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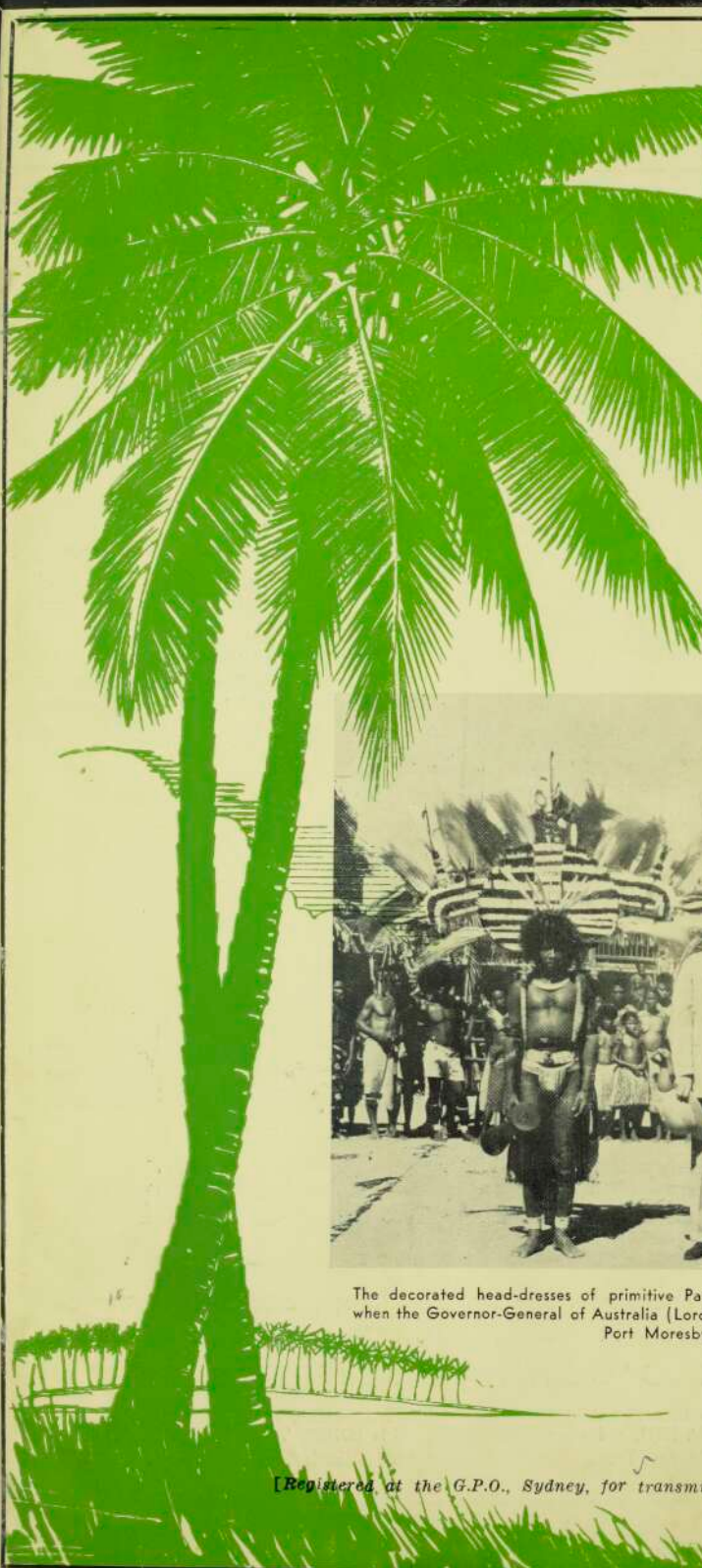
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Vol. VIII. — No. 1.

PACIFIC ISLANDS Monthly

August 25,
1937



The decorated head-dresses of primitive Papua were produced during the ceremony of welcome when the Governor-General of Australia (Lord Gowrie) visited the native village of Hanuabada, near Port Moresby, at the end of July.

—Photo: A. Gibson.

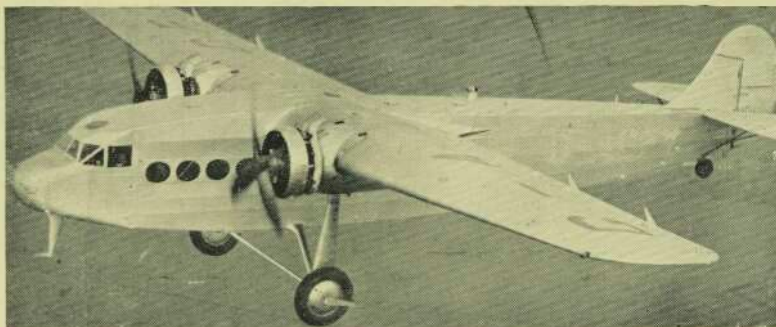
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Pacific Islands Monthly, August 25, 1937

PROGRESS!

New Air-Mail Service, Sydney-Rabaul.
New Aerial Transport Co. on N. Guinea goldfield.
New Line of Freighters, direct from Pacific to Europe.



The new 16-passenger British Avro Aeroplane which recently entered the New Guinea services of Mandated Airlines Ltd.

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MANDATED AIRLINES LTD. (established in New Guinea in 1934 as Carpenter Airways) now employ a fleet of Modern Aeroplanes (British - built, engined and manned) and carry a Large Proportion of the Freight and Passengers between the port of Salamaua and the New Guinea goldfields centres.

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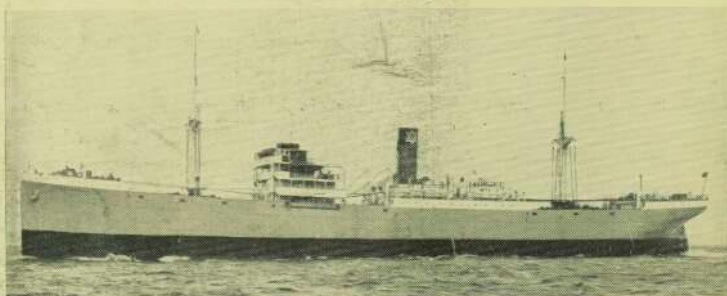
ORGANISED AND EQUIPPED an Aerial Transport Service for Mails, Freight and Passengers between Salamaua, Port Moresby and the New Guinea goldfields centres.

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PACIFIC ISLANDS TRAVELLERS

PASSENGERS PER NANKIN WHICH ARRIVED IN SYDNEY FROM RABAU, NEW GUINEA, ON JULY 21: T. Evans, K. Douglass, H. Laughter, J. Hooper, Mrs. M. J. Willmott, Mrs. F. Rowe, Mr. and Mrs. McMullen, Mrs. F. Conroy, Master and Misses Conroy (2), Mrs. C. Costin, H. Blue, E. Hale, H. O. McLennan, Mr. Chauncey, Pastor H. Piper, R. Adair, A. H. Stewart.

PASSENGERS PER MAETSUYCKER WHICH ARRIVED IN SYDNEY ON JULY 23: From Pt. Moresby: Mr. and Mrs. A. Drummond, Noumea: M. and Mme. Blanchard, Mlle. Le Francois, Mme. J. Marillier, Mlle. G. Verges, Rabaul: Miss J. Walker.

PASSENGERS PER MAETSUYCKER WHICH SAILED FROM SYDNEY FOR PT. MORESBY, PAPUA, ON JULY 24: R. O. M. Bates, Mrs. G. M. Black, Mrs. G. Coghlan, L. H. Darouse, S. T. Dribble, Mrs. H. Gray, J. Gray, H. B. Hasforth, Miss A. Holliday, L. L. Hosking, J. A. Jenks, Mrs. H. Kienzie, F. H. Lazarus, Mrs. J. N. Montgomery, N. F. Odgers, Captain C. R. Stuart, Captain T. J. Townsend, L. V. Waterhouse.

PASSENGERS PER MONOWAI WHICH ARRIVED IN SYDNEY FROM SUVA, FIJI, ON

JULY 31: Dr. Ado Baessler, Mr. and Mrs. Bignell, Mr. and Mrs. A. E. Carlyle, Dr. Cole, Mr. and Mrs. Coles, A. H. Dangerfield, W. H. Gartner, Mrs. E. J. Gaynor, Mr. and Mrs. S. P. Higgin, Mr. and Mrs. G. Holmes, Miss E. M. Holmes, Miss N. Isaacs, Mrs. Jeremy, W. J. Jolly, C. E. Lawrence, C. Mackley, Mrs. Moore, Mr. Nesbitt, Mr. Orenfelt, Mrs. J. Pickett, M. E. Priestley, A. W. Rabbitt, H. E. Rogers, Mr. and Mrs. S. Schwartz, Mr. Sefton, Mr. and Mrs. F. Shepherd, Mr. and Mrs. A. H. Shingler, Mr. and Mrs. Stewart, Mrs. Stratham, Mr. and Mrs. Strong, Mr. and Mrs. W. J. Sumpton, Mr. and Mrs. Wishart.

