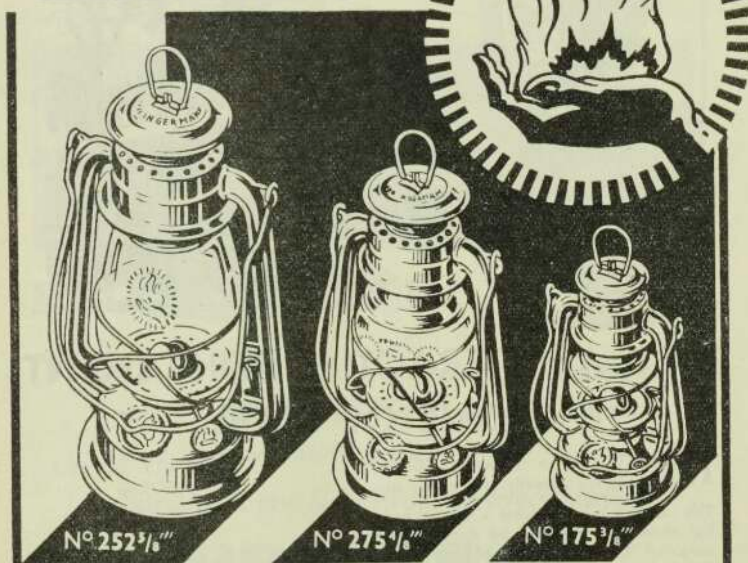
At Mua-ni-vatu a feast had been prepared in their honour and in honour of Ratu Matanitobua: seven whole pigs, great piles of yams and *dalo*, and several large roots of *yagona*. It was there that Dr. Graafe, from his habit of scratching beneath logs and stones for entomological specimens, was named *Toa-ni-Papalagi* (Fowl of the Whitemen) by the *Kaicolo*, who thought he was preserving insects for future food.

The party found Mua-ni-vatu an interesting ethnological field and planned to stay there some days. But, in the mysterious way of news in the bush, there came word to that savage stronghold in the black heart of the land, that

a British Man-o'-War had arrived in Levuka, and Captain Jones, mindful of his Consular duties, decided to push on with all possible speed.

Leaving Danford and Ratu Matanitobua behind, they followed a track that took them through more level but still mountainous country to the town of Nubutautau, where they were given a friendly welcome by the chief who, when they left, forced a number of his unwilling warriors, literally at the musket point, to act as carriers to the party. Accompanied by the chief and a large following of admiring mountaineers, the explorers moved on. Soon they detected a smell of smoke in the clear mountain air and, presently, they began to meet parties of refugees fleeing inland, with all their portable possessions, from the warriors of Bau, who had made one of their dreaded, swift descents on the Bau coast.

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THE MIGHT OF BAU

THE chief of Nubutautau, on hearing of the presence of the marauding Bauans, refused to go further with the Consul's party, in spite of Captain Jones' assurance that he would be given the protection of the British flag. He had heard, he said, that the *Kai Peritania* were strong, but he knew the strength of Bau! Nothing could alter his decision to turn back and the explorers, deprived of their carriers, had to abandon most of the botanical, mineral and ethnological specimens they had collected.

Rearranging their packs as best they could, they set off again and turned in to camp that night tired out and sun-weary. Three days later, exhausted and in a state of semi-starvation, they staggered into Tavua, sought out the *vate* of the chief and asked for food. After a long delay, a large *dari* was placed before them, heaped with *vivili* (small black, perlwinkle-like shellfish that cling to mangrove roots) and an assortment of thorns to extract them from their shells! At the sight of such poor fare, Her Britannic Majesty's Consul, Captain Jones, V.C., rose in a cold rage and threatened the unlucky Ratu with the wrath of the British Empire if some more suitable food were not brought immediately.

His bullying was to no purpose: the Bauan host had passed like a plague over the land leaving it bare of all other edibles. The best that the chief could do was to offer his double-canoe and a crew to take them to Ratu Epeli, further along the coast.

A BAUAN FEAST

THEY fasted that night, and after a long and tedious journey by water the next day, reached the headquarters of the Bauan forces. There they feasted to repletion on the plundered fat of the land: turtle, fish, pork, *dalo*, yam and fruit. Tui Cakobau knew, as well as Napoleon, on what part of its collective anatomy an army marches, and his warriors in those days were doing a considerable amount of campaigning.

From Ratu Epeli, Captain Jones hired two *camakaus* (single sailing canoes) with crews, for which they promised to

pay a keg each of powder and bullets, and the last leg of their journey took on the nature of a race, with Captain Jones, Dr. Graafe and Charlie Lalai in one canoe and Hennings and Boyd in the other. Reaching Rukuruku on Ovalau, they disembarked and walked the rest of the way to Levuka.

A considerable amount of money changed hands on their arrival, for numerous bets had been made by their fellow-residents on the expedition's chances and the odds against their return had been high. They had been absent nearly a month and were the first Europeans to cross Na Viti Levu from coast to coast.

Perhaps the presence of Captain Jones (*Turaga Levu*), the Consul of the *Kai Peritania* in the party is the explanation of their peaceful reception in country where others, equally conversant with native ways, met only implacable hostility and, sometimes, death; but, in any case they had achieved their object in determining the nature of that previously unknown interior.

PASSING OF GREAT MAN

FROM Mr. A. J. Vogan:—

In the 'twenties of this century I lived near the family circle of the Tillyard's and I was astounded at the amount of accuracy of the entomological work being carried out by the head of that family of highly-cultured persons.

Although a small-sized, and delicate man, Dr. Robin J. Tillyard, when not doing microscopic investigations, or writing articles, was away exploring the more or less dangerous and difficult gullies near Hornsby—where few white men had been, and no scientists. He was always adding to the list of microscopic lepidoptera, or finding something previously unknown about their life-history. Then he tackled his *The Insects of Australia and New Zealand*, for which his equally wonderful wife did the thousands of exquisitely-drawn illustrations. How they found the time to do what they did always astounded me, for they carried on their social life at the same time.

Dr. Tillyard was a member of all the British and foreign scientific societies worth belonging to, as well as being F.R.S., whose famous motto: "*Nullius in verba*," was so characteristic of this accurate and painstaking man, who rose to the highest scientific positions known in this part of the world. Those famous words of Euripides rise to the mind upon reading of his sad death, in a motor accident in N.S.W. in January: "To die, is no doubt painful to him that dies, but if with glory to the living, it is a pride and glory to his family."

Mr. Dan Leahy, youngest brother of the famous New Guinea prospecting and exploring family, returned to Australia by the Aorangi at the end of January from a world tour. After visiting his relatives in Toowoomba he will return to New Guinea to continue work on his alluvial gold claim near Mount Hagen.

PLAN TO CONSERVE N.G. FORESTS

THE Commonwealth Government has decided to embark on a policy of forest conservation and development in New Guinea. It was announced in Canberra in January. This is one of the belated results of a report submitted to the Federal Government about two years ago by the Inspector-General of Forests (Mr. C. E. Lane-Poole).

Mr. Lane-Poole's investigation indicated that the existing and potential timber resources of the Mandated Territory are of great economic value.

It was stated on January 21 that a conservator of forests will shortly be appointed in New Guinea, and that district forestry officers will be appointed to assist him. Applications for the vacant positions have been invited by the Prime Minister's Department at Canberra.

Dr. P. Moraghan, Chief Medical Officer, is acting as Administrator of Western Samoa during the absence on short furlough of the Acting-Administrator (Mr. A. C. Turnbull).

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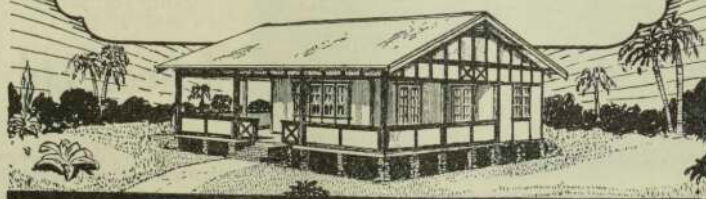
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Vanikoro Island Reported To Be Wrongly Charted

THE High Commissioner for the Western Pacific recently directed attention in the official *Gazette* to reports from two different sources alleging that an error had been made in the charted position of Vanikoro Island in the Santa Cruz District of the Solomon Islands.

It was stated that the second officer of the Japanese steamer *Juyo Maru* reported in 1935 that Vanikoro was approximately two miles out of the position shown on Chart No. 17. This statement is supported, added the *Gazette*, by the master of the Melanesian Mission's yacht *Southern Cross*, who notified the authorities in September last year that his observations showed a similar error in the charted position of the island.

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REAL OLD-TIMERS

Some Residents of Samoa

From Our Own Correspondent

APIA, Jan. 21.

HIGH Chief Tuimalea'iaifano, the well-known friend of Robert Louis Stevenson, *Fautua* (Adviser) of the Samoan Administration, and a famous figure in Samoan politics for the last half century, has sent out invitations to celebrate his "centenary," or 100th birthday, on January 27.

The aged chief, like most Samoans, is probably mistaken about his age, as in old Samoa there did not exist any registration of births, and there are no documents proving his assertion. He probably is between 80 and 90 years old.

Census returns reveal that there is only one old Samoan, who claims to have reached an age over 100 years. This is a man named Faatonu, in the village of Fusi, Safata, South Upolu. Even his claim is doubtful.

Of Europeans, there are quite a number of whites and a few local-born who are over 80. Of the few Chinese residents, one, Ah Yen, is 90 years old; another, Ah Kiau, is 86 years old. Both have resided over 50 years in Samoa.

The local photographer, Mr. A. J. Tattersall, who only recently celebrated his 70th birthday, is now able to celebrate the 50th anniversary of his arrival in Samoa from Auckland by the three-masted schooner *Maile*. Mr. Tattersall, a well-known and respected identity in the social life of Apia, can remember the colourful and exciting days of old Samoa, with their native wars and struggles between political parties.

There are altogether 10 Europeans and Chinese residents here who can claim to a residence in Western Samoa of 50 years or over.

1170 PEOPLE IN TOKELAU GROUP

From Our Own Correspondent

APIA, Jan. 21.

CENSUS returns for the Tokelau (or Union) Islands, administered by the Samoan Administration from Apia, but not included in the Mandate, show a population on November 4, 1936, of 1170, composed of 568 males and 602 females. The increase since the last census in 1926 amounts to about 150, or 13 per cent.

The Tokelau Islands, only about 300 miles north of Samoa, lie away from all steamer routes and are only occasionally visited by a warship or a trading schooner from Apia. Apart from about a dozen people of mixed descent, there are no Europeans living in the group. There are now two wireless stations, at Fakaofo and Nukunono, in operation, which are worked by natives.

The Islanders are mostly adherents of the London Mission Society, though about 400 of them are Roman Catholics. Both Missions maintain schools for native children.

SEARCH FOR OIL IN PAPUA

How Earliest Discoveries Were Made

PART I.

A NUMBER of expeditions, backed by powerful companies and subsidised liberally by British Governments, are now seeking an oilfield in Papua—and, probably, will succeed. This article, written by a resident of Papua, tells the story of the discovery of petroleum in the Territory, and of the subsequent attempts at development.

THE history of the search for oil in Papua is a long one.

Probably in no part of the world has so long an interval elapsed between the first discovery of petroleum and the proof, or disproof, of its existence in commercial quantities.

It was as far back as 1911 that two young men, Lewis Lett and Garnett Hopkin Thomas, both employed by an English Development Company in Papua, decided that they could do better on their own account than by accepting wages; and they became partners, on a verbal agreement, in February of that year. They had very little capital between them, but they left Port Moresby in March, 1911, intent on building up a coconut plantation of their own in the Gulf Division.

There were many difficulties to be faced, among which perhaps the greatest were continuous rain, malaria, lack of communications, and the necessity for dealing with an inferior type of natives who were making their first contact with Europeans. Health suffered, resources dwindled, and expensive mistakes were made during the first months in the rain-saturated jungle. But by the middle of July a beginning had been made, a palm-thatched house built, and the first few hundred coconuts planted on a 100-acre block of land not far from the village of Opa, on the Vaillala River.

That was all very well as far as it went; but the partners were looking to the future. A 100 acres of coconuts, even in those days, was not enough to satisfy ambition, or to repay them for the effort and health that they were expending or for the long exile from civilisation. With a permanent base to work from, they began to look for adjacent land on which they might extend their planting operations.

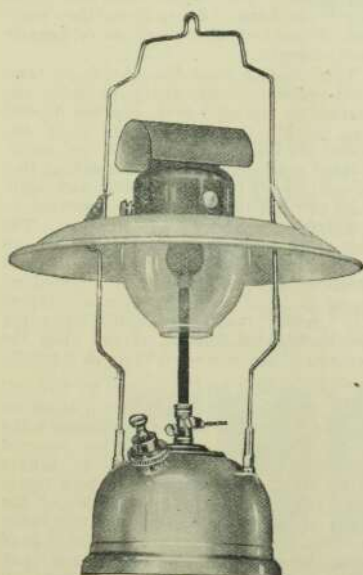
Hunting for land in Papua is not so simple as might be imagined. Every yard of the country in the rainy districts is covered by growth so dense that visibility

is commonly restricted to 10 or 12 yards. Giant trees spread their thick canopy of leaves a 100 to 200 feet from the ground, shutting out the sky, and reducing daylight to a heavy gloom.

Some of the trees rise clean and straight from the soil; others throw out huge flanges that rise to a height of 20 feet or more and cover an area of ground big enough to build a house on; others again throw down aerial roots that group to form impenetrable barriers; and the ground between the trees is crowded with saplings fighting strenuously for life and for the light and air that lie so far above them; by weedy shrubs and herbs whose growth is all upwards towards the light, and whose leaves are pitted and discoloured by diseases; and by cane and other vines that climb and tangle about the trees and about themselves and one another, helping to form a mass of vegetation that is almost solid, and through which the traveller has to hack a way with axe and scrub-knife, seldom able to accomplish more than four miles in a day, and deeming himself lucky if, in the regions of the denser growth, he can put a mile behind him as reward for a full day of strenuous effort.

And when that has been done, it has to be remembered that the explorer has seen but little of the country through which he has passed. His vision being restricted to a distance of 10 yards, he has seen no more than a strip 20 yards wide and the length of his day's journey. Within 20 yards of his route there may be hills, creeks, variations of soil, of

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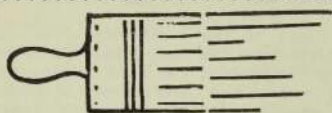
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AGENTS
THROUGHOUT
THE ISLANDS

that leads gradually downwards to an area of swamp.

ON a certain Sunday towards the end of July, 1911, the partners were not examining the land in small detail, but were making a running traverse that would tell them whether the land they were covering was likely to repay closer examination. They were travelling as quickly as possible, in single file, followed only by their cook-boy, who carried their billy and packet of sandwiches, and cutting only so much of the undergrowth as would enable them to push between the crowding saplings.

It was near lunch time when the leader found himself in a section of the scrub that was strangely clear of undergrowth. The ground had an appearance of sourness, of sterility, as though some element in the soil refused to vegetable life the sustenance essential to its growth. Such few shrubs as grew there were weedy and stunted; the clay soil appeared greasy and of a greyish tinge; and the air was tainted by a strange scent not common to the Papuan jungle.

A tiny creek of fresh water suggested that this was a suitable place for lunch. The soil being what it was, the two men felt no further interest in it. Even the strange scent failed to impress them; for the scrub is full of scents, mostly of an unpleasant nature. They waited passively until the water was boiling and their tea ready.

The tea, when it came, tasted of kerosene. The natural procedure was to blame the cook; and this the partners did with vim and point. They were well accustomed to his denials and excuses; but there was some quality in his protests this time that was less unconvincing than usual.

They went to the bank of the creek and tested the water there. It tasted strongly of something akin to kerosene; and the slight foreign suggestion in its flavour aroused their curiosity.

And so the first indications of petroleum were found in Papua.

A little farther up the bank of the creek a slow flood of grey mud oozed

into the water. Following this up, a spot was found a few yards away where a slight mound was crowned by a small lake of grey mud with its surface a-quiver. Round the edges of the lake was a thin deposit of brownish slime; and the surface of the pool was in tremulous movement, like simmering water.

As they looked, a tiny eruption took place in the centre of the pool. A quantity of gas rose from the surface, lifting the surrounding mud with it in an enclosing cone that burst and liberated the gas; and the cone of liquid mud fell back to agitate the surface anew. Again and again eruptions occurred, never twice in quite the same place, but all of approximate equal strength.

A lighted torch soon proved that the liberated gas was inflammable. The gruesome task of tasting the mud proved that it carried the same flavour as the water of the creek, but much stronger, more oily, and generally loathsome. And in addition to its oiliness it carried a distinct flavour of salt.

That was all that there was to go on, and it was not very much for men who had no special knowledge of petroleum. But it was enough to set their imagination on fire, and to start them on a series of investigations that was to occupy them for months, cost one of them his life, and involve the other in financial and other difficulties that were to last over many years.

But of such things the partners knew nothing as yet. What they did know was that they had discovered something that they believed to be petroleum.

But they had discovered it under conditions that gave them no certainty. Mud, eruptions of marsh-gas, and a smell of petroleum, could not be expected to convince anybody that oil was present in quantities; and if the find was to be worth anything at all to them, they must first secure evidence much more definite and concrete.

They spent a good deal of time in carefully collecting the oily scum from the surface of the mud-pool; but the deposit was so thin that ten gallons of it, collected in tins and allowed to settle, yielded only a thin film of something like enough to oil to confirm their own opinion, but too impure and too meagre in quantity to convince any analyst. The rest was mud, unavoidably picked up with the oil film; slimy grey mud that smelt of petroleum, but that carried no proof in itself, and did little to support the theory that they built upon the greenish-brown film of oil and upon the certainty that possessed their own minds.

THE obvious first step was to find out whether other similar indications existed. Perhaps somewhere beneath the dense carpet of tree-tops that covered the country for thousands of square miles about them there might be a richer show, an outcrop of rock, a jet of gas from the rock itself instead of this intermittent bubbling through a lake of mud that obscured the origin of the gas; possibly even a small seepage of pure oil itself under conditions where it could be collected and preserved.

Native information would have told them most of what they wanted to know.

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and it would at least have led them directly to other spots in which similar phenomena existed.

But native information was withheld. As has happened so often in savage countries, the fear of the native population was aroused that the arrival of white settlement might spell the end of native independence. Areas of jungle might be cleared, hunting grounds destroyed, and the freedom and stability of native life and the unquestioned authority of the older men be threatened by this invasion of new customs, by the dazzlement of new and fascinating trade goods, and by the attraction that is offered in every part of the world by the presentment of something hitherto unknown.

In any case, native information was withheld. Talk, bribes, the promise of reward, all in turn failed to shake the determination of the older men to preserve the happy status that had been known to them all through their lives, and to their fathers and grandfathers before them. The only course that remained open to the partners was to find out for themselves.

It was no light task. As has been pointed out, a thorough examination of the Papuan bush is a matter for much time, patience and labour. A great deal of each might be saved by noting the dip and strike of the rock at the site of the first discovery; and they devoted a couple of days to clearing the overburden

from the underlying rock, and noting as exactly as possible the dip and strike at different points. These coincided closely, and the two men were able to begin the long search.

Not only did the local natives withhold all information, but they also did their best to withhold labour; and in the end the two white men were reduced to cutting their own lines through the dense scrub on compass bearings that agreed with the strike, hacking a way hour after hour and day after day through the dense tangle of shrub and thorn and knotted vine, making frequent excursions from the line to examine the country on either side of it; while far behind each of them lagged a group of unwilling carriers, reluctantly bringing up the stores and camping gear to the end of each day's newly cut line.

The men worked independently, one following the line of strike towards the west and south, the other working northwards in the direction of the dip in the hope of finding the outcrop of another stratum in that direction.

It was a miserable job. At dawn, they rose from their stretchers and emerged from the suffocation of close-mesh mosquito nets to a strident drone of myriad mosquitoes, dragged on damp clothing and began the dreary day's cutting in the wet gloom of the jungle.

An hour later, there was a break for an unhappy meal of tea and damper flavoured by whatever tinned atrocity happened to be handiest; then a resumption of the monotonous slashing through undergrowth that dripped moisture incessantly.

In the dank atmosphere of the saturated bush sweat reinforced the vapour that rose from the soaked ground, and clothes hung heavy and clammy. Lungs ached from the continuous inhaling of the steamy air; limbs ached from the unremitting effort; eyes ached from continuous straining in the dim light, rendered dimmer by the clouds that hung overhead incessantly and dropped their burden of moisture dismally upon the oozing clay that formed the surface.

Inevitably, health suffered under conditions so onerous; malarial fever seemed to leave no intervals; chill, exhaustion, impaired sleep, malnutrition, all played their part; and when the partners met again after more than a month of the devitalising work, they were outwardly not much more than emaciated skeletons, yellow, gaunt, and bent; but still burning inwardly with a fever of ambition that would give them no rest.

THE results were not very startling to date. To the south-west, two more sets of indications had been found; one a few miles inland from the big village of Oro-kolo, five miles from the starting point, and the other 12 miles away, near the most easterly mouth of the Purari River, and some four miles from the coast. But, although the gas-jets were vigorous, the smell pronounced, and the same film of oily scum in evidence as at the first site, they still offered nothing more definite than had been found before.

To the north, Thomas had penetrated

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for 20 miles, and had found nothing more than an outcrop of sandstone with mudstone inclusions on the bank of the Vailala River itself. As these rocks were similar to those at the site of the first discovery, the partners decided to make the outcrop the starting point for a second search.

The journey up river by canoe was comparatively pleasant. The sun shone warm and strong, and, if its heat was excessive, it was at least a welcome change from the deadly wetness of the last few weeks.

The outcrop itself did not tell them much, except that the series of rocks that they believed to be oil-bearing spread over an area of country satisfactorily wide. They camped a hundred yards below it, on the bank of the river, and on the following morning cut into the scrub immediately behind the camp.

THEY had not far to go. In less than an hour they recognised the now familiar smell. Almost simultaneously, the undergrowth began to thin, and the soil to take on the greasy appearance that they knew so well. In the silence of the bush, a queer bubbling sound made itself heard, and a moment later a pool of grey mud came into view.

It was similar to what they had seen before, but longer and wider. There was the same green-brown scum round its edges, the same uneasy quivering of the surface. But, in place of the one gas-jet that spouted intermittently and moved from place to place, there were four distinct fountains of gas that flowed steadily, making oily bubbles and waves of viscous mud that moved outwards in rings so that the whole surface of the pool quivered continuously.

But still, tantalisingly, there was no clearer evidence of oil than the other discoveries had given. They collected samples of the mud and of the scum that ringed the pool, and moved on.

A little creek ran near the pool, cascading its way from higher ground down towards the river, and they followed its course. It was a succession of diminutive falls and quiet pools, some four feet wide and with sandstone rock appearing in many places. In one such pool, where a fallen tree lay rotting, there were wavering lines of prismatic colours. To the obsessed minds of the two men this hinted at oil.

They stopped and looked carefully round, and at last they had it.

From a tiny crevice in the sandstone oil seeped slowly, spread over the face of the rock for a few square inches, and slid quietly on to the surface of the water.

OIL! The real thing! And in surroundings that justified to the full the conviction that had seized them at their first sight of the grey mud pool near the plantation. Oil on the surface of the creek. Oil seeping from the rock above it. And there, on the opposite bank, was a jet of gas coming clean and unimpeded by mud, from the dry soil above the creek.

The evidence was not to be doubted.

But the quantity of the flow was incredibly small. In four hours no more than a few drops had been collected; and throughout the whole of the next day an amount accumulated that could hardly overflow a teaspoon.

But the oil was there—not enough for analysis, certainly not enough for any sort of chemical test, but enough to establish a claim and to prove, short of the endorsement of chemists, that the discovery of oil in Papua was something more than a dream.

With something definite to report, one of the partners walked the 30 miles to the nearest Government station, at Kerema, to report the occurrence of oil, and to claim protection and whatever rights they might possess as discoverers.

IT was disconcerting to find that the mining laws of Papua held no provision for petroleum, and that beyond registering their claim there was nothing to be done. The matter could not be permitted to rest there; and Lett went on to Port Moresby, leaving Thomas to extend his prospecting to new areas.

Reporting at Port Moresby had little more effect than reporting at Kerema. There was no sort of legislation that could cover the discovery of oil, and it was made plain that no law would be passed in so important a matter until the wishes of the Commonwealth Government had been clearly expressed.

There was nothing to be done but to go on to Melbourne. The slender resources of the partnership had been

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severely taxed, but hints of the discovery had already leaked out, and it was a simple matter to borrow funds for the journey, and also to arrange credit with the Port Moresby firms for carrying on the work on the Vailala River.

But even in Melbourne there was no provision for the control of petroleum either in Papua or in Australia itself. There were even Cabinet Ministers who looked vacant when petroleum was mentioned, and one highly-respected Senator

wanted to know whether the oil was obtained from the ground or from trees.

The Hon. Josiah Thomas, who was Minister for External Affairs in that pre-war Cabinet, was quite frank about his complete ignorance on the subject, and in reply to the discoverer's suggestion that the sole rights to prospect for oil in Papua should be reserved to him and his partner for a period of two years, the Minister protested that in Cornwall, England, where he had passed his youth, men were mining for tin on claims of a quarter of an acre each!

The disparity between the two estimates was reduced by degrees, but, since all the eagerness for compromise was felt by the Minister, who also held all the cards, the result could not be anything but disappointing to the discoverers.

After a month of waiting, Lett left Melbourne with a forecast of the legislation that would be passed by the Commonwealth. This provided that licenses over prospecting areas not exceeding half a square mile might be applied for, and that if oil were found in commercial quantities on such an area, leases of five acres each might be granted to the licensees for the purpose of boring, the lessees paying to the Commonwealth Government a royalty of five per cent on the value of the oil won.

The conditions were, of course, absurd. But it has to be remembered that the time was short. The Labour Government, under Andrew Fisher, made full allowance for the value of time to men who had an independent living to make, and within the short period of one month it was not possible to take reliable advice on the subject of mining for oil. The question of granting a reward claim to the discoverers was reserved for later decision.

Bad as the conditions were, they at least gave a basis for working and a legal right to claims, and it was fairly obvious that, from their very inadequacy, the terms could only be temporary.

(To be continued)

W. Chawner (assistant geologists), and E. Lius (accountant)—left Port Moresby on December 2 by the vessel *Maira* for Daru. The *Maira* has recently been chartered by the company for transport work on their concessions in the west, together with another vessel already at work, and in use by Messrs. H. Prentice and E. O'Driscoll (the two geologists who some time back arrived on the field).

It is understood that the company have already commenced oil prospecting on Concession or Permit No. 3, an area of 9,062 sq. miles to the N.W. of Daru, and that Messrs. Muir, Osborne and Lius are proceeding to Concession No. 4, an area of 10,711 sq. miles on the Upper Fly, where work is progressing. Concession No. 2, an area of 1,577 sq. miles, which includes the waterways of the Turuma, is to have immediate attention. These three widely separated areas occupy approximately 21,000 sq. miles in the Western Division of Papua.

The total staff, to date, of Island Exploration Co., working in Papua, number eight Europeans. The Company besides holding these concessions in Papua, have further areas in the Mandated Territory of New Guinea, and, by the last *Macdhui* from Australia, Messrs. H. Lumus and B. Jones passed through to commence work on these areas.

ORIOLO OIL CO.

Messrs. K. McKinnon and J. C. and M. Pratt, additional members of the staff of the Oriolo Oil Co., who arrived in the Territory on December 30, left for Kikori, the company's base depot, by the vessel *Olive* on January 5 to commence work on the company's concession in the west, which extends from the west of Kikori (in the Delta Division) through the Gulf to St. Joseph's River in the Central Division; an area of approximately 12,000 sq. miles.

Mr. Hakon Mielche, the famous Danish artist, who was in the Pacific with the Monsunen expedition in 1934, writes that he has completed his wanderings in Tierra del Fuego, Chile and Peru; and that the book he wrote, based on his journey, was published in December and is enjoying an excellent sale. Mr. Mielche says he still has "that South Sea feeling," so we can expect to see him here again under the palm trees fairly soon.

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COMPANIES' ACTIVITIES

From Our Own Correspondent

PORT MORESBY, Jan. 20.

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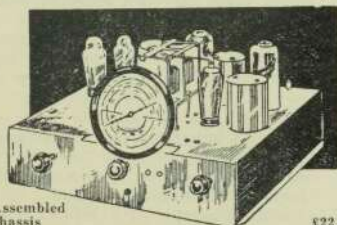


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6	60	23/9

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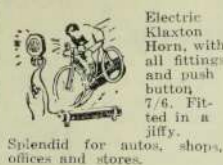
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Pyrex type Glass Insulators.

3in.	1/-
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Amplion (English) 28/6. Gramophone Pickups, B.T.H. Bakelite Model 32/6. "Cosmocord" 25/- "Cosmocord" De Luxe 32/6. "Cosmocord" Super de Luxe 45/-.

"Clarion" English all-Bakelite Pick-up, with volume control, 22/6.

Ormond English high grade adjustable cone speakers, in handsome polished mahogany cabinet — 35/- Cone Speaker units, 15 different makes, now 15/-, chassis to suit — 10/-

"Pix" Wave Traps 4/6, for eliminating inter-station cross talk.

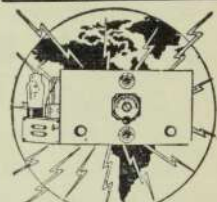
English make Utility Short Wave Vernier Dials, the world's best, 12/6.

"Like-a-Flash" de luxe Morse code keys, adjustable every way. Long or short tappers, 12/6; P.M.G. type all brass fittings, 19/6; Junior models, 9/6, 10/6. High grade buzzers, 7/6.



Electric battery torch, 1500 ft. beam, 5 cells, 6/6. Small electric reading lamp for hanging or carrying, 4/6. Electric illuminated writing pencil, 4/6, all standard batteries.

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The "Air Patrol" 2 valve all wave battery set. Covers from 15.5 to 835 metres—£11/17/1 complete with speaker, 'phones and all accessories, a midsize in name only, but a giant in performance. Receives local, interstate and overseas broadcasts.



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Copper ball aerials, add to your present aerial system, improves reception, 6/6. Metal earth tubes with percolating chemical earthing salts, 4/6. Ideal for conditions in the islands. Large size hydrometers, for testing accumulators, 2/6.



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

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BOUNTIES FOR TERRITORY PRODUCTS

Renewal For One Year!

PRACTICALLY all the products of
Papua and New Guinea now enter
the Commonwealth free of duty. The
only exceptions are bananas, pyrites,
motor spirit and tea. That announce-
ment was made recently by the Aus-
tralian Minister for Customs.

The Papua and New Guinea Bounties
Act of 1926 expired on December 31. The
Planters' Associations in both territories
urged its renewal "for a further long
period." It was renewed until the end
of 1937!

SUGAR IS TABU!

The Papuan Planters' Association notes
that sugar is not among the products
for which a bounty is offered, and com-
ments:—

"If this had been provided for in the
schedule, it would have been a reasonable
and fair concession to Papua and New
Guinea, as the Sangara Sugar Co. Ltd.

had no intention of competing with Aus-
tralian grown sugar.

"Papua's sugar was intended for the
markets of Great Britain and the only
possible competition might have been
with the Australian surplus, which is
sold on the London market, probably
below the cost of production.

"Australia's highly subsidised sugar-
growing industry should fill Australia's
requirements and no more, for it cannot
compete in cost production with the rest
of the world. Whereas, Papuan-grown
sugar could have held its own in com-
petition with the rest of the world.

"It would look as if Australia intends
to follow the Imperial Government in
their treatment of Jamaica and the West
Indies. Jamaica, once the largest sugar-
producing colony in the world, is now,
owing to the Imperial Government's as-
sistance to bounty-fed competitors, a poor
man's country, but gradually is getting
on its feet as a result of the foresight
and push of Canada and the United
States."

The Lieut-Governor of Papua, Sir
Hubert Murray, comments interestingly
in a letter to the Planters' Association
on the subject of bounties.

Putting it briefly, His Excellency looks
forward to: (1) a development of exten-
sive cultures, especially rubber; (2) a
general increase of prosperity and im-
provement of conditions; and (3) a de-
velopment of scheduled "goods" by a
number of planters on a small scale.

"We are all of us alive to the advan-
tages to be derived from a variety of
cultures; but we consider that the larger
industries, such as rubber, must be es-
tablished first."

For many reasons Sir Hubert regrets
that the Bounties Act was only extended
for one year; for it is quite impossible
that any appreciable result can be shown
in so short an interval. No one, surely,
would invest money in a culture which
would take, say, two years to come into
bearing, on the strength of a bounty
which came to an end in one year. An
extension for ten years would probably
show a result, but not for any shorter
time.

It must also be remembered in connec-
tion with bounties, says Sir Hubert, that
the bounty is only payable upon "goods"
imported into the Commonwealth for
"home" consumption, and that the
amount consumed in Australia is in some
cases limited.

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Cement; Asphalt Paints; Roofing Compound.

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Price, F.O.B. Sydney, £15/10/-

Mr. W. G. R. Snellgrove, superintendent
engineer of Burns, Philp and Co. Ltd.,
left Sydney by the Ormonde on January
28 for London to supervise the construc-
tion of a 6,000 ton motor ship for the
Western Pacific trade.

Dr. Peter Buck, the Maori anthro-
pologist, who is director of the Bishop
Museum, Honolulu, and visiting professor
of anthropology to Yale University,
U.S.A., has had the honorary degree of
Doctor of Science conferred upon him by
the Senate of the University of New
Zealand. Dr. Buck, who took his medical
degree at the Otago University, N.Z., was
formerly Minister representing the Maori
race in the New Zealand Cabinet.

A LETTER FROM MOROBE

FELLOW-CITIZENS of the Pacific, greetings!

May we have all the luck we'd like this year—we'll probably need it.

Despite companies, hard times and rushes to supposed gold-strikes, there are still a few independent miners left on Morobe Goldfield.

One of the old hands passed out down here a few weeks ago—"Budge" Beckett. He came up as a pilot in the early days but soon switched to "chasing the weight." "Budge" chased it unsuccessfully for years and had a very "rough spin."

Even more tragic was the death of Tom Hough, who died after getting an arrow in the lung. A fine young man and a great scout—we in the bush are very sorry to lose him.

Perhaps you people don't know that the Administration of this prosperous territory, although compelling us to insure our "boys" when in uncontrolled areas, yet allows its white officers to carry on their often hazardous occupation without making any provision for them in case of injury. In fact, officers wounded whilst carrying out their work have been called on to pay for their sustenance while in hospital!

Wewak has been getting a lot of attention and many men have left this

field to go there. But it must be borne in mind that for the "small" man Morobe is, for the present anyway, about finished, and any change is an improvement. People going to Wewak should consider the venture purely as a prospecting one and not a certain road to fortune. Gold is seldom easy to find.

Guinea Airways established an out-station at the new field some months ago, and it is reported that there are already several 'dromes in the area, which, by the way, has not yet been officially declared a gold-field. The Acting-Warden considers that results to date do not warrant it. Gold, like copra, is "up" and the price seems steady. My last return showed a premium of 107.8 per cent.

There was quite a stir round here when we learned that the Administrator had chartered the Lockheed for a trip to Australia and that he was coming over from Rabaul by chartered schooner. One section was sure that "wars and rumours of wars" was the cause. Anyway things on the Beach (Salamaua) and Lae moved with a rush. The Lockheed, soured to the eyes with benzine and ready for a non-stop flight to Australia (which would save two hours for refueling at Port Moresby), was ticking over at Lae, with the pilot standing by, on the fateful morning. As Airways did not want to risk a take-off from Salamaua

'drome in the Lockheed, with a full load of juice (anyone knowing Salamaua 'drome will know why), the Ford, a three-engined machine, was ready to take the passenger to Lae immediately he arrived—a 10 minutes' flight.