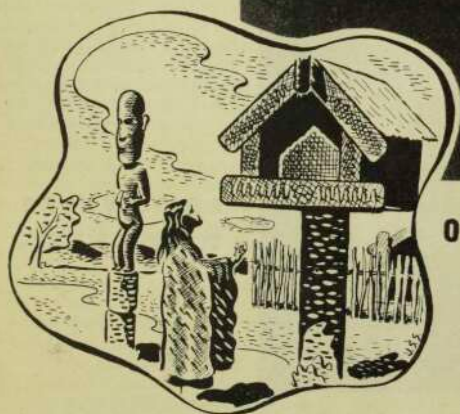
PASSENGERS PER MORINDA WHICH ARRIVED IN SYDNEY FROM LORD HOWE IS., NORFOLK IS., AND NEW HEBRIDES ON AUGUST 3: Messrs. Angus, Bullen, Bridgens, Bray, Davis, Egar, Flanagan, Frater, Gray, Harkinson, Hudson, Kitching, Lothringer, MacNamara, O'Brien, Purdy, Perry, Robinson, Rogers, Skinner, Spark, Tomkins, Worsfold, Young, Mesdames Angus, Crowe, Gray, Guss, Hoskings, Mills, Purdy, Worsfold, Misses Bailey, Carter, Firth, Fairlie, Green, Kelly, Kimber, Lawler, Taylor, West.

PASSENGERS PER AORANGI WHICH SAILED FROM SYDNEY FOR SUVA, FIJI, ON AUGUST 5: Dr. J. R. Baker, Mr. and Mrs. G. A. Bach, Mr. and Mrs. E. H. Davies, Mr. and Mrs. W. A. Gentle, Mr. and Mrs. H. A. Gribbin, Miss B. J. Gribbin, Major F. R. Hewitt, G. B. Lincoln, L. B. Lawton, J. Marron, Miss J. McWilliam, E. G. Theodore, Mrs. H. W. Trickett, Mrs. M. Armit, E. S. Armstrong, Mrs. M. Boa, Miss M. Bentley, S. Chalmers, Mr. and Mrs. A. J. Eapon, Miss C. Llewellyn, R. Livingstone, Mrs. E. M. Leembruggen, Mrs. D. Ousey, Mrs. H. Petersen, Mr. and Mrs. A. J. Schofield, Sister M. Stenson, Miss J. Scott, B. A. Southwick, Miss Shakespeare, Mrs. C. Wardop, Mr. and Mrs. C. Jamnades.

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PASSENGERS PER MONTORO WHICH ARRIVED IN SYDNEY FROM NEW GUINEA AND PAPUA ON AUGUST 7: Messrs. Allen, Batze, (CONTINUED ON PAGE 82)

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Broomfields Ltd 52	Guinea Airways Ltd v
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Brunton's Flour 64	Halvorsen Sons, Ltd 73
Budge & Co., Jas. 48	Hannan Bros. Ltd 29
Bullivants Ltd 74	Hardie & Co. Ltd,
Burns, Philp & Co. iv.	Jas. 47
Burns, Philp & Co. 27	Holbrook's Ltd 39
B.P. (S.S.) Co. 32	Horlicks Malted
Buzacott Ltd 42	Milk 65
Carpenter, W. R.	Horne, W. & Co. 62
Limited ii	Hotel Moresby 81
Chemist - Michael,	I.C.I.A.N.Z. Ltd 66
H. P. 64	Jones & Co. Ltd. H. 37
Chivers & Sons Ltd 30	Kodak Pty. Ltd 17
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Cosmopolitan Hotel 81	Levy, Sol. 14
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Macintosh Ltd 70	Lustre Ltd 61
"Cuprinol" 74	McGowan & Co., A. 63
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Dobell & Co Ltd 10	Master Sewing
Docke, Carl Aug. 54	Machine Co 46
Donald, A. B. Ltd 64	Maxwell Porter Ltd 47
Dunne, H. F. S. 35	Miller & Co Pty Ltd 80
Eaton, Ltd, J. W. 47	Mint Stamp Co 41
Electrolytic Co Ltd 69	Morris, Hedstrom
Fairbanks - Morse	Limited 62
Limited 75	N.D.L. 82
"Fairholm" College 66	Nelson & Robertson

Contents

Pacific Islands Travellers	iii, 82	Life on Pitcairn Island	19
Samoa, Again!	1	Britain's Hold on Christmas Is.	22
Jack Hides' Expedition	2	Bride Money in B.S.I.	23
Five New B.P. Vessels	3	Lovina—Memories of Old Tahiti	25
Why Copra Market Lacks Confidence	3	Destruction of Trochus Industry	28
Launch Lost in New Hebrides	4	America's Front Line	29
Rise in Copra Freights	4	Late Mr. N. McDonald (Samoa)	30
Britain and U.S.A. May Co-operate in		A Plea for Better Copra in N.G.	31
Trans-Pacific Air Service	5	Port Moresby in 1900	38, 39
Neptuna Strikes Reef	6	Valuable Plants of Fiji	41
Rabaul's Future	7	Dwight Long Reaches Europe	46
Death of Frank Pryke	7, 73	Samoa's Trade	50
Protest Against New Guinea Steamer		Murder in Papua	55
Services	8	Elections in Fiji	62
Tribute to Sir Hubert Murray	8	Frost Case Judgment	65
Enterprise of N.G.'s Shares Crash	8	N.G.'s Chinese Problem	66
Tropicalities	9	Pacific Islands Mining Notes	69
About Islands People	10	Carpenter and Co.'s Annual Report	72
More Unrest in Samoa	13	Lord Gowrie in Papua and N.G.	75
By Airboat Across Pacific	16	Short Wave Radio Programmes	77
Japan Has a Look At Howland Is.	17	Shipping in the South Seas	80
Pty Ltd -15, 69, 75	Price's Radio Serv. 23	Stanley & Co 34	Vincent's A.P.C. 61
Nestle's Milk 40	Prouds Ltd 13	Stead & Baker 32	Walkabout 67
Newland Bros. Ltd 44	Ransomes Sims and	Steamships Trg. Co 41	Warburton Franki
New Zealand Distri-	Jefferies Ltd 68	Sterling Varnish Co 9	Limited 23
butors Ltd 71	Reed, William E. 48	Sullivan Ltd, C. 15	Watson Victor Ltd 11
Nordman, Oscar G. 52	Reid, W. M. 16	Sullivan Ltd, J. J. 77	West, Harry 73
Noyes Bros. Ltd 29	Riverstone Meat Co	Swallow & Ariell 38	Weymark & Son 30
Oxymel Oil and	Limited 31	Sydney Steel Co 69	Wills, W. D. and
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Olsson, T. A. 56	Royal Packet Co iii	Taylor & Co. A. 70	Williams & Gosling
Pabst Canned Beer 25	"R.U.R." 59	"Tenax" Soap 60	Limited 80
Pacific Islands Club 11	Ruston & Hornsby 53	Tilley Lamp Co 51	Williams Ltd, S. 45
Pacific Islands Co 59	St. Ignatius College 26	Tillock & Co Ltd 37	Williams, W. H. 68
Page, S. B. 22	Scott's Emulsion 25	Tooth & Co 19	Woods P'mint Cure 27
Papua Hotel, The 81	Scott Ltd, J. 52	Tooths Ltd vi	Wright & Co Ltd, E. 76
Philatelic Investment	Scott & Sons 68	"Tooth & Dog" Men's	Wunderlich Ltd 49
Trust 53	Shell Co Ltd 33	Wear 77	Yorkshire Insurance
Pike Bros. Ltd 19	Smyth, Ltd, J. S. 76	Trufood 58	Co Ltd 13
Plantation For Sale 15	Springwood L. Coll. 59	Vacuum Oil Co Ltd 43	
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Pacific Islands Monthly, August 25, 1937

1

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Sydney, August 25, 1937.

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SAMOA, AGAIN!