At 4 a.m. everything was in readiness, but the schooner had not arrived. When it did, things immediately started to happen. The Administrator wished to leave direct from Salamaua in the Lockheed and, after refusing to fly to Lae, ended up by leaving next morning in a Mandated Airlines Dragon after it had been fitted with extra fuel tanks.

It seems strange that the Administrator should have disregarded the arrangements made for him, in such a drastic manner, but it has been suggested in some quarters that had he consented to leave from Lae his action would have had an adverse effect on the Administration's policy of aerodrome maintenance, as it would have been an admission that Salamaua 'drome is not safe for all types of aircraft in New Guinea. Evidently they do not wish to bear the expense of maintaining Lae 'drome. Salamaua 'drome in the wet season is like a western Queensland bog, and how they put those big machines down there without mishaps is a mystery to the layman, and also a frightening experience. Anyway it seems that there was not the urgency everyone supposed.

It looks as if the compulsory aviation merger has not died a natural death, as we were led to believe. Just what the

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is by far the most beautiful and the strongest and densest board made. It has by far the highest resistance to moisture and the greatest sound absorption—just twice the moisture resistance of the American boards, and sixty per cent. more sound absorption, and, in addition,

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can be cleaned, kept clean and refreshed always by brushing with a stiff brush without showing any trace. Ten-test is unique in this. No other board can be so treated again and again—their prepared surfaces are destroyed by it, painting becomes necessary, and painting destroys the sound absorbing surface by filling in the sound absorbing pores.

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Rabaul and Salamaua

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thick, 3 and 4 feet
wide, 5, 6, 7, 8, 9,
10, 11, 12 and 14
feet long. Price 30/-
per 100 square feet.
F.O.B. Sydney.

Canberra autocrats want it for, no one seems to know; but they seem determined to carry it through in the face of almost universal opposition. Really, there seems to be more freedom in Germany than Australia these days!

Many months ago, Sir George Pearce sent us a circular letter, putting up a very feeble case for the merger and asking our opinion on the subject. He certainly got them, and reasons too, but I wonder if he were bothered to read our letters. The Government's ignorance of modern air transport is amply demonstrated in its handling of the preparations for the flying-boat service to Australia. We doubt their capacity to run anything successfully.

Ye Gods! The Administration has invented another form. There is a fee too, of course. It is an application for a permit to employ natives. Separate permits—and fees—for alluvial and underground work. One has to get a testimonial as to sobriety—but that is all right—our mates daren't refuse us one. Someone suggested that the Government, by making use of this clause, could at any time drive us all off the field. That may be. Anyway, it would be a more direct method than has been used so far.

Well, folks, cheerio! I hope you have enjoyed this great Australian moan as much as I have.

PETER PROSPECT.

Watut River., T.N.G.

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M. E. DURAND, Principal.

Mr. A. K. Edwards, geologist, and Mr. H. A. Fryer, surveyor, who have been in New Guinea preparing maps for the guidance of Oil Search Ltd. in the selection of bore sites, returned to Australia by the Macdhui at the end of January.

Mr. Dave Riemenschneider, of the Hotel Metropole, Suva, reached Sydney by the last Aorangi.

PATTERN SERVICE

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



Cape Frock, 3100—1s. 1d.

3100—A charming frock that can be worn with or without the cape. Note the new "off the shoulder" effect carried out by tiny gathers on the cape. The frock favours yoke and sleeves cut in one; panelled skirt has fullness below the hips. A bright note is added by the contrasting collar. Material (for 36in. bust): 4½ yds. 36ins. wide; contrast, ½ yd. 36ins. wide. Bust sizes 32 to 40 inches.

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SYDNEY.

Fashion Hints for Islands Women

By Therese

HARASSED by the vexed question, "What shall we wear?" the tropical dweller seizes with avidity the fashion headlines, "Tub frocks for day and evening."

Delightful tub frocks, too—easy to launder, and so crisp and cool looking—of organdie, voile or gingham in the most enchanting designs, lovely pastel tonings or colourful checks and stripes.

Gingham sashes in bold combinations of colours add a dash of verve to the frock of white or coloured linen. Gingham is ideal morning wear, too, and a simple gingham frock with white collar and quaintly puffed sleeves is a happy possession.

Uncrushable voiles, sprigged or plain, are really lovely for afternoon wear. Tucked, shirred, or pleated, their success is assured. Seersuckers hold their own for beach or sports wear—delightful crinkled materials in gay colourings.

Pique deservedly takes pride of place. Cool and crisp, it goes to the making of evening frocks that reach the zenith of perfection. Little jacket suits of it are ideal, and colourful blouses add further charm.

Cool beyond belief is the navy voile pin spotted in white, with crisp white collar. Its gathered bodice and puff sleeves have a feminine softness, and navy and white shoes continue the attractive story.

Frock designs are simple to make and easy to wear, and moderation in clothes is the keynote of distinction. The exaggerated or revolutionary types of clothes are for the ultra-minded only.

A cleverly designed envelope frock is but two pieces buttoned together at the shoulders. A contrasting band outlines the gathered bodice and wide shoulders and a belt of contrast bands the slim waist.

Blouses of every type are extremely popular. There is such variety of design that the most exacting of women must find something to charm. Trim sports blouses are made of seersucker and look equally well with suits. Lingerie blouses with tailored suits have frilled or pleated jabots. Taffeta blouses in the grand dame manner are worn with plain skirts. Blouses of the sheerest chiffon have their fulness pleated into the finest pleats imaginable. Printed blouses of floral design are worn with plain coloured skirts.

A white skirt dons a scarlet blouse and boldly adds a royal blue cowboy scarf, and red, white and blue belt.

Royal blue allies itself to white in the crepe satin blouse and is a delightful accompaniment to the white crepe coat and skirt.

Knoppe linen makes a smart summer suit with which a navy spotted blouse is worn. The white and navy combination is ideal.

Almost always blouses take fulness unto themselves in pleats, gathers, and shirrings. Skirts are slim at the hipline

and vary in width. Flared, pleated, or gored, the smartest length is just above the calf. Knee-length skirts and full blouses give a top heavy appearance which should be avoided at all costs. All fashions, whether for day or evening, tuck in at the waist.

A pale blue starched chiffon with puffed sleeves, quaint basque, and full skirt, adds a "little-girl" sash of cherry taffeta,

thereby achieving a charm that is undeniable.

From beneath a gown of black taffeta a white lace petticoat peeps out and sweeps to the back to form a train.

Bringing joy to all and sundry, an informal dinner gown is evolved in navy crepe and made on shirtmaker lines. Red belt, red scarf at neckline, and red and blue slave bangles form a contrast that is striking and attractive.

With wide collar and slim hips a sprigged batiste adds a white band to its spreading skirt and tucks a flower in the waistline with studied carelessness.

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Scotch Broth, Ox Tail,	each doz. case lots	case contents
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Asparagus, Muligatawny	8oz. tins 7d 6/9	doz. 3 doz.
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White Wings Pure Fruit Jellies	5oz. pks. 6d 5/9	5/3 12 doz.
Bingo Pure Fruit Jellies	1pt. pks. 4½d 4/-	3/9 12 doz.
Mums Pure Fruit Jellies	1pt. pks. 6d 5/9	5/3 12 doz.
Rosella Lemon Butter	12oz. jars 1/3 14/9	14/- 3½ doz.
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5/11, 6/11, 7/11, 8/11, 9/11 and 12/11 pair	
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"Beau Monde" Lyalsheer Fashioned Lisle Hose	6/11 and 7/11 pair
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"Beau Monde" High Grade Lisle Hose, full fashioned	4/11 pair
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An enormously full skirt of black and silver fouille taffeta is held aloft by a suntan bodice and gleaming jewelled shoulder straps.

An ingenue's dream come true is the frock of stiffened net which swirls voluminously at its ruched hemline. The décolletage is outlined with ruching and slender straps do duty at the shoulder line.

Evening fashions are varied as a woman's whims, and the princess line appears frequently. Charming indeed is the princess line of a moire taffeta frock which opens down the front right to its tiptilted hem, and fastens itself with fascinating rhinestone studded bows.

Lacquered taffeta is thrilling news, and a multicoloured tunic of this novel and delightful material takes unto itself a

black skirt which emphasises its many colours.

A cire satin gown is gold star scattered and daintily adds gold cuffs—gauntlet effect—which are worn on bare arms. A gold quaker collar adorns the high neckline.

Bowing to Fashion's decree of colour contrast, gadgets of bright colours swish out front and back of the column slim gown of black crepe.

The whole character of a simple foundation evening frock is changed by a detachable over-skirt, which flares out hour-glass fashion.

Dinner jackets, the darlings of the svelte sophisticated woman, call for perfection in every detail. Always they are well tailored but vary in length and choice of material. They top slim tailored skirts.

Accessories are more charming than ever. Belts are made of every conceivable thing. Coloured beads make belts of lovely flower designs and bags match up. Lipstick and powder-puff holders attach themselves to the ring fastening of an intriguing belt of leather, made link fashion.

Gloves are particularly attractive and are made in all varieties of materials.

They match up or contrast with your frock with equal success.

Sandal shoes are increasing in popularity, which is very understandable when one considers their cool-making qualities.

Hats soar heavenwards, fall to earth, and then renew their heavenly aspirations by an ingeniously twisted piece of ribbon perched aloft. Poke bonnets are young and charming for the chosen few, but, alas, how few! Sailors continue on their jaunty way, the fitting accompaniment to sports and tailored frocks. Cart-wheel varieties grace afternoon hours and help keep that schoolgirl complexion.

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SUVU, FIJI

CARPENTER SHIPS

Transfer To Fiji Registry

From Our Own Correspondent

SUVU, Jan. 24.

A DEVELOPMENT of interest in shipping circles is the transfer of the Carpenter Line motor vessels *Rabaul* and *Salamaua*, formerly registered in London to the Fiji registry.

The details of the transfer of the *Salamaua* were completed during the vessel's last visit to Suva, a short time before Christmas, and the final formalities in connection with the transfer of the *Rabaul* will be completed when that vessel arrives in March.

These are the first large overseas ships to be placed on the Fiji registry, and, for official purposes, Major C. B. Joske now becomes the manager of the two ships.

Application is being made for an Admiralty warrant for a suitable design for a flag for the vessels, under their new registry.

FIJI DEFENCE FORCE

From Our Own Correspondent

SUVU, Jan. 26.

A PARADE of the units of the Fiji Defence Force, Constabulary and the Band was held on January 23 at the request of the new Governor, Sir Arthur Richards, who inspected the troops.

Displays of company drill and rifle exercises were given by the Fijian and European and Indian companies of the Force, and the Constabulary detachment also gave a display of company drill, following which the whole parade took part in a march past, His Excellency taking the salute.

The Acting Commandant (Major C. A. B. Joske, O.B.E., M.C., E.D.) was in command of the parade. Many favourable comments were heard among spectators concerning the steadiness of the troops and the precision of their movements, especially that of the Fijians. The Fijian Defence Force and the band appeared in their review uniforms, with scarlet jackets and with *sulus*; the police in dark blue jackets with a scarlet sash and white *sulus*; and the European and Indian troops in khaki.

GOOD WORK IN TONGA

Retirement of Rev. and Mrs. Wood

From a Special Correspondent.

NUKUALOFA, Jan. 20.

THIRTEEN years ago there landed in Tonga, Rev. A. H. Wood and Mrs. Wood. Mr. Wood arrived to take over the Principalship of Tubou College, which is under the direction of the Free Wesleyan Church (President, the popular Rev. R. C. G. Page).

Next March we are to say farewell to the two very splendid people. During the 13 years Mr. and Mrs. Wood have earned the sincere respect of all classes by their devotion to the interests of the Tongan people. It is difficult to find in the whole of Tonga a more energetic and unselfish person than Mr. Wood.

He has literally transformed Tubou College, situated at Nafualu about 4½ miles from the capital. The situation, formerly only a healthy one, is now both healthy and picturesque. Mr. Wood's predecessor had a hope that this College would some day possess a good oval. This hope has now been realised, and the College now possesses an oval comparable with the best in the Pacific Islands where splendid deeds of football, cricket and general athletics have been performed. It was here that Tongans were thrilled by the record pole-vault jump of their Crown Prince Taufa'ahau.

More splendid have been the scholastic achievements of the students. Under Mr. Wood's guidance numerous students have

reached Newington College, Sydney, where they have all shown real ability. Most of these boys are now holding positions in the Tongan Government service. A number of boys have passed into the Medical School, Suva, and some are now occupying positions with the local Medical Department.

The Theological School that Mr. Wood inaugurated has produced some excellent students. Those that have gone from this branch of study to carry out deputation work in Australia have made a splendid impression. The resident scholars now number over 300—a 100 per cent increase since Mr. Wood arrived.

Mrs. Wood's work has been just as devoted, in that she cared for the health of these boys year in and year out. Epidemics have come and gone and, if it had not been for the untiring devotion of Mrs. (Dr. Olive) Wood many families would have lost perhaps their only boy. The students have been most fortunate in that the partner Mr. Wood brought with him to Tonga was a fully qualified medical practitioner of more than ordinary ability.

Mr. Wood held his last prize presentation on the evening of December 23. Queen Salote Tubou, D.B.E., was present with the Prince Consort Tugi and the Crown Prince Taufa'ahau. Rev. R. C. G. Page and Rev. A. H. Wood welcomed the Hon. Atu (Minister of Lands), Mr. H. Selwood (Acting Director of Education), Captain Prosser (of M.V. *Matua*) and several of his officers, together with approximately 40 passengers. A number of

chiefs and many local Europeans were also present.

Speeches by the Queen, the Crown Prince and Mr. Page were listened to with interest by the students. The students, led by Mr. Wood, rendered many anthems and songs. It was the finest singing I have ever heard from Tongans. Mr. Wood has trained and taken many choirs to Australia but he himself was very impressed by this last wonderful effort.

Rev. and Mrs. Wood will return to Australia with the knowledge that their work has yielded results beyond their hopes. I am also convinced that all Europeans will join in saying, "Well done—and may your future be as happy and as full of splendid achievement as the years you have spent in Tonga!"

BIG PROPERTY SALE IN SUVA

From Our Own Correspondent

SUVA, Jan. 30.

ONE of the most valuable business sites in Suva changed hands recently at a remarkably low price. This was the land and premises of Sturt, Oglvie, Ltd., which is in liquidation.

The whole property, which is situated right in the centre of the town, at the corner of Renwick Road and Pratt St., was sold at auction for £9,200, the purchasers being Morris, Hedstrom, Ltd. It is understood that this well-known firm intends to build modern concrete premises on the site.



The PREMIER Social Rendezvous of Fiji . . .

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and Sugar Mill, River Scenery, Lami,
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Bau.

Trips can be arranged on Trans-Island
road to Ellington, Tavua, Ba, Lautoka,
and Sigatoka.

Cables: "Vincent," Suva. 'Phone 33.

WILD DOGS

Suva's Latest Curse

From Our Own Correspondent

SUVA, Jan. 27.

THE latest nuisance in Suva, and one that is assuming rather alarming proportions, is the hordes of wild dogs which frequent the suburbs.

These ownerless creatures seem to hunt in packs and have been playing havoc in many poultry yards for some time past, seeming to kill from pure destructive instincts rather than for food.

Many valuable birds have been lost by poultry owners, and in some cases calves have been worried to death. But the most serious case yet concerns four stud Romney Marsh rams, imported by Mr. G. C. Foulis, of Tavua. These were in the animal quarantine station at Suva, when wild dogs broke in and killed three of them.

The police have been shooting a good many stray dogs around the town. Householders are keeping pea rifles handy.

Fiji's Coronation Representatives

From Our Own Correspondent

SUVA, Jan. 30.

FIJI'S official representatives at the Coronation will be the Hon. Sir Henry Scott, K.C., M.L.C., and Hon. Ratu J. L. V. Sukuna, M.L.C.

Major C. A. B. Joske, O.B.E., M.C., E.D., and Second Lieutenant Ratu Edward T. Cakobau, will represent the Fiji Defence Force as a military delegation.

Sir Henry and Lady Scott are travelling Home via Canada, but the other three representatives will leave Suva by the *Niagara* on March 5, and join a P. and O. liner leaving Sydney on March 13.

Sir Henry Scott has a long record of public service to his credit in Fiji, having been a member of the Legislative Council for many years, as well as occupying the Mayoral chair in the days of the old Municipal Council for several terms.

Ratu Sukuna is one of the best known chiefs of the Colony, having been a nominated member of the Legislative for some years. He was educated at Wanganui Collegiate School, New Zealand, and at Oxford University, where he took the degree of Bachelor of Arts. He is also a Barrister at Law, and at present is a District Commissioner in the Fiji Government service. He served in the French Foreign Legion during part of the war, and won the *Medaille Militaire*.

Major C. A. B. Joske, managing director of the old established firm of Brown and Joske Ltd., recently taken over by W. R. Carpenter and Co., is a well-known Fiji resident. He is at present acting Commandant of the Fiji Defence Force, and was recently awarded the Efficiency Decoration for 20 years' commissioned service in the Force.

Ratu Edward Cakobau is one of the younger chiefs of the Colony, and is also a blood relation of the royal house of Tonga. He was educated at Wanganui Technical College and at the Auckland Training College. For some years he was attached to the local Education Department, and is at present a clerk in the Native Affairs Department.

DOES GERMANY WANT NEW GUINEA?

WHEN Mr. C. Munster, of Manus, New Guinea, arrived in Sydney with his wife and family on six months' furlough at the end of January, he was interviewed by reporters and made a statement that was given a front-page position in the newspapers.

Mr. Munster said: "Germany does not want New Guinea. She could do nothing with it because it is so far away. Its distance from Germany would make it very hard to defend."

Mr. Munster became a naturalised British subject in 1904 and he has lived in Manus since 1912.

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YACHT "SEAFARER"

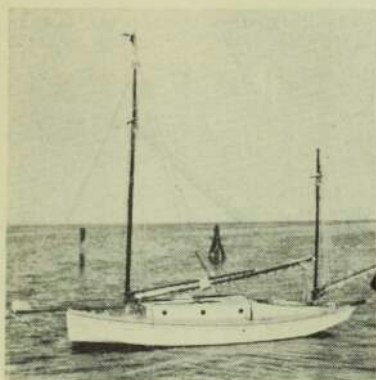
Found 200 Miles From Suva

From Our Own Correspondent

SUVA, Jan. 28.

WORD was brought to Suva last night by the cutter *Resolution* that the yacht *Seafarer*, which was stolen from the harbour a month ago was found undamaged ashore at Fulanga, in the Southern Lau group, about 200 miles from Suva.

There were four Indian youths on board, and they were arrested by the



The Yacht "Seafarer"

District Commissioner (Ratu Sukuna). It is understood that they are being taken to his headquarters at Loma Loma. They will later be brought into Suva for trial.

So far as the sketchy report, which is all that has been received up to the present, indicates, the youths had little knowledge of seamanship, for they had lost all their anchors and the dinghy, which was also stolen from Suva.

The *Seafarer* is being returned to Suva by a crew of Fijians.

SAMOAN BANANAS

N.Z. To Control Distribution

The following was published in Sydney on February 8:—

The N.Z. Government has decided to control the distribution of Samoan bananas, which hitherto have been sold under yearly contracts. The new scheme, the operation of which will begin in March, provides that Turner and Growers Ltd., Auckland, will act as the Government's agents, distributing the crop through the existing wholesale channels.

The object is to avoid the extremes of price fluctuation which have been obtained in the past. The N.Z. Government will fix the price of each shipment, maintaining an average covering cost, plus a small reserve. Winter prices will probably be fixed below cost, and summer rates increased accordingly.

PATROL OFFICERS AND GOLD BRAID

Letter to the Editor

IN regard to the recent suggestion that Patrol Officers in Papua may have been inconvenienced by the lack of uniforms or badge of distinction in the execution of their duties (a condition by the way that has only just come to the notice of our able Ministers in Australia after 30 years' successful administration) it might be stated that other inconveniences of 30 years' standing might be looked into as well.

There are the apathy and disinterested interference of those who should be alive

to the fact that, in spite of no badge or uniform as a mark of authority, the Administration has for 30 years had no necessity of their adoption for the Patrol Officers of the Territory—either in the execution of their duties, or in order to give an air or note of authority in their dealing with natives in remote areas.

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FIJI

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Ba,
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Nadi,
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Two pieces of 16oz canvas were buried in the ground



One piece after 6 weeks
looked like this



Someone had
soaked it in
cuprinol first!
The other piece
after 8 months
looked like this

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It may be that our Ministers are fully aware of the good work done by the Patrol Officers of Papua in the last 30 years without badges or uniforms, and that, with fatherly interest, they merely fear that these men are in danger of

falling into the vanity of depreciation.

For it has been said, that there can very easily be "as much vanity in wearing fustian as smart clothes or uniform." In that case, vanity has not been, so far, a marked failing of the Patrol Officers of Papua. Rather have they shown no feelings at all beyond a mild bewilderment occasionally over Canberra's rare brain-waves.

No doubt, gold braid, brass buttons, peak caps, epaulettes, and gilt swords, would look most effective, adorning some well-set manly forms on parade, and nothing could look grander or more impressive than such a squad strutting gracefully along the paths beside our palm-shaded, jade-green lagoons. But much of their pristine loveliness might very easily be soiled on a patrol that, from necessity, camps in the swamp after weary weeks of travelling through dense river flats; or in scaling precipitous gorges to reach a tribe perched high on a ridge of a 13,000 ft. range.

Then, alas for the flashing sword and listening braid, the epaulettes, impressive entry and air of command, that Canberra demands.

I am, etc.,

Pt. Moresby, OLD KHAKI BAGS.
Jan. 20, 1937.

Major G. A. Harrison and Mr. A. M. Hemsley have resigned from the board of directors of New Guinea Goldfields Limited. To fill the vacancies Senator H. S. Foll and Mr. N. Cowper have been appointed directors.

MISIMA'S GOLD

New Mines and Better Communications

From Our Own Correspondent

PORT MORESBY, Jan. 20

MISIMA Island—so far, the only mining field in Papua, within the last decade, to show anything resembling prosperity—has recently installed a telephone service, which not only connects the Government offices and the two main stores, but extends towards the principal mining concerns in the hills—Cuthbert's Misima Goldmine, and Gold Mines of Papua.

The installation already has had an appreciable effect on business on the

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before you buy a low-priced Saddle.
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Is a
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Advantages



Being built on a Galvanised Tree, heavily bar-plated, and strained with English web, riders are assured of its genuine foundation. Its soft, pliant kip flaps are hard-wearing, while the sweepy seat gives superb riding comfort.

Fitted with Best Leather, £5/5/-
Folded Girth, Stirrups — Freight Free
With Capped Pads — 15/- extra
Write for Catalogue P. 1935.
SYDNEY'S HIGH-CLASS SADDLER
NEWMARKET SADDLERY
W. H. Williams for "Safer" Saddles
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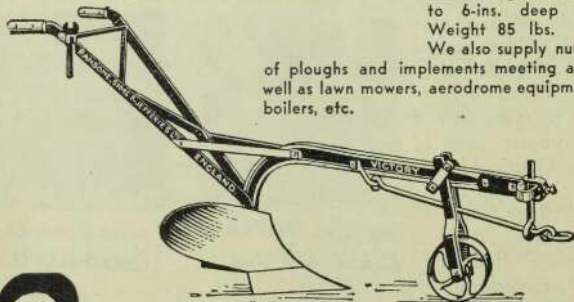
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The Popular Light Steel Plough



The "Victory" combines maximum strength with minimum weight and draught. Turns a furrow up to 6-ins. deep by 10-ins. wide. Weight 85 lbs.

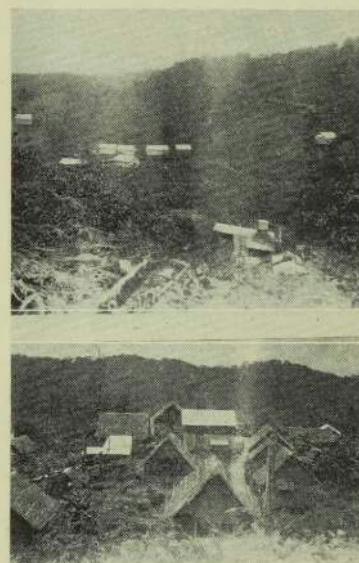
We also supply numerous other types of ploughs and implements meeting all requirements, as well as lawn mowers, aerodrome equipment, steam engines, boilers, etc.

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Suva, Lautoka and Ba

Ransomes

"VICTORY" PLOUGH

Made by:—RANSOMES, SIMS & JEFFERIES, LTD., IPSWICH, ENGLAND



Upper: A view of Umuna, (Cuthbert's Mine). Lower: A snapshot of some of the buildings at Kulumalia (Major Love's Mine). These pictures give an idea of the heavy forests with which the mines are surrounded.

island. Communication previously was maintained under serious disadvantages owing to the difficult nature of the country and the excessive rainfall, which persists throughout both periods of the year—the so-called "Wet" and "Rainy" seasons.

Following upon this innovation, A.W.A. on December 21 established a wireless station, under a local manager, and constant communication by radio is being maintained with Samarai and Port Moresby.

The European population, owing to the rapid expansion of mining concerns, is increasing each month, and it is feared that the *Matoma*, which maintains communications with Samarai, will not have sufficient accommodation for the growing passenger-list and the large amount of cargo to be handled in the future. There are hopes that some means will be found shortly to improve the port facilities on the island.

COOK IS. NOTES

Communication With Puka Puka

From Our Own Correspondent

RAROTONGA, Jan. 27.

THE inter-island trading-schooner *Tagua* pulled out on January 10, bound, via Aitutaki and Puka Puka, for the Northern Group. She will remain at Penrhyn until the end of the hurricane season.

Puka Puka, although territorially included in the Cook Islands, has of late years become somewhat of an unwanted orphan, commercially adopted by the Samoan branch of Burns Philp (S.S.) and Co. Prior to the present depression the atoll's needs were supplied by Messrs A. B. Donald, whose resident trader, Dean Frisby, may be said to have put the island on the map by the well-deserved publicity given to his *Book of Puka Puka*.

The current visit of the *Tagua* re-opens a direct communication with Rarotonga, closed for over six years, but which will, one presumes, now be resumed, since it is the intention of the C.I.T.C. to station a resident trader on the island.

Lying 800 miles N.W. of here Puka Puka cannot be regarded as a trader's gold mine. On an average the annual copra output seldom exceeds 90 tons, and beyond this nothing marketable is produced by the islanders.

(Cook Islanders may find that Puka Puka has a new and hitherto unsuspec-

ted value. It is almost on the air-line between Hawaii and American Samoa. See article in this issue.—Ed., P.I.M.)

LOSSES ON FRUIT

Shippers had good cause for dissatisfaction with the condition of their fruit on its arrival at Auckland last month at the conclusion of the *Matua's* first round-trip embracing Tonga, Samoa, and Fiji. Whether the fault lay with the refrigerating gear or was due simply to ignorance, remains to be seen, although a repetition of last month's *fasco* may well discourage buyers from further speculative ventures and reduce shipments to consigned fruit only.

N.Z. market prices realised for bananas averaged 5/- a case and, since in several instances, more than this had already been paid out locally to growers, agents were not only faced with a loss on their purchase of the actual fruit, but were also called upon to meet freight and other incidental charges involved.

FRUIT MARKETING

The Rarotonga Growers' Association, formed last May for the purpose of welding together those who advocated a Fruit Control Board, has recently become more and more definitely a fruit marketing organisation. The latest development is a suggestion to register the Association as a limited liability company with a nominal share capital of £2,500.

A number of meetings have already been held with the object of testing members' opinion. This is by no means unani-

mously in favour of the proposal, it being felt that in so small a community a third native company would be superfluous. Others again point out that the Association, on its present basis, functions quite adequately as a marketing concern for members' fruit, and that it would be as well to leave other forms of trading severely alone. A further section sees the whole scheme purely as a manoeuvre to create salaried positions for certain individuals connected with the Association.

NEW TYPE OF COCONUT GRATER

A NEW type of machine for paring coconuts, invented by Mr. Norman Izod, engineer, of Samarai, Papua, has received a good deal of attention lately from people interested in the desiccated coconut industry. Mr. Izod has been in Sydney during February placing his machine on the market.

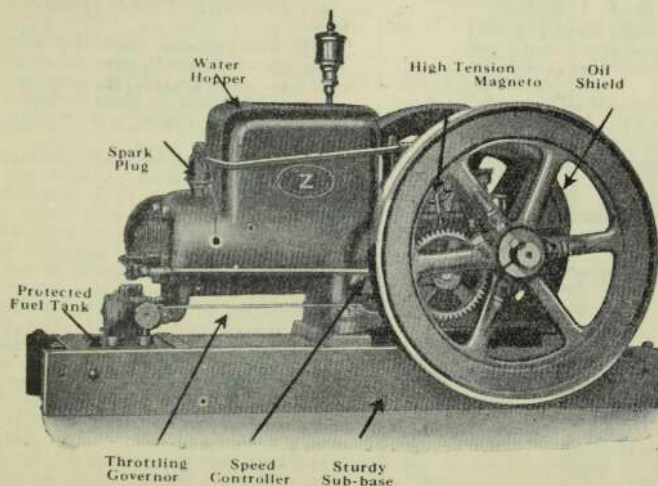
Mr. K. W. Bridge, Assistant D.O. at Otibanda, New Guinea, arrived in Sydney by the January Macdhui on leave.

GOATS

Pure Saanen, young and adult registered stock available.

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With over 400 passengers on board the steamer *Katoomba* visited Suva in a tourist cruise from Sydney, via Norfolk Island and Nukualofa, on January 4. She was the first tourist ship to visit Lautoka, much to the delight of residents of that district. Many of the visitors travelled overland from Suva to Lautoka.

A NEW Coleman Kerosene MANTLE LAMP (COAL OIL)

300 Candle-power "Live" Pressure Light

THIS two-mantle Coleman Kerosene Mantle Lamp burns 96% air and 4% kerosene (coal oil). It's a pressure lamp that produces 300 candle-power of "live", eye-saving brilliance... gives more and better light at less cost. A worthy companion to the famous Coleman Gasoline Pressure Lamp. Safe... the fuel pump is made of brass and steel... no glass to break. Clean... no greasy wicks to trim; no smoky chimneys to wash. Finished in two-tone Indian Bronze with attractive Parchment Shade.

COLEMAN LAMPS now fitted with Genuine Clear Glass Pyrex Globes, protecting Mantles and Shades and giving the whole brilliance to the Room. Coleman Kerosene Lamps will burn Benzine equally as well. Unaffected by draughts—the Coleman just continues to shine.

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TORONTO, CANADA
500 Kent Street, Sydney.

TORRES STRAIT NEWS

From Our Own Correspondent

THURSDAY IS., Feb. 1.

ON January 30, Gladys, the eldest daughter of Mr. and Mrs. Ernest J. Hennessey was married to Mr. William Cadzow, manager of the local branch of Messrs. Burns, Philp & Co.

Mr. H. J. Richardson has taken up duties as Town Clerk of Thursday Island, replacing Mr. Cecil Done, who is now in a similar position at Kingaroy, Queensland.

Rev. P. J. Thomas, of the Australian Inland Mission, has been appointed as the Presbyterian Minister for Thursday Island district, and has already commenced his ministry.

Rev. William Burvill, B.A., sub-dean of the T.I. Cathedral, has become the Administrator of the Anglican Diocese of Carpentaria. The last missionary to hold this position was Rev. W. H. MacFarlane, who is now rector of Scotsdale, Tasmania.

Four out of the six candidates for the recent State Scholarships have passed, all being pupils of the local Convent School managed by the Sisters of the Sacred Heart Mission. Their names are John Chee Quee, Francis Clark, Veronica McGrath, and Daisy Chee Quee.

Beneficial rains have been falling during January with a total of about 29 inches. This is a welcome change. In the same month last year the domestic water problem was an extremely serious one.

The engagement is announced of Miss Joan Burvill, elder daughter of the Anglican Vicar of Thursday Island, to Mr. William F. G. Ross, school teacher, of Herberton, North Queensland.

News has been received from Brisbane of the death of Mr. Ernest E. Slaughter, aged 72, a former resident of Thursday Island. For many years he was an Alderman, and was in business with Mr. Arthur D. Herring.

When the "Marella" arrived at the anchorage outside the harbour for her January visit the weather conditions were very rough. The vessel had only three tons of cargo. Passengers for Thursday Island were lowered in baskets to the launch below, two of them being Mr. and Mrs. Stipswitch, of the local radio station.

The Goode Island lighthouse, at the entrance to T.I. harbour, is to be converted into an unattended light with automatic machinery. The lightkeeper will remain there owing to essential signalling duties.

LIQUOR LICENSES IN NEW GUINEA

IT is notified in the *New Guinea Gazette* that publican's licenses have been renewed as follows:—

Cosmopolitan Hotel, Rabaul, R. C. Willmott (transferred from M. J. Willmott).
Hotel Pacific, Rabaul, L. E. Banks.
Madang Hotel, P. K. Lewis.
Hotel Bulolo, Wau, F. S. Stewart.
Hotel Cecil, Lae, K. C. Baldie.
Hotel Wau, Wau, Walter Corden (transferred from J. A. Parer).
Salamaua Hotel, Salamaua Trading Co. Ltd.

Edie Creek Hotel, R. J. Franklin.
Rabaul Hotel, E. C. Monck (transferred from Ivan Nelson).

Kavieng Hotel, Tsang Sang (transferred from Ah Tam's successors).

CLUB LICENSES.

The following club licenses have been renewed:—

Kavieng,	Kavieng
Wau	Wau
New Guinea	Rabaul
Rabaul	Rabaul
Kokopo	Kokopo

STOREKEEPERS' LICENSES.

The following storekeepers have been granted licenses to sell liquor in prescribed quantities:—

Burns, Philp and Co. Ltd.: Salamaua, Wau, Rabaul, Kavieng, Kieta, Lae, Lombrum, Madang.
Ernest John Hould: Boram.
Tee Cee Wee: Rabaul.

Ah Young: Kavieng.
Bulolo Gold Dredging Ltd.: Bulwa, Bulolo.

W. R. Carpenter and Co.: Wau, Salamaua.

Madang, Kavieng, Rabaul.

Arthur Thompson: Wau.

Charles Arthur Thompson: Sunshine, Aerodrome.

Ella Elizabeth White: Upper Watut and Surprise Creek.

Harry Donald: Edie Creek.

Lionel McGilvery: Edie Creek.

Alois Akun and Co.: Rabaul and Kokopo.

Joseph Thomas Kenny: Namatanai.

Greenwood and Laws Ltd.: Wau, Edie Creek, Lae.

PAPUAN NATIVES AS COFFEE PLANTERS

THE nine-year-old plantation scheme under which the Papuan Administration has been trying to educate the natives of Sangara, in Eastern Papua, to grow crops for export is beginning to show results.

The main experimental plantation, which is 30 miles inland, is in charge of Captain L. E. Austin. In the beginning, experiments were made with cotton and cocoa, but when Captain Austin took charge four years ago attention was devoted mainly to the growing of coffee. All the natives in the district are under an obligation to carry out the work of cultivating and gathering the coffee crop, and it is understood that they shall receive half the proceeds therefrom. For a considerable time there was no profit in the work, but last year the plantation began to give returns and about 50 tons were produced and sold. As a result, it is reported that the natives of the district will divide about £1,000 as their share of the enterprise.

This is an interesting aspect of the policy of the Murray Administration, which has been consistently directed towards establishing peasant planters among the native population.

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Crown & Cleveland Sts., Redfern, Sydney
REMEMBER THE NAME

DURATILE



AUSOLINE

Cockroach Destroyer

It Attracts — They Eat It — They Die

AUSOLINE CO. Established 1919.

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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.

Never
Known
to Fail!

CERTAIN
DEATH

IT'S A
PASTE!



A SMALL SELECTION FROM OUR LATEST CATALOGUE

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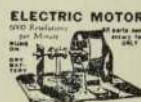
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Pacific Islands Mining Notes

From Fiji

EMPEROR GOLDMINING CO. LTD.