POLITICAL unrest has flared up again in Western Samoa and, as reported elsewhere, has come perilously close to civil disorder.

If the N.Z. Government is wise enough to read the signs, it now will discern the basic reasons of the present troubles and will take measures—maybe of a drastic character—to remove the cause of the ferment.

The Samoans never have been a very placid people. During the century of recorded history prior to 1900 (when the territory was divided between Germany and U.S.A.) they were engaged in ceaseless factional fighting. But their history since 1900 is significant. Western Samoa, during 14 years under Germany, and 23 years under New Zealand, has been politically restless and troublesome—in an administrative sense, "a pain in the neck." Eastern Samoa, during the same 37 years, has been under American rule, and has been completely peaceful and happy. Yet these are the same natives, living under practically the same conditions—on beautiful islands, so fertile that they produce in abundance everything that mankind needs. It would be interesting to compare in detail the administrative systems of the two territories.

There is no need here to describe the early administrative errors of New Zealand. It may be said, however, that they were psychological, rather than material. Heavy-footed ex-soldiers and stupid and inexperienced officials trampled upon the prejudices and susceptibilities of a race noted for its cultural history and adherence to tradition; and restlessness and discontent presently broke out in riots.

From about 1930 to 1935, New Zealand tried very hard to secure peace in Samoa; but Wellington officialdom, visionless and unimaginative, would make no concessions at all to Samoan nationalism, and concentrated its energies upon a savage prosecution of the Mau leader, Mr. O. F. Nelson. The N.Z. Labour Government inherited the muddle in 1935.

The Labour Ministers tried to solve the problem simply by reversing the policy of administration. The Mau, or Samoan Nationalist party, which had been politically excommunicated, was now officially recognised, and accepted as the organisation representing the 50,000 native inhabitants of the territory. The large body of non-Mau Samoans virtually were abandoned. Many things, formerly denied to the aggressive Mau, were granted, including the abolition of repressive measures; the remission of the personal tax,

the medical tax and the dog tax; no further interference with *Malagas*; abolition of banishment of political offenders; increase of native Legislative Councilors from two to four; increase of native district and village officials from 163 (costing £1,930 per annum) to 264 (costing £3,940 per annum); the appointment of three native Samoan Judges to the High Court; extension of health and education services.

Most spectacular of all reforms, New Zealand cancelled the edict of banishment imposed on Mr. Nelson, by the previous Government. The return of Mr. Nelson and his family to Samoa in July, 1936, at the public expense, was made the occasion of a public demonstration, with which the N.Z. Government associated itself. High Chief Faumuina, formerly Mau leader, was appointed to take charge of the Samoan official police. Mr. Nelson became the actual head, if not official, leader of the Mau and the adviser of the Administrator. High Chief Tamasese, Mr. Nelson's son-in-law, became official leader of the Mau.

Official concessions could hardly have gone further. If the Mau had been guided by men with an atom of commonsense, they would most thankfully have accepted this very liberal new policy and Samoa should have settled down to at least a few years of political peace. We critics of the N.Z. Government insisted that such unreserved official recognition of an

irresponsible native faction would lead inevitably to trouble, simply because the leaders would regard generosity as weakness, and would get the whole situation out of focus. But we at least did acknowledge that the motives of the N.Z. Ministers were of the highest; that a genuine attempt had been made to settle the Samoan problem; and that the Government had a right to expect complete goodwill and loyalty from the Mau, and especially from Mr. Nelson.

But, practically ever since Mr. Nelson's return to Samoa, there have been friction and difficulties. The *Fono of Faipules* (Samoan Parliament) made a high-handed demand for payment of its members and, when that was refused, they staged a very silly "Sit-in Strike." Mau agitators in the political councils forced the resignation from the Legislative Council of High Chief Malietoa Tanu, of purest Samoan royal blood, the highly-respected leader of the non-Mau Samoans. The encouragement of an anti-Government feeling during Mau processions and ceremonies culminated in July in the unfortunate incidents reported elsewhere in this issue. There is among a certain faction of natives a persistent growing agitation for the ejection of the Europeans from Samoa—"Samoa for the Samoans"—which at times has been allowed to take an ugly turn. And now, finally, we learn that a deputation is to go to N.Z. to lay certain demands before the Government. Three out of the four members of that deputation are members of the Nelson family; and a large proportion of the demands relate to concessions sought for the benefit of the Nelson family, or relations, or adherents.

It has taken time and trouble to bring the real cause of much of Samoa's political unrest into the limelight; but it is clear enough, now, and the N.Z. Government will be very weak if it does not act in accordance with what it sees.

There never will be political peace in Samoa while Mr. Nelson is permitted to live there; or, living elsewhere, is permitted to carry on his political agitation. It might have been supposed that after the events of July, 1936, Mr. Nelson at least would have settled down and remained quiet, claiming that all that he had fought and suffered for had been achieved. Instead of that, the man has become a greater nuisance than ever. Nothing, apparently, will satisfy his insatiable ambition. He has been described as suffering from "elephantiasis of the ego." His Mau faction insists that he be recognised as the official native adviser of the Administrator. The N.Z. Government apparently was prepared to grant even this—but it rightly insisted that, before such an appointment was made, Mr. Nelson should abandon his European status, which is derived from his father, and instead accept the native status, to which he is entitled through his mother. But that did not suit Mr. Nelson. He has clung to European status, while demanding all sorts of privileges, which rightly should belong only to native status.

All this, of course, brings up the ques-

tion of the future of Samoa. It would be best for all concerned if the Mandate could be transferred to Britain, and the Territory given a measure of self-government. Intelligent Samoans seem always to be irritated by two things—namely, the fact that they are tied to a country of the smallness and comparative unimportance of New Zealand, and the sight of their neighbour, Tonga, enjoying what is practically self-government.

New Zealanders, however, will want to "save face," and hold on to Samoa. They may make a success of it, even yet. But they will not do it until they place administrative power in the proper hands; learn to distinguish between genuine patriots and babbling agitators; and accustom themselves to the thought that a race like the Samoans cannot be governed by the shibboleths and half-baked idealism of professional politicians.

JACK HIDES' PARTY PROSPECTING

Second Dredging Claim Granted

AN area of 36 square miles, on the Upper Strickland River, Western Papua, has been granted as a dredging claim to Investors Limited, the Sydney company which is backing the prospecting party led by Messrs. Jack Hides and Dave Lyall.

This (Magita Valley No. 2) is the second dredging claim granted. The other contains 45 square miles, and is called Magita Valley No. 1. The two areas are close together.

Messrs. Hides and Lyall at present are away up on the headwaters of the Strickland, in an unexplored region, near the Mandated Territory border.

A drilling party, under Mr. Duffaur, will leave Sydney this month for Port Moresby, en route to the Strickland, to examine the two dredging claims.

DAVE LYALL ILL

Mr. Hides advised by radio, on August 18, that Mr. Lyall was very seriously ill, from dysentery and suspected duodenal trouble. Medical directions were sent to him by radio; and preparations were made to send an aeroplane, if possible. Their camp was in Papuan territory, about 150 miles west by south, of Mt. Hagen aerodrome.

August 21.

Just as this journal went to press, it was announced that Mr. Hides had arranged to return over the mountains and back down the Strickland, to the area where the dredging claims are located; and there, in a few weeks' time, he will meet the Austral-Malay Tin drilling party, under Mr. Duffaur, which left Sydney on August 20.

The R.A.A.F. flying-boat attached to H.M.A.S. *Australia* was damaged when making a landing at Pt. Moresby on July 28. It was shipped to Sydney for repairs on the *Montoro* on July 30.

High Commissioner's Visit to Solomon Islands

From Our Own Correspondent

TULAGI, Aug. 4.

WITH the usual punctuality of the British Navy, H.M.S. *Leith* arrived at Tulagi at 9 a.m. on July 2. Rain cleared away to allow a pleasant landing for the High Commissioner for the Western Pacific (Sir Arthur Richards). The native constabulary acquitted themselves with their usual excellence as a guard of honour.

The new Memorial Playground, erected to the memory of King George V, was opened by His Excellency on July 3. This recreation ground has been made from the very unsatisfactory playground that has served in the past, and a pavilion provided.

The usual routine of a High Commissioner's visit was followed, and Solomon Island residents earnestly hope that now there will be just a little more understanding by and helpfulness from the High Commissioner's Office in Suva.

The fine new school recently erected by the Seventh Day Mission at Batuna, near Marovo Lagoon, was opened by Sir Arthur Richards during his visit. The school is built from timber cut by the mission sawmill in the Marovo Lagoon.

DISAPPOINTMENT AT GIZO

From a Special Correspondent

GIZO, Aug. 1.

THE visit of H.M.S. *Leith* to Gizo, B.S.I., was a disappointment to local residents. Although in port for five days none of the customary naval courtesies were observed.

Both Europeans and natives expected an opportunity to inspect the ship, but no invitation was issued. A searchlight display—dear to the hearts of natives, and always given by previous visiting warships—was conspicuous by its absence.

Altogether, the *Leith* left behind a poor impression of naval occasions.

The High Commissioner arrived in Lever's inter-island vessel *Kurimarau*, after having called at several places inaccessible to the warship—among them, two of the larger mission stations, where thousands of natives were congregated to receive His Excellency. In marked contrast, a mere handful gathered at Gizo, the Government headquarters of the district, and most of these came to air grievances against the Government!

If the concentration of natives at mission stations was designed to demonstrate the relative influence in the native community exercised by Government and Missions respectively, the result was enlightening, and doubtless His Excellency made the expected mental comparison.

Miss Maura Pinney, daughter of Captain C. R. Pinney (N.I. Administrator) and Mrs. Pinney, left Sydney for Norfolk Island by the *Morinda* on August 7.

HANDSOME YOUNG FIJIANS
AT A WEDDING CEREMONY

Ratu George Cakobau (son of the late Ratu Popi Cakobau) was married in Suva recently to Adi Veniana Qavoka. Photographs show: Top: Bride and Bridegroom; lower: Bridesmaids.
(Photos by Caine)

TIMBER ADRIFT

Windfall For Sudest Island

From a Special Correspondent

DURING the last fortnight of June some hundreds of lengths of sawn timbers drifted onto Sudest Island beach (Eastern Papua) and were picked up by natives along the coast from Madawa Point up to the east end, and further along the north side of Sudest coast. Most of the timbers were picked up on the east end of the island. The timber was in many sizes and lengths, from 8ft up to 26ft, from 4ins to 12ins width, and from 1 to 8 by 4ins thick. There were eight logs, each about 4ft in diameter, sawn off both ends and about 26ft in length.

In the *P.I.M.* of May, we read of "Timber Ship on Reef in Solomon Islands" with sawn timber and logs from the Philippines, so we have some idea of where the timber and logs came from.

Part of the brands on some of the timbers could be read as "R.D.B. Baslian."

Jewish Families To Settle in
New Caledonia

FIFTY Jewish families are on their way from France to settle in New Caledonia, said Mr. Terry Lewis, a mining engineer, who returned to Australia by the *Pierre Loti* on August 5, after spending six weeks in Noumea.

New Caledonian residents do not like the development and have protested to the French Government, he continued, but despite this the Jews are expected by the next steamer. The immigrants have been capitalised by a European movement; and the French settlers fear that their object is to take over the commercial houses on the island.

Mr. Lewis added that a demonstration was being arranged by residents to take place when the Jews arrived.

NEW BRITISH AGENT IN TONGA

From Our Own Correspondent

SUVA, Aug. 6

MR. A. L. ARMSTRONG, Principal Assistant Colonial Secretary in F.M.S. has been appointed British Agent and Consul in Tonga, vice Mr. J. S. Neill, who has been appointed Administrator of Dominica. The date of Mr. Armstrong's departure for Tonga is unknown.

(See article on page 36)

Five New Vessels

For B.P. Inter-Islands Trade

THE following small vessels, for inter-island trade in the Pacific, are now being built to the order of Messrs. Burns, Philp and Co. Ltd.

"MULIAMA," for service in New Guinea. Length, 165ft; breadth, 31ft; depth, 13ft. Ready for delivery at Hong Kong, August 20, 1937.

"YANAWAI," for service in Fiji. Length, 150ft; breadth, 28ft; depth, 9ft 3in. To be delivered at Hong Kong about mid-October, 1937.

"MOAMOA," for service in Gilbert Islands. Length, 145ft; breadth, 28ft; depth, 12ft 3in. To be delivered at Hong Kong about mid-October, 1937.

"MAMUTU," for service in Solomon Islands. Length, 110ft; breadth, 25ft; depth, 11ft. To be delivered at Hong Kong in February, 1938.

"LAKATOI," for service in Papua. Length, 130ft; breadth, 26ft; depth, 10ft 3in. To be delivered at Hong Kong in April, 1938.

The meaning of the names chosen are: *Muliama*: The feast place of the Ma, a small black fish. *Yanawai*: Spreading waters, also name of place on Vanua Levu, Fiji. *Moamoa*: To be fast, to be generous. *Mamutu*: Blessed, favoured, lucky. *Lakatoi*: Papuan native vessel.

COPRA

Why Market Lacks
Confidence

THERE has not been much variation in the copra market during the past two months; but the movement, such as it is, has been downward.

Copra, like almost every other commodity in general use, has reacted to the really extraordinary disturbance of all markets caused in April last by the unofficial announcement that the price of gold was to be reduced. The announcement was contradicted almost at once, and gold is still being bought by U.S.A. and Britain at the old price (35 dollars an ounce); but the markets remain uncertain and nervous.

The real cause of the trouble is Russia. The whole world knows that the Communist State now is producing about half the world's gold, and pouring it into Britain and America. The Anglo-Saxon nations were prepared to continue the present system of buying and storing the world's gold production, and borrowing against their gold stores, so that the world-wide recovery in trade might be protected, and go on; but they never foresaw this Russian development.

The effect of the system now, apparently, is that it is enriching Russia at the expense of the non-gold nations. It may be necessary, therefore, to reduce the price of gold. U.S.A. and the Western European nations are under no obligation to enrich Russia. Yet if gold is reduced, the present world-wide economic recovery will be halted. It is an ugly problem. Many believe that gold will be reduced, and markets consequently lack confidence.

Nevertheless, the world is trading actively and eagerly; and one effect—as reported elsewhere—is seen in a sharp increase in freights on copra cargoes.

"TOOYA" IN AN INSURANCE
TEMPEST

From Our Own Correspondent

PAPEETE, July 10.

AFTER much tribulation, during which Lloyd's agent—a rock of Gibraltar!—was the centre of a considerable tempest, the *M.V. Tooya* has been given temporary repairs and put in condition to voyage to San Francisco, where she will be thoroughly reconditioned.

The vessel had run onto one of the reefs of the Tuamotus, and had injured her hull. She finally got away on June 24, with her owner, Monsieur Rougier, and family, as passengers.

When the *Tooya* is repaired, she will return to Tahiti, where she is under charter to the Messageries Maritimes for inter-island service throughout French Oceania.



A common interest in the Pacific: Major-General Sir Charles Rosenthal, Administrator-elect of Norfolk Island, chatting at the Pacific Islands Club reception in his honour at the Hotel Carlton, Sydney, with the Club's chieftainess, Lefagaolii (Mrs. Alfred Page), formerly of Apia, Samoa.

RADIO STATION FOR PUKA PUKA

To Be Operated By Rarotongan Native

From Our Own Correspondent

RAROTONGA, July 23.

A FURTHER link in the chain of radio stations throughout the Southern Pacific will shortly be added by the inclusion of Puka Puka, Northern Cooks. The new station is to be powered by a wind-charger set, and will be operated by Puri, a young Rarotongan native.

For some years past radio plant on several of the Cook Islands has been in the charge of native or half-caste operators. That inter-island communication has always been satisfactorily maintained is a tribute both to the instruction given locally by Superintendent George Robinson and to the capabilities of those instructed.

At this rate it will soon be impossible to find a really isolated spot in the South Seas. From an Imperial point of view, in the event of another war, that may be fine, but for those who have hitherto regarded the midjet atolls as a haven of uninterrupted peace, it's just "heck."

N.G. MINER CONVICTED ON MANSLAUGHTER CHARGE

From Our Own Correspondent

WAU, July 26.

S. A. MERCUTT, a miner, who has been working on the Watut River, was sentenced on July 21 at the Supreme Court on Circuit by Judge F. B. Phillips to two months' imprisonment for manslaughter of a native labourer.

The sentence will be served locally.

LAUNCH LOST In New Hebrides

ALTHOUGH every available vessel had been searching for five days for the launch *Efate*, reported missing from Vila, New Hebrides, no trace has been found. It is feared that in the gales and high seas that have been raging a launch could not survive, and that the seven passengers have perished.

The inter-island steamer *Mirani* was withdrawn from the search on August 10, which is being maintained by small craft, mainly in charge of relatives.