DEVELOPMENT work of Emperor Gold Mining Co. Ltd., Tavua, Fiji, has practically been discontinued in order to concentrate upon preparation of the mine for ore production on the larger scale necessary for the new treatment plant. The directors have therefore decided to discontinue the fortnightly cable report for the next few months. Monthly reports on the mine and progress of the new treatment plant will be forwarded by the mine superintendent, and these will be published when received.

Good progress is being maintained with the manufacture of equipment for the new treatment plant in Australia and overseas, and preliminary work on the site is well advanced.

In their first annual report, the directors advised that the capacity of the mill is being brought up to 12,000 tons of ore a month. The new plant is due to be in commission by September next.

Returns for the last three periods compare as follows:

	Nov. 28	Dec. 19	Jan. 23
Ore (dry weight), tons	2215	1957	2080
Fine gold, oz.	1036.9	787.4	1027.7
Head value, dwt.	101	8.04	101

LOLOMA (FIJI) GOLD MINES N.L.

Loloma (Fiji) Gold Mines N.L., Tavua, Fiji, issued on February 1 the following progress re-

port on the erection of the treatment plant—Lower half of head frame assembly practically completed. Work stopped temporarily to allow main shaft sinking to proceed without interruption. Brace and gantry frames and legs ready for erection. Mill building foundations completed. Crude ore bin timber work ready for erection. Jaw crusher foundations completed. Excavations for foundations to main storage bin, also No. 3 conveyor, well in hand. Foundations for both dryers completed. Excavations for crushing rolls foundations in hand. Retaining concrete wall for roaster and dust chamber completed. Excavations for concrete base of roaster stack completed. Manufacture of primary crusher, crushing rolls, ball mills, dryers, classifier, completed. Most of iron work for roaster completed and shipped to Fiji.

TAVUA POWER PTY. LTD.

Tavua Power Pty. Ltd. reports that No. 3 electric generating set was started on February 10. The whole installation, comprising a Diesel air compressor set and three Bellis and Morcom Diesel generating sets each of 525 k.w., is now completed. The company was formed to supply electrical energy and compressed air, principally to the Emperor and Loloma mines, on the Tavua goldfield. All shares in the company are held by Emperor Mines Ltd. and Loloma (Fiji) Gold Mines, N.L.

PACIFIC GOLD N.L.

The directors of Pacific Gold, N.L., have secured for the company a two-months' free extension of the option over the property at Walevisi, Fiji. The first diamond drilling bore, which was expected to intercept the lode at 134ft, was continued to 271ft without result, and the bore was abandoned owing to broken ground. No. 2 bore was commenced at the entrance of No. 2 adit and apart from about 6ft of soft lode formation carrying a little blende and copper pyrites, encountered at 136ft, this bore gave negative results. A third bore has been started 214ft from plug at No. 2 adit.

MOUNT KASI MINES LTD.

Production figures for Mount Kasi Mines Ltd., Fiji, are compared in the following table:—

	Oct. 9†	Nov. 6‡	Dec. 4**	Jan. 28*
Ore, tons	1,590	1,627	1,500	1,853
Bullion, oz.	318	452	487	352
Value, £A.	2,525	3,550	3,600	2,773

† Mill stopped six days for repairs to water supply.

‡ Mill stopped five days for engine overhaul.

** Mill stopped 5½ days owing to engine breakdown. Mill closed during December for overhaul and repairs, and resumed crushing Jan. 6.

* Twenty-one days' run. Since clean-up tailings have been reduced to less than 1dwt. Manager expects better results in near future.

KOROERE GOLD N.L.

Directors of Koroere Gold N.L. have received a written report from the mine manager (Mr. G. O. Ramsay), dated January 12, in which he estimated that the tonnage of ore available on the Cardigan area at Tavua, Fiji, would be 30,000 tons, giving a value of 15,000oz. of fine gold. He also estimated that in the Koroere Hill section there would be an additional 70,000 tons of ore, which should show a milling profit of £1 a ton.

From New Guinea

UPPER WATUT GOLD ALLUVIALS N.L.

NOW that operations have been commenced by Upper Watut Gold Alluvials N.L., Wau, New Guinea, and major difficulties have been surmounted. The directors confidently expect that before the end of February the company will be sluicing full time with both pontoons, and will be showing adequate margins over working costs. Sluicing operations were commenced on August 5, but the first clean up of gold did not take place until the end of September. Expenditure for the six months ended August 31 exceeded the revenue by £4330. At the close of the half year current assets amounted to £11,190, and liabilities to £39,556. Expenditure on plant and constructional work has considerably exceeded estimates. This was due partly to the extremely difficult conditions in the territory and partly to the fact that delay in the delivery of certain items of plant, caused by the precedence given to the manufacture of rearmament orders, entailed excessive expenditure. The services of expert workmen sent to New Guinea at considerable expense had to be retained until all items of plant were delivered. The directors added that they have made arrangements for the provision of extra finance necessary to enable the company to commence operations. During the period the option taken by Bulolo Gold Dredging Limited over the company's unissued shares was relinquished.

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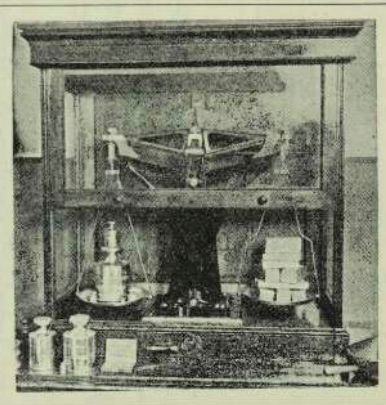
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BULOLO GOLD DEPOSITS LTD.

Bulolo Gold Deposits Ltd. advises that a clean-up for the four weeks ended February 1 resulted in a recovery of 120oz. from approximately 37,000 yards. The area treated was mainly terrace ground. This yield compares with December clean-up of 80oz. from 40,000 cub. yds and 235oz. from 9,200 cub. yds in November.

SANDY CREEK GOLD SLUICING LTD.

The mine manager of Sandy Creek Gold Sluicing Ltd. reported on February 2, that the January production compared with previous months as under:—

	Oct.	Nov.	Dec.	Jan.
Yards —	9,121	9,870	11,890	7,346
Gold, oz. —	281	288	311	139
Value, c. yd. —	4/7½	4/4½	3/11	2/10

SUNSHINE GOLD DEVELOPMENT LTD.

Sunshine Gold Development Ltd. reports that the clean-up for the period from January 1 to 20, including four days lost for repairs, yielded 397oz. The plant was closed down on January 20 for re-welding internally the balance of the pipe line, which, it is estimated, will take three to four weeks.

NEW GUINEA GOLDFIELDS LTD.

Production statements of New Guinea Goldfields Limited compare as under:—

Alluvial—	Oct.	Nov.	Dec.
Fine gold, oz. —	1313	941	645
Fine silver, oz. —	901	673	476
Golden Ridge Mill—			
Fine gold, oz. —	1633	1592	1132
Fine silver, oz. —	1355	1169	908
Edie Creek Mill—			
Tons —	2739	—	—
Fine gold, oz. —	793	774	860
Silver —	—	—	2462
Alluvial profit —	\$4705	\$3798	\$1942
G. Ridge Mill, profit —	\$7426	\$6874	\$3359
Edie Creek, profit —	\$4921	\$1049	\$393

* Loss.
Production for the Edie Creek mill was reduced through stoppage preparations on the lower levels. Output for January should improve. The decline in production from Golden Ridge was due to a reduction in the grade of available ore reserves.

ENTERPRISE OF N.G. GOLD AND PETROLEUM DEVELOPMENT N.L.

From December 21 to January 18 sluicing was carried on by Enterprise of New Guinea Gold and Petroleum Development Ltd. on the Surprise Creek alluvial mine. For December 52oz. of unrefined retorted gold was recovered from 8300 cubic yards, consisting of 4325 cubic yards of wash and 3975 cubic yards of overburden. On the Oriabanda alluvial property, sluicing on a small scale was under way. Very little sluicing was carried out on the Oriabanda property during December. The clean-up to December 31 yielded 10oz. 17dwt. of unrefined retorted gold from 450 cubic yards of wash put through the sluice boxes. The development programme on the Edie Creek ore mine was continued, but owing to difficult conditions being met in the underground workings progress was considerably delayed. At December 15 the drainage adit had been advanced to 206ft from the portal. Retimbering the No. 1 W drive on the main lode continued. Surveys and the

preparation of mine plans proceeded without interruption. The equipment of the metallurgical laboratory was completed and testing work on the mine ore commenced. Work was commenced on a pilot plant to treat 500 tons of ore a month. An engine was landed on the mine, and will be used to drive a crusher now on order in Australia.

A later report stated that production from all sources for January was 72oz. 9 dwt. from 11,400 cubic yards, consisting of 5230 cubic yards of wash dirt and 6170 cubic yards of overburden.

BULOLO GOLD DREDGING LTD.

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

	Nov.	Dec.	Jan.
Cubic yard —	956,200	785,000	899,000
Bullion, oz. —	17,724	17,471	16,978
Gold, fine oz. —	12,318	12,027	11,797

VALUE—

Aust. currency* —	\$107,782½	\$105,236	\$103,223
Per cubic yard —	/27.0	/32.1	/27.5
Working profit —	\$75,880	\$75,451	\$75,285

* At £8/15/- per fine ounce.

IROWAT GOLD ALLUVIALS N.L.

A working loss of £4657 was sustained by Irowat Gold Alluvials N.L. for the year to September 30. Gold returned £5933. Sluicing commenced on May 26, 1936, and from then to September 30 last 128,910 cubic yards were treated for a yield of 1067oz. gold, while from September to December last 336oz. gold were recovered from 46,456 cubic yards. The directors say that as a result of these disappointing returns it was decided to suspend sluicing for the time being and to carry out an intensive prospecting campaign to test further the runs of the more highly payable sections of the property. This testing is proceeding continuously. It is hoped to announce at an early date that operations have been recommended on the areas proved. Mr. J. H. McColl has been appointed a director and has made a trip recently to the company's property. Mr. D. J. McClelland, a director, did not seek re-election. Arrangements have been made for the finance necessary to enable the company to function until results of testing are known. When the books closed the company had £381 in cash. Debtors owed £1760 and creditors were owed £13,724.

Criticism was expressed by shareholders at the first annual meeting in Melbourne on February 5 that Irowat interests had been subjugated to its associate company, Upper Watut Gold Alluvials. A shareholder said that plant worth £3,000 had been moved from Irowat's property to Upper Watut and that the latter was using Irowat's labourers. Another pointed out Upper Watut acted as purchasing agent for Irowat and made a surcharge of 10 per cent on all buying.

The directors replied that both properties are on the Watut River, and plant is continually being moved from one to another to save buying new. Labourers might also go from one to another, but account of any such transfer is rigidly kept and credited in the particular company's books. By purchasing on a bulk scale materials could be brought considerably cheaper and the 10 per cent charge by Upper Watut was definitely not a surcharge but purely a charge for handling.

A motion that the meeting be adjourned for a month was carried, and a committee of three shareholders was appointed to meet the directors and discuss the affairs of the company prior to the next meeting. This was done to enable the preparation of a list of questions concerning finance and administration to be answered at the meeting.

From Papua**MANDATED ALLUVIALS N.L.**

AS a result of a boring campaign, which explored 800 feet of ground, the consulting engineer of Mandated Alluvials, N.L. (Mr. E. W. Bonwick) states that the mine has payable ore only in Nos. 5 and 7 territories, together with the Moresby King mass. The first contains 7765 tons, of a value of £52,824, with only a small percentage of copper, the latter 6867 tons of ore containing a high percentage of copper, with a value of £27,434.

Metallurgical tests to determine treatment will proceed forthwith, and possible percentage extraction is, therefore, not yet known. Assuming an 80 per cent extraction for safety purposes, seeing that treatment may present difficulties, and a total cost of £2/10/- per ton, a quite safe figure, there are possibilities of a treatment

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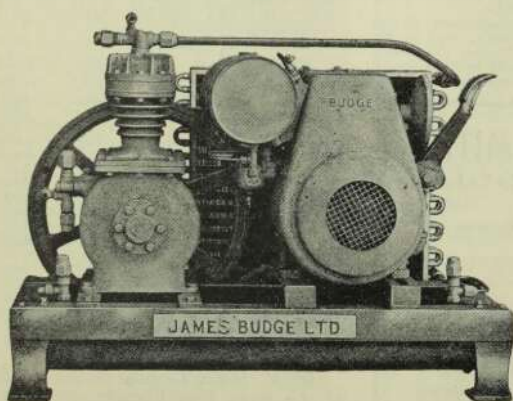
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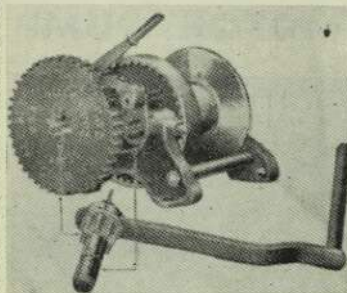
plant yielding a profit of £27,626. On a basis of five heads of stamps, 50 tons per day should be treated, giving the mine a life of 300 days, which will be extended by mining the small lodes north of No. 7 to perhaps 18 months.

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Various schemes to meet the circumstances have been discussed with directors, but final decision must await metallurgical investigation, followed by close estimation of cost of necessary plant.

Mr. Bonwick adds that the ore-body does not occupy a syncline, as was at first supposed, the basin-like structure being due to a well-defined fault, which causes the ore-body, after a brief existence as a shallow bed, to drop some 70ft. the depressed portion consisting of unpayable sulphides. These sulphides continue almost horizontally to the west, finally merging into a contact zone, where the sedimentaries meet igneous rock. In addition to this, developments at surface northward from No. 7 adit have been disappointing, and have not disclosed any important ore-occurrences.

The directors have decided to proceed for the metallurgical treatment, and intend to place the whole situation before shareholders as soon as the result makes it possible.

CUTHBERT'S MISIMA GOLDMINE LTD.

Cuthbert's Misima Goldmine Limited, Papua, shows a net profit of £31,094 for the period from October 14, 1935, to December 31, 1936, covering the first operations of the present company. Three dividends of 6d per share (totalling 15 per cent) require £22,500. After writing £1459 off preliminary expenses and placing £2000 to special reserve, a balance of £5134 is carried forward. Bullion realised on and in transit was valued at £57,484. Capital expenditure, including new plant, amounted to £22,966. The mill crushed 21,707 tons ore for 26,150oz. bullion, containing 6375oz. gold and 19,000oz. silver, the average value being 6dwt. 12gr. gold and 53oz. silver per ton, and average realisation 48/1. Mining costs, including development, were 13/1.2 and treatment costs 7/4.4 per ton.

The present plant is treating at the rate of 23,000 tons per annum. Enlargement of the plant to treat 40,000 tons per annum is well in hand. Ore reserves (oxidised in the southern section only) are stated as positive 145,500 tons, and "probable" 107,200 tons, a total of 252,700 tons, with the contents above No. 9 level not determined. In the mine manager's opinion, about 300,000 tons ore exist in the oxidised zone of the northern section. The directors anticipate profitable operation for many years from the oxidised ore alone. In addition they point to the possibilities in the sulphide zone below present water level.

Cash balances at December 31 were £15,653. Flotation expenses stood at £14,000.

Output of November, December and January compared as follows:

	Nov.	Dec.	Jan.*
Treated, tons	2057	1946	1840
Bullion, oz.	2638	2421	2433
Gold, fine oz.	626	588	654
Silver, fine oz.	1965	1638	1800
Est. value (£8 A)	£5103	£4784	£4524
Value per ton	49/7	49/2	49/2

* Two days' work lost (approximately 150 tons ore) owing to Christmas holidays. In addition to bullion produced in January, approximately £350 worth slags and ashes was produced and shipped for realisation.

SAPPHIRE CK. (PAPUA) DEVELOPMENT SYNDICATE N.L.

Sapphire Creek (Papua) Development Syndicate N.L. has acquired an option over a tin property of 50 acres at West Zeehan (Victoria). Capital of the company is £10,000 in 5000 shares of £2 each. The company is at present develop-

ing leases at Sapphire Creek, Papua, adjacent to the properties of Mandated Alluvials, N.L.

MISIMA GOLD REEFS (N.G.) N.L.
Owing to an insufficient number of proxies being received a meeting of Misima Gold Reefs (New Guinea) N.L. to consider the voluntary winding up of the company on January 28, was adjourned for fourteen days. The chairman of directors (Mr. W. Blewett) announced that a telegram had been received from the secretary of Misima Reefs Ltd., stating that scrip was in the hands of the company and would be forwarded to Melbourne for distribution to shareholders of Misima Gold Reefs.

On February 11, shareholders attended the meeting in full force, and a motion to wind up the company voluntarily was agreed to.

ASTROLABE GOLDFIELD, PAPUA

PORT MORESBY, Jan. 20.

Three goldmining leases were granted to Mandated Alluvials, N.L. for 21 years on December 29 by the Warden (Mr. W. R. Humphries) at Port Moresby. They were leases No. 21, "Sapphire," of 20 acres; No. 23, "Moresby King," of 50 acres; and lease No. 24, "Moresby King, No. 3," of 15 acres. All three leases are situated near Sapphire Creek in the Astrolabe mineral field.

On January 5, three goldmining leases were granted by the Warden, subject to the Mining Act and Regulations: No. 25, "Moresby King East," of 50 acres, near Sapphire Creek, to J. W. Hinks; No. 26, "Mt. Cook East," of 10 acres, near Mt. Cook, to E. Evans; and No. 27, "Hombron," of 10 acres near Hombron Bluff, to E. Evans.

The following goldmining and mineral leases on the Astrolabe field were surrendered on December 29: No. 19, G.M. Lease, "Gagiberi," E. P. Hitchcock; No. 136, M. Lease, "Maia Kolani," F. A. Robert; No. 138, M. Lease, "Naumakina No. 3," T. L. Sefton.

Dominion Gold Ltd. took over the following leases on the Astrolabe field recently—namely, "Laloki," "Mt. Cook," "Nance," "Ruth," and "Romana." They propose working on the "Laloki" as a beginning. Three Europeans and a large labour force have already been engaged in opening up the lease, under Mr. A. Christie, the recently-appointed manager, and steady progress will lead shortly to further development.