Those missing are Madame Bladinere and her daughter Suzanne, Madame Parise, Messrs. Keromen and Leoman, and two Tonkinese.

COCOA DUTY RE-IMPOSED IN WESTERN SAMOA

From Our Own Correspondent

APIA, July 26.

THE duty on the export of cocoa-beans has been re-imposed by the Administration, with effect from July 16. Fees are on a sliding scale according to the market prices based on the latest quotations from the N.Z. High Commissioner in London prior to shipment, plus current exchange.

The export duty on cocoa-beans was abolished when cocoa prices fell to as low as £12/10/- per ton.

The new scale of duty payable is as follows:—

Value per ton	Duty per ton
£50 and over, but under £55	10/-
£55 and over, but under £60	20/-
£60 and over, but under £70	30/-
£70 and over	40/-

Mr. G. V. Maunsell-Turner, of the Crown Law Office, Rabaul; left Sydney for New Guinea by the Montoro on August 12.

HIGHER FREIGHTS

Severe Increase For Copra Growers

PACIFIC copra producers are confronted with a serious rise in freights. The rates for copra, between Pacific and European ports, have risen about 40 per cent in recent weeks; and our information is that they will go still higher.

Despite the employment of every available freighter, and the activity of shipbuilders all over the world, there appears to be actually a shortage of shipping, and freight rates have risen accordingly.

It is said, for example, that Australian wheat shippers already are offering 50/- per ton for the freighting of the next harvest from Australia to Europe. And a wheat cargo from the shipowner's viewpoint, is far preferable to copra. Wheat can be picked up in one place, in a few days. Copra usually has to be gathered up slowly, at many ports.

Copra growers may reconcile themselves to paying anything from £1 to £2 more per ton, on account of freight.

NEW SLIPWAY IN PORT MORESBY

THE new slipway, built by Steamships Trading Co. Ltd. in Port Moresby, less than 100 yards south of the Government wharf, is now practically completed. The rock which was blasted out of the hillside has been used to construct two protecting "breakwaters", one on either side of the slipway. The work has been done in a substantial way, and the slipway can accommodate coastal vessels of considerable size.

Steamships Trading Co. lately have been granted permission to build their own wharf at a point directly opposite their stores, about 200 yards north of the Government wharf.

Look on the Front of Your Wrapper !

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

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SOLOMONS' MONEY

Chinese Trading Causes Coinage Problem

From Our Own Correspondent

TULAGI, Aug. 1.

THE question of what is happening to the thousands of pounds' worth of Australian silver coins imported into the Solomons, is still unanswered.

In Gizo, where retail prices have been reduced to the exact level of wholesale, it might be expected that every penny of cash imported would go right back over the counter. Yet importations of silver are seldom sufficient to last between steamers.

The ready explanation is hoarding; but that will not stand investigation. It explains only a small percentage, as it always did.

The only explanation that will bear scrutiny is that, in spite of uneconomic price reductions, the cash trade, and the cash, are going to the Chinese, and so out of the Group. It is a bold retailer who thinks that he can out-retail the Chinese.

The question: "What will we use for money?" has not been solved by the influx of New Guinea coins, with their funny little hole in the middle. The new coins are not specially welcomed. Tax collectors are not keen on this "foreign" money and what won't pay a tax is not much use to the Solomon Islander.

The only New Guinea coins wanted here seem to be the pennies with King Edward's inscription on them, and they, of course, are not floating about.

Mr. Duncan Cook, Medical Officer of Health for North Auckland, New Zealand, has returned to Whangarei after having spent five weeks on Pitcairn Island. He made a comprehensive investigation of the health of the Islanders at the request of the High Commissioner for the Western Pacific.

BRITAIN AND U.S.A. MAY CO-OPERATE

Maintenance of Trans-Pacific Service Between America and Australasia

TRANS-Pacific airline developments during the month have been interesting, and they possess features which have a direct bearing upon the future of transport and communications in the South Seas.

It was announced in March last that, after lengthy negotiations, an agreement had been made between the New Zealand Government and Pan-American Airways (which already operate a regular airmail service across the North Pacific between 'Frisco and Hong Kong).

The agreement provided for the establishment, about the end of this year, of a regular aeroplane service between Hawaii and Auckland, via American Samoa. It was definitely a condition of the agreement that, in return for the Americans being allowed to establish a seaplane base in British territory, in Auckland, British aviation interests should be allowed, when they were ready, to establish a seaplane base in American territory in Hawaii.

At that time, it was not thought that Britain contemplated the early establishment of a trans-Pacific airmail service between Australia or New Zealand and North America; but, since then, British activity in securing clear titles to Central Pacific islands which are suitable as aeroplane stations, on the route between N.Z. and Hawaii, shows that Britain has a trans-Pacific service well in mind.

Out of this fact there developed a difficulty that threatened to cripple the N.Z.-P.A.A. agreement.

The hop from Hawaii to 'Frisco is practicable; but the hop from Hawaii to Vancouver (which is the nearest point of Canadian territory) is considerably longer. Therefore, it appeared that an

essential part of the British trans-Pacific plan would be the right of British aeroplanes to fly from Hawaii to 'Frisco.

To this, of course, the Americans objected. Apparently, it was pointed out that the right of British aeroplanes to land on American territory in Hawaii did not include the right to land on American territory in California. It was also pointed out that the agreement between N.Z. and P.A. Airways was not necessarily an agreement between British interests and the United States Government.

We do not know if it is so, but it appears likely that Washington has said to Britain: "If your planes are to be permitted to fly from Hawaii to San Francisco, our planes must have the right to fly from New Zealand to Australia."

There was keen discussion, in August, between the N.Z. Minister for Finance (Mr. Nash) and the U.S. Government, in Washington, and it seemed at first that an impasse had been reached.

It is now believed, however, that a plan has been evolved for the friendly reconciliation of British and American trans-Pacific aviation interests.

It is considered likely that the British and American airlines will work together in carrying on a service between North America and Australasia, just as they have arranged to do across the Atlantic, between North America and Britain. In this event, American and British machines would operate from each other's bases in North America, Hawaii, N.Z. and perhaps, Australia; and, in connection with this, it is likely that an important aviation station will be established in Fiji.

The Americans already have seaplane



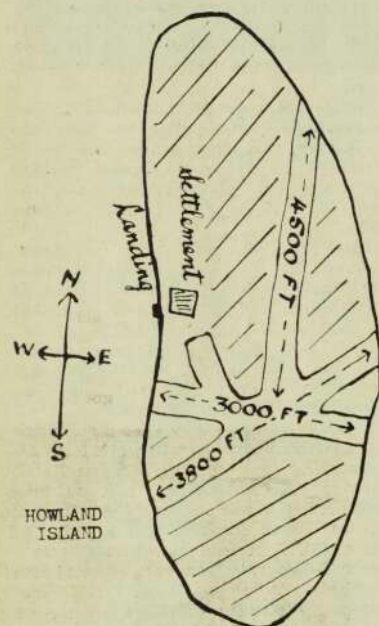
The Seventh Day Adventist missionaries began work in Tahiti in 1892, when Pastor and Mrs. A. J. Reed were landed from the missionary ship "Pitcairn." The community has grown steadily during the years. The second general meeting was

held at Tapaerui Valley, near Papeete, between June 29 and July 5, and over 200 persons attended. They represented congregations all over French Oceania. The mission superintendent, Pastor G. M. Sterling, was in charge, and the daily

programmes extended from 6.30 a.m. to 9.30 p.m. There was good weather and very little sickness in the large encampment. The above photograph was taken on the last day of the meeting, when the camp was breaking up.

stations surveyed and more or less prepared at Kingman Reef and Pago Pago (American Samoa); and there is a station for land aeroplanes on Howland Island. The British have protected Christmas Island and Canton Island (Phoenix Group) as possible landing stations, and it looks as if there is a plan to place an emergency station on Sunday Island (Kermadec Group), between Fiji and Auckland.

The Americans had definitely planned to run between Hawaii and Auckland, via Kingman Reef and American Samoa. The British plan apparently was to run between Auckland and Hawaii, via Fiji,



This rough sketch, made from official documents in San Francisco, shows what the United States Navy has done with Howland Island, the little dot of land in the Central Pacific, north of the Phoenix Group. It is now a landing-station for aeroplanes—not seaplanes. The runways are shown, marked in feet. They were built under the supervision of a U.S. Department of Air Commerce Inspector, and were made by U.S. army men and tractor equipment, 1937.

Howland Island is surrounded by a reef, and a landing can be made through a small opening on the western side. Outside the reef there is deep water and no anchorage. There is a 4-knots current to the west. The prevailing wind is from the east, slightly south.

and Canton Island. But if there is to be co-operation between the two nations the route obviously will be via Fiji, which is by far the most important territory in the Central Pacific.

There is still a possibility of a route being established from Fiji to Australia via New Caledonia, but it does not appear to have entered into the present discussions.

It is considered likely that some decision will be announced shortly, as the N.Z. Minister, Mr Nash, has just returned to New Zealand.

The original agreement was made between the N.Z. Government (Labour)

SHIPPING SCHEDULES

"Neptuna" Adds To General Dislocation

THE Burns, Philp liner *Neptuna*, which maintains a regular service between Australian ports and Hong Kong, via Salamaua and Rabaul (New Guinea) grazed a reef in Hinatuan Passage, near the Philippine Islands, on Sunday afternoon, August 1. The vessel continued to Hong Kong, where a survey showed that considerable damage had been done, and she was docked for repairs.

The *Neptuna* now is not expected to return to Sydney until about September 28, instead of September 10, which means that her schedule has been dislocated to the extent of about three weeks.

The B.P. steamer schedules have been severely dislocated by accidents during the past three months—first the *Montoro* owing to the Rabaul eruption; next the *Macdhui*, as a result of the fire which broke out in No. 4 hold while off the coast of New Guinea; and, now, the *Neptuna*.

The *Macdhui* has undergone extensive repairs at Cockatoo Dock, Sydney, and it is announced that she will be refitted in time to allow her to resume her schedule, leaving Sydney on August 28.

and Pan-American Airways; and as Imperial Airways (British) is virtually the British shipping combine in another form, and the Labour Party dislikes the combine extremely, N.Z. did not worry much about protecting Imperial Airways' interests.

But when Mr. Savage and Mr. Nash were in London attending the Coronation and the Imperial Conference, they were given information which convinced them of the need for protecting British interests in the Pacific, and also for cultivating friendly relations with the Americans.

This meant practically a revision of the agreement. Pan-American Airways did not like it; and it certainly appeared as if New Zealand had "cray-fished" on an agreement.

However, it looks as if an amicable settlement is in sight. Tickets issued to passengers probably will be interchangeable on both lines.

NORTH PACIFIC SERVICE

Fares on the trans-North Pacific air service operated by Pan-American Airways, have been fixed as follows: San Francisco to Honolulu, 360 dollars (approximately £A90), to Midway 445 dollars, to Wake 587 dollars, to Guam 704 dollars, and to Manila 799 dollars. Fares cover ground transport at all stations except San Francisco, all meals, the sleeping berth between San Francisco and Honolulu, and hotel accommodation at Midway, Wake, and Guam. A regular service was begun on November 21, 1936.

Mr. W. M. Middleton, of Kulili Plantation, Madang, left Brisbane in August for New Guinea by the *Montoro*.

DEATH OF DR. W. J. WILLIAMS

Was British Consul at Papeete For 20 Years

From Our Own Correspondent

PAPEETE, July 9.

THE death occurred on June 20 of Dr. Walter Johnstone Williams, who retired early last year after being H.B. Majesty's Consul at Papeete for 20 years. A Canadian, he was 63 years of age.

Dr. Williams passed away at his home in the little group of islands called Tetiaroa—a place of rare beauty whence can be seen the impressive mountains of Tahiti and Moorea on the southern horizon. He had other homes—on Tahiti and in the United States—but he loved Tetiaroa most of all, and it was there he wished to have his last resting place.

One would like to record the history of achievement and distinguished service which established Dr. Williams in the esteem of his fellow men. But to those who were honoured with his friendship during nearly 30 years, it seems more fitting to remember those fine qualities of mind and heart which won for him the affection of those who knew him best—the charm and sparkle of his conversation, the refinement of his taste, and the true soundness of his character.

Their association with him will remain always a cherished memory; for he was a delightful companion and an abiding friend.

Professor Isao Enya, of the Kyushu Imperial University, arrived in Sydney from Noumea on August 5 by the *Pierre Loti*, en route to Japan, after inspecting the mineral resources of New Caledonia.



In Hanuabada village, Port Moresby, (which is near the golf-course) lightly-dressed native boys, with a bit of bent piping on a straight stick, and "found" balls, play a standard of golf that would drive the average Sydney suburbanite to frenzy, or drink, or both.

RABAU'S FUTURE

Questions of Development and Progress

NOTHING has been heard about the suggestion that New Guinea's administrative establishment should be transferred from Rabaul since the two eruption experts ("vulcanologists") left Australia for Rabaul. Months, probably, will elapse while the Federal Cabinet receives and considers their report, and then refers the question to another committee. (For it may be safely assumed that the scientists will report that there always is a risk of the Rabaul volcanoes becoming active again.)

The Sydney *Telegraph* recently published an article in which the claims of Madang to be the future capital of New Guinea were set out. Salamaua, Wau, Lae, Kavieng, and Alexishafen were each examined, and rejected; but Madang is



VULCAN'S TERRORS GONE
Mrs. Kathleen Bignell, licensee of the Hotel Rabaul, photographed recently inside the crater of Vulcan Island, which now is only steaming. It was this volcano which erupted on May 28, and caused the "blackout" in Rabaul.

favoured. It is pointed out that there are no volcanoes near Madang; that it has a splendid harbour; that there is plenty of room for a town; that it is on the direct line for aerial transport, from Australia, through Port Moresby and Wau to the north; and that it is a natural outlet for "the rich, cool, droughtless plateaus of Central New Guinea, comprising vast areas suited to the products of temperate zones," and which offer unlimited opportunities for development in tropical agriculture, with higher lands suitable for cattle and, perhaps, sheep.

It is apparent, however, that the present Administration will resolutely oppose any plan to remove the capital from Rabaul.

In this connection, it is worth noting that the developmental policy of the present New Guinea Administrator was very severely criticised in prominent articles in *Melbourne Age* on August 9 and 10. The writer said:

"It is obvious that the main obstacle to rapid development is a lax, unprogressive, unbusiness-like and bureaucratic Administration . . . The qualities needed in a soldier and a schoolmaster do not always bring out the special qualities needed in an Administrator of a new territory, where constructive enterprise is required . . . It is along the lines of set rules and regulations that the Territory is to-day being administered."

. . . In a new country . . . this system of rule is quite unsuitable and restrictive of progress."

The need for a developmental policy, allied to the gold industry, and based on an entirely new conception of Australia's obligations and responsibilities in New Guinea, has been urged by the *Pacific Islands Monthly*, at frequent intervals during the last four or five years.

But nothing can be expected, while the present Canberra-Rabaul regime remains undisturbed. The bureaucrats will just trot round comfortably and complacently in their well-worn circle, neither understanding nor appreciating the effort that must be made if routine is to be broken and real developmental progress achieved.

New Liners For The Pacific

Completion Expected in 1940

IT has been semi-officially announced that, in September, orders will be given to British shipyards to build two liners of 22,000 tons, of 22 knots speed, to be completed in 1940 for the trans-Pacific run, Melbourne—Sydney—Auckland—Suva—Honolulu—Frisco—Vancouver.

It is expected that the very successful "Empress" model (Canadian - Pacific Line) will be followed; and that the liners will be the last word in luxury travel.

The total cost, about £3,000,000, will be covered by a loan. Britain will provide half, and Canada, Australia, and New Zealand the balance.

As over two years will elapse before the new ships are ready, it is possible that British shipping interests will assist the Union Company to deal with the growing trans-Pacific traffic before then. The old *Niagara* and the ageing *Aorangi* may be taken off, and more suitable vessels supplied, temporarily, by the P. and O. Line, or by the Canadian-Pacific Line. Speedier ships would allow a call to be made at San Francisco. At present, it is omitted—the existing liners cannot spare the time.

COCONUT CHARCOAL FOR GASMASKS

COCONUT charcoal is in keen demand for the manufacture of gasmasks, and European manufacturers are making inquiries for this material in Malaya.

Anticipating a demand, several Malayan coconut plantations have developed an improved process for the production of a clean, hard charcoal. It is estimated that a mature estate of 1,500 acres should produce about 25 tons of charcoal a month.

Dr. Hans Reck, the African explorer and scientist, who made important discoveries in connection with the problem of volcanic eruptions in the South Seas, died in London during August.