Quotations for Islands Gold Shares

	FLJI	Mid-Sept.	Mid-Dec.	Mid-Feb.
Emperor Mines	b15/3	b19/1½	b20/9	
Granite Dev.	b2d	b3d	b1/-	
Koroere	b4/-	b2/6	b4/9	
Loloma	b24/3	b23/-	b24/1½	
Mineral Dev.	b8d	b11½d	b1/9	
Mt. Kasi	b7/10	s7/6	b5/6	
Mt. Morgan Dev.	b1/5	b1/6	b8d	
Pacific Gold	b8s	s8s	s84	
Tavua Dev.	s1/6	b6d	b7d	
Vatu Kasia	—	s3/6	—	
Vees United	b4d	s6d	s3d	
	NEW GUINEA	Mid-Sept.	Mid-Dec.	Mid-Feb.
Bulolo Deposits	b1/9	b2/-	b1/4	
Bulolo G.D.	s£7/10/-	b£7/12/-	s£7/15/-	
Developments (New Guinea)	b£2/5/-	—	—	
Enterprise of N.C. & Petroleum	—	b£2/5/-	b£2/10/-	
Guinea Gold	s14/-	s17/3	s16/-	
Irowat	b2/-	b3d	s3d	
Morobe All	b7d	b9d	b9d	
N.G.G. Ltd.	b4/10	b5/3	b3/9½	
New Morobe	—	b10/-	b15/-	
Oil Search	b3/4	b3/-	b3/5½	
Placer Dev.	s£5/2/-	b£4/17/3	b£5	
Sandy Ck.	b9d	b1/2d	b1/5	
Sunshine Gold	b11/9	b16/1½	b14/10	
Upper Watut	b2/6½	b1/6	b1/7	
	PAPUA	Mid-Sept.	Mid-Dec.	Mid-Feb.
Cuthbert's Misima G.M.	b13/-	b24/9	b25/6	
C.M. of Papua	s10/9	b9/11	b12/10	
Mandated All.	b32/9	b13/11	b3/11	
Oriomo Exp.	b2/8	b4/1	b5/11	
Sapphire Ck.	—	b22/6	s25/-	
Yodda Gold Co.	3d	b2d	b2d	

Mr. F. Mote, Deputy Superintendent of the Suva Fire Brigade, returned to Fiji in January after leave spent in England.

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OVERSEER TO FACE KILLING CHARGE IN N. GUINEA

THE Sydney Central Court on January 25 ordered that Galfred Mervyn Collins Ffrost, 24, an N.G. overseer, who had been arrested in Sydney, should be returned to Rabaul to stand trial for the unlawful killing of a native, Mulmul. With Warrant Officer H. J. Stevenson, of the N.G. Police Force, as escort, Ffrost departed by the *Macdhui* on February 4. Ffrost, who was employed in New Guinea on Meto Plantation, claimed that his boss-boy Bonri had been convicted of the offence. The magistrate said it was alleged that Bonri had poked the ferrule of an umbrella into Mulmul's eye, causing his death, but that Ffrost had flogged Mulmul with a fleus root while he lay dying on a concrete floor and that had accelerated Mulmul's death.

The boss-boy Bonri was sentenced to three years' imprisonment with hard labour in the Rabaul Supreme Court on January 8 by Judge Wanliss. The charge was manslaughter.

AIR SERVICE FROM CAIRNS TO THURSDAY IS.

From Our Own Correspondent

THURSDAY IS., Feb. 2.
NORTH QUEENSLAND AIRWAYS PTY. LTD. has decided to commence a regular weekly air service between Thursday Island and Cairns (North Queensland), calling at Port Douglas, Cooktown, Lockhart River, and Portland Roads.

During January, Pilot MacDonald in a Percival Gull aeroplane arrived here with four passengers on the round trip, after a flight under tricky weather conditions. Mr. and Mrs. Newman Pusey, of the Radio Station, left by the 'plane for Cairns on furlough and subsequent transfer to Sydnev.

The Percival Gull made a second flight later, taking South Mr. J. F. Partridge, head electrician of the Municipal Powerhouse, to commence duties at Monto, Queensland. He was accompanied by his wife and Miss Jean Lambert.

The other passengers by air to Cairns were Mr. H. H. E. Broadbent (a candidate for St. Francis' Theological College, Brisbane), Mr. Harry Mills, Miss Sybil Armbrust, and Rev. W. McLelland, of the Mapoon Presbyterian Mission, Gulf of Carpentaria, on furlough.

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FUTURE OF EUROPEANS IN SAMOA

Letter to the Editor

I HAVE been asked by several factions in Samoa to correct some misleading remarks in the long reports which appeared in your issue of November.

A leading chief of the Malietoa line, Papalii Lafo, voluntarily called on me on New Year's Eve to ask me to say that there was no political party known as the Malietoa Party; that neither Malietoa Tanumafili nor any of the other chiefs of the Malietoa line has been insulted by the Mau, of which most of them are loyal adherents. This was demonstrated by Malietoa himself attending the memorial service to the late

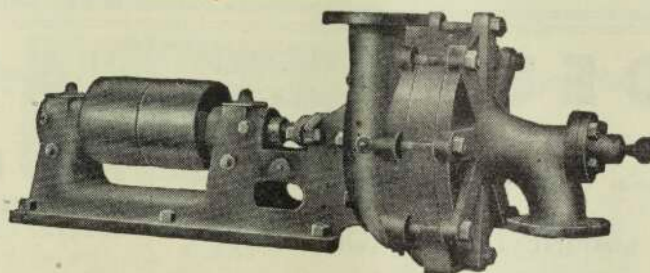
Tamasese Lealofi and his compatriots who were killed on Black Saturday, seven years ago. The Mau made no protest against Malietoa holding his seat on the Legislative Council, by appointment of the N.Z. Government, without prejudice to the four elected representatives of the Samoans on that Council.

The Chairman of the new *Fono* of *Faipule* (Alipia, of Leulumoega) asked me to protest on behalf of the *Faipule* against references in your paper to the recent session of the *Fono* in regard to the remits placed by the *Faipule* before the Government, all of which according to the *Faipule*, were in keeping with the assurances of the Goodwill Mission and in no way were they defiant of the authority of the Government.

(CONTINUED OVERLEAF)



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I am also asked to deny the formation of a new National Political Party of the Samoans, and can vouch for the fact that no such Party is in existence.

The Planters' Association is not a new organisation, but is an old one, started long before the last world war, to protect the interests of the white planters. It has never been a political organisation, though it would be quite within its province to make representations to the Government on behalf of the white planters in respect of what they consider are essentials for the cocoa industry, such as Chinese coolie labour, which the Labour Government has definitely announced its disagreement with in principle.

The Planters' Association was instrumental in the formation of the new Progressive Party of European residents, the main plank in the platform of which seems to be the objection to the repatriation of Chinese coolie labour from Samoa. Other than the rather uncompro-

missing speeches made by its leaders at the inauguration of that Party, there has been no open clash between it and the Samoans or the Samoa-born Labour Party in any way.

It is incorrect to say that, "Mr. Nelson is in a difficult position . . . He is very perturbed because the new European party refused to meet him and other Mau leaders to discuss the Chinese question;" or that there was any reason to say that "the new party does not intend to make any compromising relationships just at present" or at any other time, so far as I or the Mau are concerned.

Other than the moral principle involved by the presence of the Chinese coolies in Samoa, the Mau are not in any way interested in the Chinese at all. The Samoa-born Labour Party would have no interest in the Chinese coolies so soon as they were confined to unskilled plantation labour, so neither the Samoans in the Mau nor the Samoa-born Labour Party have anything to gain by meeting the white planters. But the latter, according to their own demands, have everything to lose if the Chinese are sent away.

My own position was fully explained in another article, which also appeared in your November issue, and I am sorry that your correspondents' unduly alarming reports should cause you to say that "Western Samoa is in a ferment again;" and the headings, "Insult to Malietoa;" "Samoans form a National Party;" "A Horner's Nest," etc.

Whether or not one is in agreement with the whole of the N.Z. Labour Government's platform in New Zealand or

Samoa, it seems regrettable that responsible white residents of Western Samoa should so openly deprecate every effort which has been made by the new Government and the Samoans to come together again, after so many years of bitter controversy.

If the interests of the white planters clash so seriously with those of the Samoans that they cannot be reconciled in some way, the question must soon arise as to which section must go. Surely, not the Samoans, who now and always will comprise over 90 per cent of the population of Western Samoa! Moderate-minded people must believe there is room for both and the question should never arise. But alarming reports such as appear in your paper from time to time will bring matters to a head sooner or later. May the blame for such fall on the proper quarter!

Apla, Samoa,
Jan. 22, 1937.

I am, etc.,
O. F. NELSON.

N.G. COPRA EXPORTS

RABAU, Jan. 30.

COPRA exported from New Guinea during January amounted to 7,737 tons, the major portion of which (3,000 tons) was carried by the *Norne* to Mexico.

The *Weirbank* took away 1,403 tons to Denmark and 1,310 to the United Kingdom. The *Macdhui* shipped 819 tons to Australia and the *Montoro* took 319 tons also for Australia.

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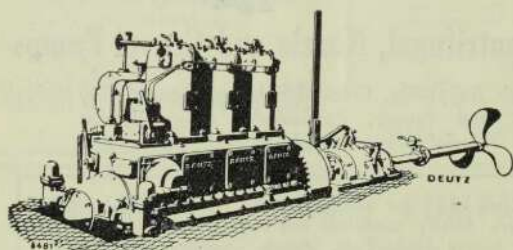
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N. G. G.'s Stormy Annual Meeting

(CONTINUED FROM PAGE 9)

which the company is operating, and among these precedence might be accorded to the heavy taxation and hampering regulations imposed by the N.G. Administration.

In 1928, said the chairman, the Administration undertook the work of constructing a road to the Edie Plateau, and, to provide funds, it raised the gold royalty from one per cent to five per cent. Subsequently construction of the road was abandoned but the five per cent royalty remained. This, together with the 10 per cent impost on mining machinery, had up to date cost the company £290,000. Overtures by the board, seeking a refund of the over-paid four per cent royalty, together with permission to complete the road itself, had been unsuccessful, as also had all appeals to the Federal Government for more equitable treatment. Through the absence of access by road the enterprise had paid away in aerial freights approximately £200,000 that would otherwise have gone into profits, and the company continued to be so penalised to the extent of £20,000 per annum.

Including the heavy imposts of the Government, the cost of mining and treating ore on the field was not less than 50/- per ton, a figure which rendered 7dwt. stone unprofitable, said the chairman. It had for some time been realised that the company might be obliged to curtail operations in order to conserve its ore reserves until conditions are altered, as some 40 per cent of the developed ore is of lower value than 7dwt. and obviously it was of no benefit to shareholders to continue producing gold merely to hand over the entire profit to the Administration.

A further cause for anxiety was the hampering regulations, introduced since the company started operations, relating to native labour. For example, the prospecting at Wau had been delayed through an edict preventing trained native miners working the holsts. White labour had to be employed instead and, during the year, had proved in some instances both expensive and troublesome. When trouble of this kind occurred no help was obtainable from the Administration, and its effect upon the native workmen was very serious. On one occasion, when the company sought to bring in trained native miners from Papua, officials imposed on them a dictation test, with the object of excluding them from the Territory. Fortunately this was ultimately set right. Native labourers cost the company from £48 to £50 per year, and many of them, under conditions existing on the company's property, became highly intelligent, skilled miners. Hampering red-tape, however, prevented them from being employed in many directions, where their employment would be quite permissible in other parts of the Empire—the Rand, for example.

Amidst the gloom appeared one bright ray when the chairman guardedly hinted that certain matters were developing, and the position of the enterprise would be very different if taxation was assessed on profits instead of on gold produced as at present.

LONDON CONSPIRACY!

A shareholder electrified the meeting by informing it that he had information from a "London mining magnate" that there would be no dividends from New Guinea Goldfield Ltd. until a syndicate now operating in London had secured the bulk of the shares at its own price.

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With this in view the syndicate would "bear" the shares until its objective is attained. He asserted that his informant was too important a person in the mining world to spin idle yarns, and for that reason he wanted the board and the shareholders present to hear the story.

The tale was, of course, laughed aside; but its recital brought forth the information that 80 per cent of the shares are on London register, there having been no appreciable alteration in the Australian/English proportions during the past three years.

The retiring directors, Senator H. S. Foll and Mr. D. P. Mitchell, were elected unopposed.

FAMOUS WOMAN AVIATOR TO VISIT LAE

MRS. EARHART PUTNAM, the famous American aviator, intends to leave California early in March on a flight round the world, her route being mostly through the tropics. She will fly via Honolulu, Howland Island (in the Phoenix group, right on the Equator), Lae (New Guinea), and Northern Australia—thence via the East Indies to India.

The hop from Howland Island to Lae, 2550 miles, will be her longest non-stop flight. The plane's cruising range is 4,000 miles. The entire flight will be 27,000 miles. Mrs. Putnam will be accompanied by Capt. Manning, a veteran American merchant marine officer. The plane will carry a rubber raft, and two-way Morse and telephonic radio.

SOCIALISTS AND SUBSIDIES

From Our N.Z. Correspondent

AUCKLAND, Feb. 2.

"BEFORE the N.Z. Government can provide a subsidy to help British shipping in the Pacific it wants to be sure that conditions on the ships are reasonable for the crews, as well as the passengers," said the Prime Minister (Mr. M. J. Savage) in commenting on recent cable messages. "We are anxious that British shipping should have a place in the Pacific. We naturally want to do anything in our power to see that that is made possible. At the same time we are concerned that conditions on the ships should be satisfactory and we want to know what we are expected to subsidise."

EDITORIAL NOTE.—It never seems to occur to these Socialist politicians that it is not so much a question of providing luxurious trimmings for seamen's jobs, as of retaining the jobs themselves. If British ships are not subsidised, they will go out, and the crews with them. Time enough to talk about "conditions" after the shipping line is saved from extinction.

POSED AS WEALTHY N.G. MAN

IN the Central Police Court, Sydney, on January 27, Reginald Claude Caldwell, 42, carpenter, was sentenced to six months' imprisonment on a charge of stealing articles valued at £47 from a city firm.

Though he had only a few pounds in the bank, Caldwell represented that he had assets worth £23,000 in New Guinea. On the strength of this, he obtained the goods.

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REMARKABLE THREAT OF N.G. GOLDFIELDS LTD.

History of Co. Which Is Demanding Concessions

IT is evident, from a report of New Guinea Goldfields Ltd. annual meeting (published elsewhere) that the Co.'s chairman (Mr. J. P. Blaikie Webster) believes that the N.G. Administration is about to reduce the gold royalty; and presumably, to impose, in place of the royalty, a tax on income.

It would be a very unfortunate thing if the Administration were hypnotised by the howling of Mr. Blaikie Webster into doing anything so damaging to the Territory; but, with politicians, all things are possible.

Before the N.G. Administration takes serious notice of Mr. Blaikie Webster, and his attempt to fasten upon the Administration the blame for his Co.'s dismal situation, it should examine the history of N.G.G.'s connection with Morobe, and the character and reputation of Mr. Blaikie Webster.

It will be found that for years the humorists of Wau have been telling funny stories about the wasteful muddling of certain N.G.G. engineers; that it was the greedy land-grabbing of this concern which got it into such a mess that it had to write down its huge capital of £4,472,000 by 75 per cent; and that Mr. Blaikie Webster has on other occasions

made public statements blaming Governments and corporations for the difficulties of his mining organisations.

Mr. Blaikie Webster is demanding all sorts of things from the Government. He wants a reduction in gold royalty and import duties; a new road, from the coast to the goldfield; a relaxation in native labour regulations; and various other things. The suggestion is that, if the Government will not comply, N.G.G. will adopt a kind of "go slow" policy in New Guinea.

If the Administration has got this matter into correct focus, it will deal with this Mining Trust offshoot in the manner it deserves. It will remind N.G.G. that it induced large numbers of pioneer miners to part with their leases in return for N.G.G. £1 shares — and then wrote down the £1 shares to 5/-. It will direct pointed attention to the fact that, although N.G.G. has been operating on this rich goldfield for at least seven years it has paid its shareholders only two dividends of 4 per cent. It will consider the further fact that N.G.G. has been squatting for years on some of the most promising country around Wau, and doing nothing with it.

As a matter of right and justice, the

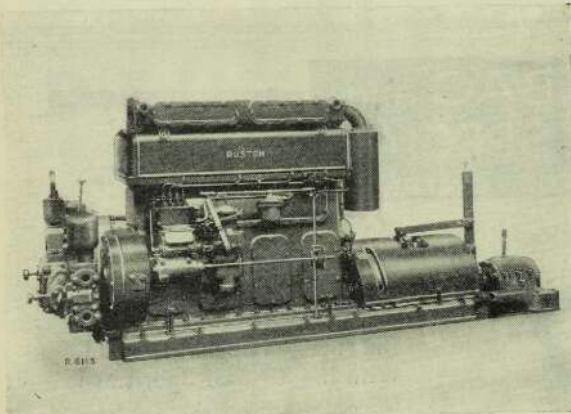
Administration should consider whether the time has come to withdraw the protection it so generously gave to N.G.G., under which the latter was allowed to lump together all its expenditure, of whatever nature, as a set-off to its obligation to spend a certain amount each year upon each of its leases. Instead of being bluffed by the howling of Mr. Blaikie Webster, the Administration should make N.G.G. either develop its big tract of valuable country, or get out, and so give others a chance to win the gold.

In view of the history of N.G.G., there is only impudence in the threat of Mr. Blaikie Webster, as reported in the *Sydney Morning Herald*: "Whilst still hopeful that these matters may be satisfactorily adjusted, prudence demands that we should be in a position, if necessary, to restrict production until the advent of more normal conditions."

—R.W.R.

FIJI ATHLETE

WHEN the *Niagara* leaves Suva, Fiji, on March 5 it will have as a passenger, Mr. J. A. (Tony) Moore, who will be on his way to Stawell, Victoria, to compete in the Stawell Easter Gift. This race, held annually, is open to professionals only. It is over a distance of 130 yards and the winner receives a prize of £500. Mr. Moore, who is a well-known athlete and has represented Fiji in both football and hockey, has won the European 100-yards championship for the last five years.