FRANK PRYKE IS DEAD

Great Goldfields Pioneer Succumbs to Long Illness

MR. FRANK PRYKE, one of the most noted pioneers of the Papuan and New Guinea goldfields, a great bushman and explorer, and one of the best-loved men who ever tramped through our tropical jungles, died at his home in Melody St., Coogee, Sydney, on August 5, after a long illness. He was about 66 years old, and he is survived by his wife.

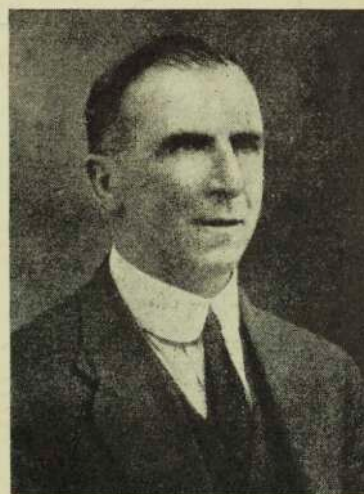
VALE, FRANK PRYKE!

By Mrs. Alice Allen Innes, formerly of Salamaua, New Guinea

*One vision still to stir his rover blood:
The panorama from the peaks of death.*

THOSE fine lines, from Bartlett Adamson's "Adventure," came into my mind last week when we heard that our dear old friend, Frank Pryke, lay dying at Coogee. Then came the news of his passing. I knew that all Papua and New Guinea would mourn him as one of the best loved and noble of that brave little band of prospectors. He had been always in the vanguard of mining activity, since the first rumours of gold in those almost unknown territories.

The sons of farmers at Sofala, N.S.W., Frank and his brothers got their first



mining knowledge on "The Turon." Then the lads went off to Western Australian fields. They proved disappointing; and Frank and his brothers heard of and followed "The Russell Rush." Cooktown, again, provided no sustained luck.

Some of the older hands had heard whispers that the then unknown New Guinea was a likely gold country; and in 1896 Frank Pryke and a number of other prospectors undertook a remarkable argosy in a small schooner. They

(CONTINUED ON PAGE 73)

Passengers' Discomfort

A Protest From New Guinea

Letter to the Editor

SENATOR FOLL recently pointed out some of the inconveniences and anomalies of the time-table to which the mail vessels run in their trips through New Guinea. May I point out one or two further instances where the comfort and convenience of passengers has been totally ignored.

Like Senator Foll, I wish it understood that the officers and crew of the ships are not to be blamed as I have invariably found them as helpful to passengers as possible under an unreasonable time-table.

It is the practice of vessels calling at Salamaua to put off their inward passengers and cargo, proceed to Lae, unload and return to Salamaua to pick up outgoing passengers, usually at some unreasonable hour, such as midnight.

Recently, the *Neptuna*, following this practice, failed to arrive at the proposed time; and, next day, was still at Lae, having been delayed by trouble with the anchor winch. The intending passengers, however, had sent their luggage to the wharf at 3 p.m., under instructions from Burns, Philp and Co., and given up their rooms at the hotel to incoming visitors. The result was that were left stranded on wharves, hotel verandahs, and other places, to sleep in their clothes where they could. Salamaua residents, having long since gone to bed, were unaware of their plight. It was pitiable to see mothers with tiny children in their arms who had cried themselves to sleep during the long fruitless wait. These women and children lay exposed to malarial infection, in chairs, on a bitter wet night.

Similarly, a few months ago, a vessel following the same routine and time-table, arrived at 2 a.m. instead of 10 p.m., having been delayed by rain when unloading at Lae. Again, the homeless embarking passengers were kept waiting until 2 a.m., before they could get aboard (in heavy rain). In this case, the ship did not get away until 8 or 9 next morning as the Customs Officer, tired of waiting, had gone home and refused to budge at the peremptory siren blast.

For the sake of one day's extra accommodation and meals, surely a wealthy company like Burns, Philp can take the passengers on at Salamaua before leaving for Lae, instead of leaving them at Salamaua to wait around, until midnight or later, before being able to get tired children to bed. Even if the courtesy were extended to the women and children it would be something towards protecting them from discomfort.

As I am a resident, and not a passenger, my protest is quite disinterested.

I am, etc.,

MAURI.

Salamaua, 23/7/37.

SIR HUBERT MURRAY

Unique Tribute at End of 30 Years' Work

WHILE the Governor-General (Lord Gowrie) was in Papua, the opportunity was taken to pay a tribute to Sir Hubert Murray, who on June 30, completed 30 years' service as Lieutenant-Governor.

On July 27, Lord Gowrie handed to Sir Hubert Murray an address signed by practically every resident of the Territory. It read:

"We, residents in Papua, beg to express to you our pleasure and satisfaction that your completion of 30 years of administration should be marked by a visit from Australia's Governor-General.

"We venture to make this an occasion for congratulating Your Excellency, not only on the duration of your long term of office, but also on the happy results accruing from it.

"Your Excellency's reputation as a native administrator is world-wide and firmly established. What is not so well known outside Papua is the patient, wise, and sympathetic manner in which you have worked always for the protection and support of European industries, for the advancement of Papua as a colony, and for the welfare of every member of the community.

"In offering Your Excellency our heartfelt congratulations, we wish to tender an expression of our affectionate and loyal regard as much for your person, as for the high office which we pray that you may long continue to hold."

Sir Hubert feelingly replied.

The following day, at Hanuabada, there was a unique and remarkable ceremony. Lord Gowrie presented to Sir Hubert Murray an illuminated address from the natives of Papua. Beautifully engrossed (by a native), in English and Motuan, and signed by 2,438 natives, it was as follows:—

"Our Governor!

"We people of Papua all know that in July, 1937, you complete 30 years as Governor of Papua.

"During all these years we have seen your good works, and all the helpful things you have done. When we have come to speak to you you have not closed your ears, nor have you frowned at us, but have received us and listened to us and taken action for us. We have seen all the good things you have done, and our happiness is great because of you.

"Therefore, we all beg of you not to leave us, but stay here as our Governor for years to come.

"For we know you, and how you have led us into the ways of your law, treating white people and ourselves just the same. We know that you love us well, and we are full of love for you. Our Governor."

Sir Hubert was deeply affected. Adequate reply to such a tribute would be difficult in any case; and it was made the more difficult for Sir Hubert because he had received no hint that anything of the sort was in train. But in a few sentences, translated phrase by phrase to the listening native councillors, he conveyed adequately his appreciation of an honour such as few men have earned and still fewer have had accorded to them.

In the course of his reply, Sir Hubert referred to the wish that he should remain indefinitely in Papua. He said that he would never leave them—he intended to die in Papua.

Later, after leaving Papua, Lord Gowrie personally paid a warm tribute

SHARES CRASH

When Enterprise of N.G. is Refused Oil Permit

THE shares of Enterprise of New Guinea Gold and Petroleum Development N.L., a Melbourne Co., "crashed" early in August, when it was announced that the Administrator of New Guinea had refused the Co.'s application for a permit to search for oil.

The Co. was formed in October, 1933, as Enterprise of New Guinea, with £20,722 in £10 shares, to develop gold leases in N.G. The shares in July, 1934, sold at £100. The shares were split into £1 shares in April, 1935, and fluctuated between £2 and £6. In August, 1936, the old Co. sold out to the present one; 21,122 shares of £5 were issued, shown as paid to £2; it was announced that oil as well as gold would be sought; and early in 1937, Mr. Harold Taylour, the manager (former warden at Wau) made formal application for a permit to drill for oil, within 20,000 acres, in the area bounded by the Mandated Territory—Dutch New Guinea border, the Mandated Territory—Papuan border, and the Sepik River.

It was confidently believed that the application would be granted; and that oil prospects were good; and a boom commenced in the stock—in which there always has been much gambling. The shares, 85/- on July 12, rose to £10; and then fell to 20/- when, on August 2, Sir George Pearce advised that the Administrator had refused the application.

There was a special meeting of shareholders on August 16, when the chairman (Mr. E. Ward) announced that a new application had been made, for a smaller area. A director disclosed that this had been done on Sir George Pearce's recommendation. The shares have recovered somewhat.

It has been explained that permits to drill in "uncontrolled" areas are rarely, if ever, granted; but stock exchanges and newspaper offices are echoing to fierce criticism of the Administrator. A point is made of "unbusinesslike delay" in dealing with the application. It might be pointed out, however, that during June and July the Administrator had a first-class, routine-breaking eruption on his hands. It is the Melbourne gamblers who are howling; and no one has much sympathy with them.

to the work of Sir Hubert Murray in Papua.