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EVERY man who lives in the Coral Seas, or who has left a part of his life there, must read *Forty Fathoms Deep*, a new book by Ion Idriess. Idriess tells, as no other writer could tell, the story of the pearling industry; and, in his own inimitable fashion, he has thrown into high relief the romance and the hard reality, the glamour and the horrors of this strange occupation.

Ninety per cent of books about the tropical seas are jeered at by dwellers in the tropics—their authors present mostly misshapen and distorted pictures of life as it is lived in these colourful, out-of-the-way places. But Idriess works on a different plan. He has a passion for accuracy, and he is a most patient investigator. He has an extraordinary sense of the dramatic; he sees pathos and humour and tragedy in every little incident of daily life; and he can bring these things into his story with a technique that is peculiarly his own. Above all, he has been a pearler—has lived among the devil-may-care Australian coastal communities, from Cairns right round to Broome. The better a man knows pearling and the life of the tropics, the better he will like Idriess's book. Idriess must have spent years in gathering and assembling this material.

Forty Fathoms Deep is really a series of adventures and incidents, mostly so strange as to be almost incredible, and yet apparently true. But Idriess, in the book, accomplishes two notable things. He describes the life of the diver, and the amazing, terrifying world in which he works as it has never been described before. And he lets us see, with most disturbing clarity, how the Japanese have displaced Malays, Manila-men and Koepangers from the Australian pearling industry, and virtually taken possession. Every Australian politician should read this book: that silent invasion is something he dare not ignore.

The fact that it is an Idriess book is a guarantee that it is eminently readable. Idriess, in a remarkable degree, has the gift of holding reader interest. Every one of the numerous books he has written since 1931 has gone into many editions—*Lasseter* is in its 19th edition! Nearly every one tells the story of some interesting angle of South Seas life. *Forty Fathoms Deep* will remain for all time as an authentic history and description of one of the most interesting industries in the world.

"FORTY FATHOMS DEEP," by Ion Idriess. Our copy from the publishers, Angus and Robertson Ltd., Sydney.

A rush of applications from young men all over the Commonwealth has been received in response to an announcement that a number of clerical positions at £6 per week are available in the New Guinea territorial service. Although only about five positions are available, more than 300 applications have been received already.

HONoured BY KING

Islands People in New Year's Awards

FOUR Pacific Islands residents prominent in their communities for outstanding and loyal service received awards in the New Year's Honour announced on February 1. They are:

O.B.E.: Dr. V. W. T. McGusty, Secretary for Indian Affairs in Fiji.

M.B.E.: Rev. Mother Mary Agnes, Sister-in-Charge of the Makogai Leper Station, Fiji.

M.B.E.: Edward Taylor, District Officer in charge of Morobe, New Guinea.

M.B.E.: J. M. Wilson, Comptroller of Customs at Suva, Fiji.

Senior-Sergeant Gaiberi, who for over 40 years has been a member of the Papuan Armed Constabulary, has been awarded the King's Police Medal. Gaiberi is a native of Kiwai Island, whence many good police are recruited, and is at present stationed at Cape Nelson.

DOYEN OF N.G.'s OFFICERS

New Guinea residents will appreciate the compliment to the N.G. Service by the inclusion of D.O. Taylor in the Honours List. He is the first officer of the Civil Administration to be honoured by the King.

Now regarded as the doyen of New Guinea's executive officers, Mr. Taylor went to Rabaul in 1914 as a soldier in the Australian Expeditionary Force; and he was attached to the Military Administration until May, 1921, when it was absorbed by the Civil Administration.

It was Mr. Taylor who subdued the wild Baining tribe, inhabiting the mountains outside Rabaul. He was the first white man to discover the Mokolkols, the mysterious people living on the opposite side of New Britain. This tribe is still not under control. He was appointed District Officer in the Morobe District in 1933, in which area, intermittently since 1920, he had carried out notable exploratory patrols. Now installed at Salamaua, he is head of an administrative staff of 17 officers, and his control extends into the heart of New Guinea.

MISSIONARIES FOR ISLANDS

AUCKLAND, Feb. 1.

EIGHT Roman Catholic priests arrived in Auckland by the last *Niagara* in charge of Father J. M. Oreve, a Frenchman who has been in the Islands for 30 years and who is returning after six months' leave.

Their destinations were—Samoa: Rev. A. Angsthelm (France), Rev. J. Dieter and Rev. J. J. Krieger (Germany) and Rev. J. Heslin (England). Tonga: Rev. G. Callet (France). Fiji: Rev. W. Foley (England), Rev. J. M. Oreve (France), Rev. T. Troy (Ireland).

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THE following quotations were obtained in Sydney during February:

Robusta, f.a.q., imported from Java on firm conversion of exchange, c.i.f., prompt shipment, Sydney:—Quote No. 1: 41/- per cwt.; quote No. 2: 30/- per cwt.

Kenya, f.a.q., immediate shipment, c.i.f., Sydney, per cwt.:—No. 1 quotations: Grade "A", 62/-; grade "B", 59/-; grade "C", 56/-; No. 2 quotations: Grade "A", 57/6; grade "B", 49/-; grade "C", 47/-; Triage, 47/6; No. 3 quotations: Grade "B", 62/-; grade "C", 55/-.

Mysore, f.a.q., prompt shipment, c.i.f., Sydney per cwt.:—No. 1 quotations: Grade "A", 58/-; grade "B", 49/6; No. 2 quotation: Triage, 50/-.

Arabian (Aden) Hodeidah, f.a.q., immediate shipment, c.i.f., Sydney:—No. 1 quotation: 64/- per cwt. No. 2 quotation: 60/- 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-February were:—Average Java 73-32d per lb. and Japara, 75-16d per lb.

Cocoa

Quote No. 1: Cocoa beans, £68 per ton.
Quote No. 2: Acera, good fermented, £51/10/- per ton, c.i.f., Sydney.

Ivory Nuts

No. 1 quotation: £9/10/- to £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-February 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	£108
Trochus shell, No. 2 grade	£103
Trochus shell, No. 3 grade	£94

All quotes are f.o.b., and on the Australian £.

Cotton

London c.i.f. prices for cotton during the month were: Jan. 22, 6.92d lb., Feb. shipment: Jan. 29, 7.12d lb., Feb. shipment: Jan. 6, 7.04d lb., March shipment: Feb. 12, 7.03d lb., March shipment: Feb. 19, 6.95d lb., March.

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 February 22:—

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.

	Buying.	Selling.
Telegraphic transfer	£110 15 0	£112 0 0
On demand	£110 12 6	£111 17 6

DIRECT TELEGRAPHIC TRANSFER SELLING RATES

Quoted by
BANK OF NEW SOUTH WALES
in Australia

	Australia on Papeete	Francs to £ Australian
Average for week ended 1/2/37	82.59	
Average for week ended 8/2/37	82.56	
Average for week ended 15/2/37	82.56	
Average for week ended 22/2/37	82.62	
	Australia on Noumea	Francs to £ Australian
Average for week ended 1/2/37	82.74	
Average for week ended 8/2/37	82.71	
Average for week ended 15/2/37	82.71	
Average for week ended 22/2/37	82.73	

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 February 22, when the Australian £ was nominally worth 82.76 francs, £100 Australian would purchase a credit in Noumea of 8,276 francs.

NEW GUINEA AND PAPUA—THROUGH COMMONWEALTH BANK

From Australia, Pl. 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 £strg. 100.
Selling: T.T. £A125/10/- equals £strg. 100.

THROUGH BANK OF N.S.W.

Australia, on Papua, £1 per cent. premium each way, equivalent to commission of £1 per cent.; Australia, on Rabaul, 10/- per cent. premium.
Papua and New Guinea on London: Same as Australia on London and vice versa.

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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

Pacific Islands Monthly, February 24, 1937

77

Market Quotations

Range of Prices

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

Copra

London Price on—	South Sea, Sun-Dried to London	Plantation, Hot-air Dried, Rabaul
Per ton, c.i.f.	Per ton, c.i.f.	Per ton, c.i.f.
January 16, 1931	£14 7 6	£14 12 6
February 27	£14 12 6	£14 17 6
March 27	£14 10 0	£14 12 6
April 24	£13 15 0	£13 17 6
May 29	£10 17 6	£11 0 0
June 26	£11 15 0	£11 17 6
July 31	£11 5 0	£11 7 6
August 28	£11 2 6	£11 5 0
September 25	£12 15 0	£12 15 0
October 30	£13 10 0	£13 15 0
November 27	£13 10 0	£13 15 0
December 18	£14 5 0	£14 10 0
January 1, 1932	£14 0 0	£14 15 0
February 12	£14 10 0	£14 15 0
March 25	£14 17 6	£15 0 0
April 29	£14 10 0	£14 17 6
May 20	£13 17 6	£14 0 0
June 17	£13 2 6	£13 5 0
July 1	£13 5 0	£13 7 6
August 12	£13 17 6	£14 0 0
September 2	£13 17 6	£14 0 0
October 7	£14 5 0	£14 7 6
November 11	£14 7 6	£14 10 0
December 16	£14 2 6	£14 5 0
January 6, 1933	£13 0 0	£13 12 6
February 3	£12 5 0	£12 7 6
March 3	£11 7 6	£11 10 0
April 25	£10 10 0	£10 12 6
May 26	£11 2 6	£11 5 0
June 30	£10 17 6	£11 0 0
July 21	£11 2 6	£11 5 0
August 4	£10 10 0	£10 12 6
September 29	£9 7 6	£9 10 0
October 20	£8 15 0	£9 0 0
November 3	£9 10 0	£9 15 0
December 1	£8 12 6	£9 0 0
January 5, 1934	£8 0 0	£8 7 6
February 16	£7 17 6	£8 10 0
March 30	£7 7 6	£8 0 0
April 27	£7 7 6	£8 0 0
May 18	£7 15 0	£8 12 6
June 15	£8 0 0	£8 12 6
July 6	£7 17 6	£8 15 0
August 3	£8 0 0	£8 17 6
September 7	£7 12 6	£8 15 0
October 6	£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	South Sea, Sun-Dried to London	Plantation, Hot-air Dried, Rabaul
Per ton, c.i.f.	Per ton, c.i.f.	Per ton, c.i.f.	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
April 3	£12 7 6	£13 5 0	£13 17 6
May 1	£11 10 0	£11 15 0	£12 10 0
June 5	£11 10 0	£12 0 0	£12 17 6
July 3	£12 0 0	£12 10 0	£13 10 0
Aug. 7	£12 17 6	£13 7 6	£14 7 6
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 5 0	£13 15 0	£14 15 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
Jan. 22	£20 15 0	£21 0 0	£21 15 0
Jan. 29	£19 15 0	£19 15 0	£20 10 0
Feb. 5	£19 0 0	£19 0 0	£19 15 0
Feb. 12	£19 15 0	£19 15 0	£20 10 0
Feb. 19	£19 2 6	£19 5 0	£20 0 0

Rubber

London Price on—	Para per lb.	Plantation Smoked per lb.
January 6, 1933	4½d.	2.45d.
February 10	4½d.	2½d.
March 10	4½d.	2½d.
April 14	4½d.	2.34d.
May 5	4½d.	2.81d.
June 2	5½d.	3.56d.
July 7	5½d.	3.71d.
August 4	5½d.	4d.
September 1	5d.	3.78d.
October 13	4½d.	4d.
November 10	4½d.	4.09d.
December 5	4½d.	4.0½d.
January 5, 1934	4½d.	4.28d.
February 2	4½d.	4.84d.
March 6	5d.	5.15d.
May 4	5½d.	7d.
June 1	5½d.	6½d.
August 3	5½d.	7.06d.
September 7	5½d.	7.18d.
		7½d.

October 5	5½d.	6½d.
November 16	5½d.	6½d.
December 28	5d.	6½d.
January 4, 1935	5d.	6½d.
February 1	4½d.	6½d.
March 1	4½d.	6.1½d.
April 5	4½d.	5.4½d.
May 3	4½d.	5 9/16d.
June 7	5d.	6d.
July 5	5d.	7½d.
August 2	4½d.	5½d.
September 6	4½d.	5½d.
October 4	5d.	5.8½d.
November 1	5½d.	6½d.
December 6	6½d.	6½d.
January 3, 1936	6½d.	6½d.
February 1	7½d.	7 3/16d.
March 6	8½d.	7½d.
April 3	8½d.	7½d.
May 1	9d.	7 15/32d.
June 5	9d.	7½d.
July 3	9½d.	7½d.
August 7	10½d.	7½d.
September 4	10½d.	7 11/16d.
October 2	10½d.	7½d.
October 16	10½d.	7½d.
October 23	10½d.	7½d.
October 30	10½d.	8½d.
November 6	10½d.	8½d.
November 13	11d.	8 9/16d.
November 20	11½d.	8 11/16d.
November 27	1/-	8½d.
December 4	1/-	9 1/16d.
December 11	1/1½	9½d.
December 18	1/1	9 15/16d.
December 24	1/1	10 1/16d.
December 31	1/2	10½d.
January 8, 1937	1/2	10½d.
January 15	1/2	10 15/16d.
January 22	1/2	10½d.
January 29	1/2	10½d.
February 5	1/2	10½d.
February 12	1/2	10½d.
February 19	1/-	10½d.

BETTER than CASH

Bank of New South Wales Travellers Cheques are preferable to cash. They are safer because they can be turned into cash only under the signature of the person to whom they have been issued.

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Bank of New South Wales
Travellers' CHEQUES

248A.1937

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.

	Eridan	D'Amiens	C. Ramel
Papeete	Mar 13-14	Apr 25-26	June 6-7
Suva	Mar 15		
Vila	Mar 22		
Noumea, arr.	Mar 24	May 5	June 14
Noumea, dep.	Mar 26	May 7	June 16
Vila	Apr 3	May 14	June 25
Raiatea	Apr 6	May 17	June 28
Papeete	Apr 13	May 24	July 5
Papeete	Apr 14-16	May 25-27	July 6-8

MESSAGERIES MARITIMES CO., Agents.

Sydney - Rabaul - Hong Kong

Subject to alteration without notice.

	Tanda	Nankin	Nellore
Hong Kong	Mar 5	Apr 3	May 1
Manila	Mar 8	Apr 6	May 4
Rabaul	Mar 16	Apr 14	May 12
Brisbane	Mar 22	Apr 20	May 12
Sydney	Mar 24	Apr 22	May 20
Melbourne	M. 29-A. 3	A. 26-M. 1	M. 24-J. 2
Hobart	Apr 5	May 3	June 4
Newcastle	Apr 8	May 6	June 7
Sydney, dep.	Apr 14	May 12	June 12
Brisbane	Apr 16	May 14	June 14
Townsville	Apr 18	May 17	June 17
Rabaul	Apr 24	May 22	June 22
Manila	May 2	May 30	June 30
Hong Kong	May 5	June 2	July 3

E. & A. STEAMSHIP CO. LTD., Agents.

Sydney - Papua - New Guinea

Subject to alteration without notice.

	Macdhui	Montoro	Macdhui
Sydney	Mar 17	Apr 7	Apr 28
Brisbane	Mar 19	Apr 9	Apr 30
Townsville		Apr 12	
Cairns	Mar 22	Apr 13	
Pt. Moresby	Mar 24	Apr 15	May 4
Yule Is.	Mar 25		
Samarai	Mar 27	Apr 17	May 5
Woodlark Is.		Apr 18	
Rabaul	Mar 29-31	Apr 19-20	May 7-8
Kavieng		Apr 21	
Lindenhafen	Apr 1		May 9
Salamaua			
Lae	Apr 2-3*	Apr 23-24	May 10-11
Madang			
Alexishafen	Apr 7		May 12
Boram			
Wewak	Apr 6		May 13
Madang	Apr 7	Apr 25	May 14
Finschhafen	Apr 8		May 15
Salamaua	Apr 8	Apr 26	May 15
Lombrum			
Lorengau	Apr 5		May 17
Kavieng	Apr 10		May 18
Pondo	Apr 11		May 19
Rabaul	Apr 12	Apr 28	May 20
Salamaua	Apr 14		May 21
Samarai	Apr 15	Apr 30	May 23-24
Pt. Moresby	Apr 16	May 1	May 25
Cairns		May 3	
Brisbane	Apr 20	May 6	May 29
Sydney	Apr 22	May 8	May 31

* After leaving Lae, the Macdhui will call at Manus Group (Lombrum and Lorengau) before going to Boram and Wewak on the north coast of the mainland. She will then proceed down the coast to Madang and other ports. Under the new timetable, which commences with the Montoro's departure from Sydney on April 7, the calls at Manus will be omitted. This will enable the vessels to continue up the coast from Lae to Boram and Wewak, and thence sail easterly across to Kavieng, in New Ireland.

BURNS, PHILP & CO. LTD., Agents.

Sydney-N. Guinea-Hong Kong

	M.V. Neptuna.		
Sydney	Feb 24	A. 30-M. 5	July 9-14
Salamaua	Mar 3	May 12	July 21
Rabaul	Mar 5	May 14	July 22
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.

French Oceania Inter-Island Service

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.

Fiji Inter-Island Services

S.S. Malake, 736 tons (Burns Philp (South Sea) Co. Ltd.), under contract with Fiji Government. Regular four weekly itineraries comprises: Two trips Buca Bay, returning by same route to Suva—trip occupying 8 days. Two trips each Suva to Lautoka, returning to Suva direct or via Ellington—trip occupying 3 or 4 days.

A. K. Helena (Burns Philp (South Sea) Co. Ltd.) makes regular trips from Suva to Labasa, via Levuka and Macuata ports, then returns to Suva. Round trip occupies about 9 days.

M.S. Adi Rewa (Morris Hedstrom Ltd.) makes trips from Suva to Levuka and Labasa via Macuata ports—trip occupies 8 days. Leaves Suva and proceeds to Levuka, Nabouwalu, Lekutu, Dreketi, Naduri, and Labasa. Returns to Suva by same route. On alternative trips she returns from Labasa via Naduri, Nakaloa, Dreketi, Naiserevaqa, Lekutu, Galoa, Nabouwalu, and Levuka. Latter trip occupies about 10 days.

M.S. Tui Kauvaru (Morris, Hedstrom Ltd.) operates from Suva to Levuka, calling at Lautoka and Ellington. Voyage takes 4 days.

M.V. Tui Cakau (Morris, Hedstrom Ltd.) operates from Suva and makes regular inter-island trips throughout the Colony.

N.G. Inter-Island Services

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, M.V. Durour, M.V. Duranbah (W. R. Carpenter and Co. Ltd.) make sailings from Rabaul every two or three weeks to various ports in the Territory.

S.S. ISLAND TRADER.

Connects at Rabaul with S.S. Friderun.

NORTHERN RUN—Rambutoy, Pak, Lorengau, Irim, Pitelo, Papituel, Salesa, Salami, Noru, Purdy Is., Tumlao, Bolkin, Kairira, Wewak, Boram, Sepik Mouth, Awar, Bogis, Kullii, Korun, Alexishafen, Nagada, Madang, Finschhafen, Salamaua, Bali, Garos, Toriu, Stockholm.

Leaves Rabaul Returns to Rabaul

March — — — 15 April — — — 6

May — — — 8 May — — — 30

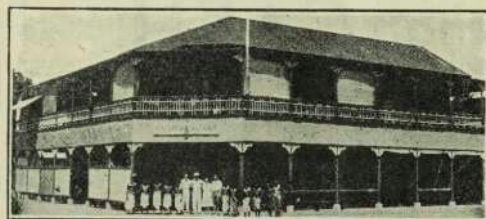
SOUTHERN RUN—Matala, Put Put, Sum Sum, Buka Passage, Teop, Numa, Inus, Arawa, Kleta, Tubiana, Toboro, Aropt, Iwi, Kekere, Bulin, Samo, Magah, Lihir, Kavieng, Patlangat, Rangarere, Langinao, Notre Mal, Asalinga, Neu Kauern, Manuan.

Leaves Rabaul Returns to Rabaul

April — — — 12 April — — — 30

June — — — 3 June — — — 19

AGENTS: COLYER, WATSON & CO., RABUL



LICENSEE: - - - E. J. MORROW

Cosmopolitan Hotel SAMARAI

First-class Accommodation for

Tourists and Travellers
Ballroom; Electric Light;
Billiards; Freezing - works;
Cold Store. Best brands of
Wines, Spirits, Ales.
MODERATE TARIFF
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The PAPUA HOTEL HOTEL MORESBY

NEAR THE WHARF



Licensee: Papua Hotel, Ltd.

First-class Accommodation. Parties Arranged.

Catering specially for
Tourists and 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. Cars meet all Steamers.

COMFORTABLE ACCOMMODATION
ONLY THE BEST BRANDS OF WINES, SPIRITS AND BEERS IN STOCK
LICENSEE:

Hotel Moresby Ltd.



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, Oroko, Kikori and back via Oroko, Yule Island, and Hisiu—full trip occupying about one month.

S.S. Papuan Chief			
Pt. Moresby	Mar 17	Pt. Moresby	M.28-A.1
Hisiu	Mar 17	Kapa Kapa	Apr 1
Yule Is.	Mar 17	Abau	Apr 3
Kukipi	Mar 18	Baibara	Apr 4
Oroko	Mar 19	Samarai	Apr 6
Kikori	Mar 21	Samarai	Apr 9
Daru	Mar 22-23	Baibara	Apr 10
Oroko	Mar 24	Abau	Apr 11
Yule Is.	Mar 26	Kapa Kapa	Apr 13
Hisiu	Mar 27	Pt. Moresby	Apr 14

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. Nusa			
Samarai	Apr 1	Mambare	Apr 6
Puni Puni	Apr 1	Buna	Apr 7
Baniara	Apr 2	Cape Nelson	Apr 8
Cape Nelson	Apr 3	Baniara	Apr 9
Buna	Apr 4	Puni Puni	Apr 9
Mambare	Apr 5	Samarai	Apr 10

M.V. Matoma (Burns, Philp & Co. Ltd.) makes round trips on a regular schedule from Samarai to Milima Island, via the Conflict Group.

New Caledonian Services

S.S. Loyauté (Société des Yles Loyauté) makes regular trips, carrying mails and passengers, from Noumea along the east coast to Arama. Also from Noumea to Poun and Belep Islands, via the west coast. Leaving Noumea on the run up the east coast the vessel calls at Yate, Touraou, N. Goye, Kaukue, Thio, Nakety, Canalo, Gousoua, Houailou, Moueo, Ponerhouen, Tieti, Poindimie, Wagon, Touko, Kokingone, Hieghene, Tao, Outbatch, Pouebo, Balala, Pum and Arama. Return by same route. Ports visited on west coast trip are: Bourail, Poya, Mueo, Pombout, Kone, Voh, Temala, Ouaco, Koumae, Karamble, Tangadion, Pangoumene, Nehoue, Mouac, Belep, and return by same route.

S.S. Loyauté also maintains a four-weeks' service between Noumea and the Loyalty group. The vessel calls at Tadiue (Mare Is.), Chepenehe and We (Lifou Is.), Fajoue, St. Joseph and Banout (Ouvea Is.). Calls are made occasionally at Isle of Pines and Walpole Island.

Saigon - Java - South Seas - N.Z. Service

Commencing shortly the Saigon—Java—Noumea Line operated by the S.S. Van Rees will be extended to New Zealand, using the new M.V. Maetsuycker. After leaving Saigon the Maetsuycker will call at: Singapore, Batavia, Samarang, Sourabaya, Pt. Moresby, Samarai, Rabaul, Vila, Noumea, Auckland, Wellington, Sydney, Pt. Moresby, Sourabaya, Samarang, Batavia, Singapore and Saigon. The Van Rees will call at Singapore, Batavia, Samarang, Sourabaya, Pt. Moresby, Auckland, Wellington, Sydney, Pt. Moresby, Sourabaya, Samarang, Batavia, and Singapore.

ROYAL PACKET NAVIGATION CO. LTD.

Hong Kong - New Guinea - Solomons

Subject to alteration without notice.

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 Solomon she calls at Tulagi, Rere, Fulakora, and Savo.

S.S. Friderun			
Hong Kong	Apr 4	Tulagi	Apr 22-27
Madang	Apr 16	Rabaul	A.30-M.5
Salamaua	Apr 18	Hong Kong	May 18

GILCHRIST, WATT & SANDERSON, AGENTS

Europe - Sydney - Suva - New Guinea

Subject to alteration without notice.

Rabaul			
London	—	Salamaua	Apr 5
Port Pirie	—	—	—
Sydney	Feb 25	May 30	—
Suva	Mar 9	June 10	—
Salamaua	Mar 20	June 20	—
Rabaul	Mar 24	June 24	—
London	June 4	Sept 4	—

The M.V. Rabaul will leave England on her next trip on June 15 (approx.).

W. R. CARPENTER & CO. LTD.

Sydney - Norfolk Island - New Hebrides

Subject to alteration without notice.

S.S. Morinda			
Sydney	Mar 4	Mar 25	Apr 15
Lord Howe	Mar 6	Mar 27	Apr 17
Norfolk Is.	Mar 8	Mar 29	Apr 19
Vila	Mar 11-12	—	Apr 22-23
Bushman's Bay	Mar 13	—	Apr 24
Malo	—	—	—
Tanigon	Mar 13	—	Apr 24
Second	—	—	—
Hog Har.	—	—	—
Aoba	Mar 14	—	Apr 25
Vila	Mar 15	—	Apr 26
Norfolk Is.	Mar 18	Mar 30	Apr 29
Lord Howe	Mar 20	Apr 1	May 1
Sydney	Mar 23	Apr 3	May 4

BURNS, PHILP & CO. LTD., Agents.

N. Zealand - Samoa - Niue

The New Zealand Government's steamer Maui Pomare (1150 tons) is the only direct connection between the Dominion and the Mandated Territory of Western Samoa. The vessel, which carries 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	Mar 23	Apr 20	May 18
Apia	M.30-A.1	Apr 27-29	May 25-27
Niue	Apr 3	May 1	May 29
Lyttelton	Apr 12	May 10	June 7
Wellington	Apr 13	May 11	June 8

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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, the New Guinea mainland ports, two and three times daily for Wau and other centres on the Morobe goldfield. The aerial services are the only means of communication.

**Sydney - N.Z. - Fiji - Samoa
Hawaii**

	Mariposa	Monterey	Mariposa
Honolulu	Mar 8	Apr 5	May 3
Pago Pago	Mar 13	Apr 10	May 8
Suva	Mar 16	Apr 13	May 11
Auckland	Mar 19	Apr 16	May 14
Sydney	Mar 22	Apr 19	May 17
Melbourne	Mar 26-27	Apr 23-24	May 21-22
Sydney	Mar 31	Apr 28	May 26
Auckland	Apr 3	May 1	May 29
Suva	Apr 6	May 4	June 1
Pago Pago	Apr 7	May 5	June 2
Honolulu	Apr 12	May 10	June 7

OCEANIC STEAMSHIP CO., MATSON LINE.

**Sydney - Noumea - New
Hebrides**

Subject to alteration without notice.

	Pierre Loti	
Sydney	Mar 11	Apr 9
Noumea	Mar 15-17	Apr 13-15
Lifou	Mar 18	Apr 16
Vila	Mar 19	Apr 16-17
Luganville	Mar 20	Apr 18
Le Dart	Mar 21	Apr 19
Bernier B.	Mar 22	—
Tortues B.	Mar 22	—
Hog Harbour	Mar 23	—
Pt. Olry	Mar 23	—
Saigon	—	May 3-5
Huiphong	—	May 8-11
Luganville	—	May 26
Le Dart	—	May 27
Norsup	Mar 24	—
Sarmettes	Mar 24	—
Sandwich	Mar 25	—
Epi	Mar 25	—
Vila	Mar 26-27	May 28
Lifou	Mar 28	—
Noumea	Mar 29-30	M. 29-J. 1
Sydney	Apr 3	June 5

MESSAGERIES MARITIMES CO., Agents.

Central Pacific Services

Subject to alteration without notice.

	M.V. Matua	
Auckland	Mar 9	Apr 6
Rarotonga	Mar 13	Apr 10
Nukualofa	Mar 17-18	Apr 14-15
Apia	Mar 19-20	Apr 16-17
Suva	Mar 24-25	Apr 21-22
Auckland	Mar 29	Apr 26
Wellington	M. 31-A. 3	A. 28-M. 1
Auckland	Apr 5	May 3

The Hauraki (7113 tons) will leave Sydney on March 20 (approximately) for Fiji and Tahiti, with mails, cargo, and a limited number of passengers. She will call at Suva, Lautoka, and Papeete. The Wairuna (5832 tons) is scheduled to sail from Sydney for Fiji and French Oceania about the middle of April.

UNION S.S. CO. LTD., Agents.

**New Hebrides Inter-Island
Service**

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, Anietyum, and returns to Vila—trip occupying 7 or 8 days. After 2 or 3 days at Vila, departs on northern trip, calling at the islands of Efate, Mai, Tongoa, Epi, Paama, Ambrym, Malekula, Aoba, Malo, Santo and returns to Vila, trip occupying 25 to 28 days. Vessel extends to Banks Group every second trip equivalent to about every six weeks.

S.S. Bucephale (Messageries Maritimes Inter-Island service steamer) makes regular trips to Tanna every two months, connecting at Vila with the Laperouse. She visits Banks Group every ten weeks.

Wau - Port Moresby Service

A regular aeroplane service is now maintained by Guinea Airways Ltd., allowing passengers to and from the New Guinea goldfields to connect with the steamers at Port Moresby, Papua. Details from the pursers of the Burns, Philp steamers.

Samoa Inter-Island Service

A.S. Makoa, 250 tons (Burns Philp (South Sea) Co. Ltd.) operates from Apia, Western Samoa, and connects regularly with Pago Pago (American Samoa), also Tokelaus, Swain, Nassau, and Phoenix Groups.

Sydney - N.Z. - Fiji - Hawaii

Subject to alteration without notice.

	Aorangi	Niagara	Aorangi
Honolulu	Mar 24	Apr 21	May 19
Suva	Apr 2	Apr 30	May 28
Auckland	Apr 5-6	May 3-4	M. 21-J. 1
Sydney	Apr 10	May 8	June 5
Sydney, dep.	Apr 15	May 13	June 10
Auckland	Apr 19-20	May 17-18	June 14-15
Suva	Apr 23	May 21	June 18
Honolulu	Apr 30	May 28	June 25

UNION S.S. CO. LTD., Agents.

**Gilbert and Ellice Islands
Service**

M.V. Ralum, 368 tons (Burns Philp (South Sea) Co. Ltd.), operates from Tarawa (Gilbert Islands), and connects regularly with all islands in the Gilbert and Ellice Groups.

Ocean Island - Nauru Service

British Phosphate Commission, 16 Spring Street, Sydney, sends boats irregularly from Melbourne.

**Japan - N. Guinea - Noumea -
New Zealand**

Subject to alteration without notice.

	Melbourne	Brisbane
Kobe	Feb 23	Mar 20-22
Moji	Feb 24-25	Mar 22-24
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 SHOSHEN KAISHA LINE

Solomon Islands-N.G. Service

Subject to alteration without notice.

	M.V. Malaita	
Sydney	Mar 6	Apr 17
Brisbane	Mar 8	Apr 19
Toowoomba	Mar 11	Apr 22
Cairns	—	Apr 23
Tulagi	—	—
Makambo	Mar 15-16	Apr 27-28
Cavutu	—	—
Su'u	—	—
Domma	Mar 17	Apr 29
Mamara	—	—
Tasavrong	—	Apr 30
Aruligo	—	—
Lavoro	—	—
Mamara	—	—
Tasavrong	Mar 18	—
Aruligo	—	—
Meringe	Mar 19	—
Hivo	—	—
Yandina	—	—
Banika	—	—
Ufa	Mar 20	May 1
Faiami	—	—
Younger	—	—
Pepesala	—	—
Lingatu	—	—
West Bay	—	May 2
Somata	Mar 21	May 3
Gizo	Mar 22	May 4
Faisi	Mar 22	May 4
Kieta	Mar 22	May 4
Arigua	Mar 23	May 5
Numa Numa	—	—
Teopasino	Mar 24	May 6
Rabaul	Mar 25-26	May 7-8
Soraken	Mar 27-28	May 9-10
Kieta	Mar 29	May 10
Faisi	Mar 30	May 11
Gizo	Mar 31	May 12
Tetipari	—	—
Russell Is.	Apr 1-2	May 13-14
Gavutu	Apr 3	May 15
Makambo	—	—
Brisbane	Apr 8	May 20
Sydney	Apr 10	May 22

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Pacific Islands Monthly, February 24, 1937

AERIAL TRANSPORT *ESTABLISHED* NEW GUINEA GOLD INDUSTRY

SINCE 1927, when the development of the Morobe Goldfield commenced, the European population of the Territory has been trebled. The new industry has increased the Empire's gold production by nearly £2,000,000 per annum, and has added enormously to the trade turnover of New Guinea.

Only Aerial Transport makes this possible. There is no road between the Goldfields and the coast. Aeroplanes, running on Regular Schedules, without Difficulty or Delay, carry in Dredges, Crushing Mills, Cyaniding Plants, Motor Vehicles, Hydro - Electric Machinery, Thousands of Passengers, and every kind of goods needed by a large and growing European community.

GUINEA AIRWAYS LTD. were established in 1927; and they have grown in the following way, until they are to-day the largest freight-carrying service in the world:

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



Every kind of cargo, frozen meat to hydro-electric machinery, is carried in to the Morobe goldfield centres by Guinea Airways machines. In this photograph, taken in December, 1936, a motor-car is shown, while being unloaded on the Wau Aerodrome.

Guinea Airways Ltd. operate regular air services in New Guinea and Papua; they use over 50 Aerodromes and Landing-grounds in the two Territories.

GUINEA AIRWAYS LTD

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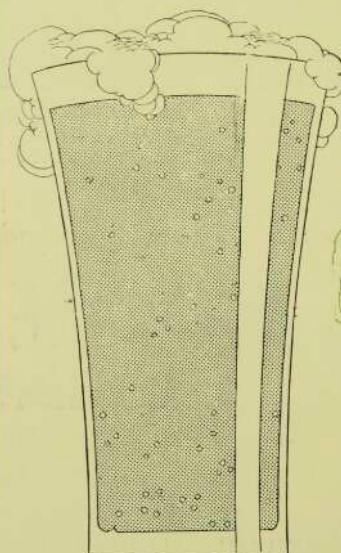
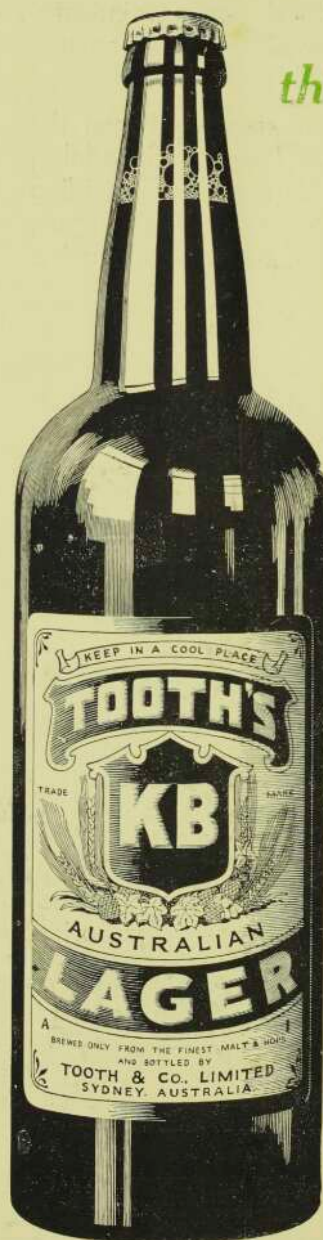
BRANCH OFFICES AND AGENTS AT WAU, SALAMAUA, PORT MORESBY, AND SYDNEY

Pacific Islands Monthly, February 24, 1937

A Tropical Thirst demands a Satisfying Drink

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All through the tropics,
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always find K.B. It's the
drink that men appreciate
—a drink just made to
satisfy a tropical thirst!



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