The *Sydney Morning Herald*, on July 27, devoted its leading article to a eulogy of Sir Hubert's achievements in Papua, and especially to praise of his native policy. It declared that he successfully carried on the MacGregor tradition and established the Murray tradition; and that he had won great credit for Australia in its control and protection of a primitive Pacific race.

TROPICALITIES

PROBABLY many P.I.M. readers could supply examples of quaint native expressions, such as "house belong letter" for envelope, "picanninny belong foot-ball" for bladder, etc. I was nearly beaten by this one. I received a pencilled note from a bright native in a distant village asking for some "oil-ocean." Fortunately, he did not leave it at that, but went on to explain that it was for his eyes. Of course, I sent him some eye-lotion; but I still don't know whose twang was to blame.—P.

FEW men have had a more varied experience of Fiji than Thomas Horne, merchant, of Suva. He arrived in Fiji in 1883, and, always interested in the history and traditions of the native people, nothing pleased him more than to collect several of the old chiefs in his home and listen to their stories. Many of the legends he learned were carefully noted down. Unfortunately, some years ago a fire destroyed many of his important records.

Mr. Horne is notable also as a patriotic Scot. On one occasion he was challenged by the late Sir William McGregor (later Governor of Papua and other British possessions), then a medical man in Suva, to recite "The Cottar's Saturday Night." Young Horne never faltered in his recital and, as a result, a brand-new half-sovereign went into his pocket.

Incidentally, this Scottish bond is sometimes useful. Not long ago "Tommy" went into an umbrella-maker's shop in a Sydney suburb with a damaged gamp. He wanted it back that "verry morning!" The assistant said it simply could not be done. But the Scots accent had penetrated into the back of the shop. Out came the master himself with hand outstretched. "For a brither Scot," he declared, "of course it shall be done!"

—Eriki.

FROM a Tongan correspondent: During recent years, there have been among the Chief Justices of Tonga an ex-sailor and an ex-schoolmaster. How about a sound lawyer, one day?

MASTER, master, hamai! Mi gi mata heloa! Hamai, waive! (Master, come here, see the devil. Come here quick!)

Breathless and trembling with fear, one of our little islanders rushed with these words into my bungalow. He pointed out to me some natives, standing at a respectful distance from a heap of coconut palm leaves. They told me, trembling with fear, that they believed the devil was in that heap, where there certainly was something, moving and growling.

I went to the dangerous heap to face the devil. In the light of the nearly full moon I saw something moving, like a little snake, but I could not make out what it could be, as no snakes have ever

been seen on our Tasman Islands (north of the Solomons).

Then I guessed what it was. I grabbed the wriggling thing, and pulled hard. There were shrieks, the whole heap heaved, the natives ran away howling in terror—and I was left with a tail in my hands and, on the end of the tail, a small, fat pig, which had sought a comfortable bed under the palm leaves.

—J.W.G.

EDITORIAL NOTE: There are only about 100 natives on this tiny group of Nukumanu (or Tasmu). The interesting fact that they are one of several Polynesian remnants in Melanesia is shown by the word "Hamai" (come here). It is almost identical with the Maori "Haeremai," which means the same.

TIME marches on, and American Samoa is trotting at its heels. The day when native belles were contented to act in films just for the fun of it has passed, in the opinion of Mrs. Dorothy Reid, widow of Wally Reid, film star. On her return recently to Hollywood after working as an associate producer on location in the South Seas she sorrowfully declared that native beauties in American Samoa, were no longer to be tempted by a few shells. They demanded a guinea a day and meals!—J.C.G.

THE present vogue for "cruises" to the Pacific Islands is nothing new. In 1898 the Union Company sent "the powerful and magnificent steamer" *Waikare* from Sydney with more than 160 tourists. Rarotonga, in the Cook Islands, was the first port of call.

A survivor of that cruise is Miss Dorothy Wentworth, of Vaucluse, Sydney, a grand-daughter of W. C. Wentworth, the famous Australian statesman, who visited the Group in 1814 and was one of the

first men to land there. Among the files of the *Toi Karanga*, a belligerent little newspaper which had belched forth brimstone against its contemporary, the also now defunct *Te Torea*, is preserved the note of welcome sent by Queen Makea to Sir James Mills and his tourists.

"You are thrice welcome to our land—the land of Tumutevaruvaru-ki-te-taringa-o-Papa. Come across and witness the ways of Rarotonga, the land of Tumutevaruvaru."

Nothing loath, the newcomers accepted the Queen's invitation. Buggies and saddle horses were in readiness to take the visitors round the island. Despite the fact that the British Resident, F. J. Moss, was then in holts with the Queen and the majority of the chiefs—he left Rarotonga soon after—local troubles were forgotten, and every effort made to entertain the travellers with appropriate Cook Islands hospitality. To the performers who gave native dances and songs, at the behest of Makea, Sir James Mills made "a handsome donation in gold."

The *Waikare* subsequently visited Tahiti, Tonga, Samoa, and Fiji.—"Eriki."

WHO found the world's only known bat with coloured wings? Mr. A. J. Vogan says that he discovered the creature, in the Trobriand Islands (Eastern Papua), several years ago, and described it fully. Australian museum managers, who seem to take a delight in twisting Mr. Vogan's tail, now are trying to rob him of the credit of his find, by saying that the queer bat was "collected in the Trobriands in 1910." Mr. Vogan is vigorously challenging the statement.

Although now past his 78th birthday, Mr. Vogan is still a doughty fighter in matters scientific and literary. He now is the only survivor of the Colonial Scientific Expedition which explored the Fly and Strickland Rivers, Western Papua, in 1885.



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ABOUT ISLANDS PEOPLE

Major H. S. Robinson, General Secretary of the Melanesian Mission, has been elected to the council of the Pacific Islands Club in Sydney.

Mr. H. Burges, A.W.A. wireless operator at Rabaul, New Guinea, reached Sydney on August 8 by the Montoro. He was met by his fiancée, Miss Daphne Bowman. Mr. Burges has received much praise by Rabaul people for the way in which he stuck to his post under difficult conditions during the recent volcanic eruptions.

Sir Henry Scott, K.C., of Suva, who was one of Fiji's official representatives at the Coronation in England in May, is due to arrive in Sydney with his wife by the Otranto from London on August 25. They will leave for Fiji early in September. Sir Henry was born in Fiji, and was educated at Sydney Grammar School. He has been a member of the Bar in Suva since 1899. He has been president of the Suva Chamber of Commerce, Mayor of Suva, a member of the Executive Council of Fiji, and is a member of the Legislative Council. He has also been Acting Attorney-General, and is a life member of the Royal Empire Society.

Mr. L. R. H. Waring-Flood, who has been the Rotuma representative of Messrs. T. E. Page and Co. Pty. Ltd., was in Sydney during August on leave, with his wife and two children, Rosamund and Anthony. It is probable that he will be transferred shortly to the Solomons or New Guinea.

Mrs. E. L. Leembruggen, wife of the Resident Commissioner of Fanning Island, Central Pacific, arrived in Sydney by the Monowai on July 31. With her daughter, Miss Margaret Bentley (who is a student at Hopewood House, Sydney), she sailed for Fiji early in August to spend a short holiday before continuing on to Honolulu, Hawaii, to join the inter-island boat for Fanning Island.

The marriage will take place at Suva on September 3 of Miss Josephine Power-Collins, of Wellington, New Zealand, to Mr. William Alexander Milne, health inspector at Suva. When Mr. Milne has completed his present duties in Fiji, he will leave for Edinburgh to continue with a medical course. The romance is the culmination of a recent cruise to Fiji when Miss Power-Collins met her fiancé for the first time.

Mr. Arthur Peck, of Melbourne, who at the end of last century was a member of a gold-seeking expedition to Madang, New Guinea, on board the 47-tons schooner Dove, visited Port Moresby, Papua, in July. The Dove expedition was a failure; no gold was found, four of the seven members died of malaria, and, on the return voyage, the schooner was wrecked. Mr. Peck, who is now 82 years of age, journeyed through the Central Pacific groups in 1929 in the yawl Utiekah.

A son was born at Vila, New Hebrides, on July 24, to Rev. and Mrs. W. F. Paton, Presbyterian missionaries on the island of Ambrim.

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ABOUT ISLANDS PEOPLE

Mr. A. C. Turnbull (Acting Administrator of Western Samoa), with a party that included Chief Judge Morling, Mr. D. R. A. Eden (general manager of the N.Z. Reparation Estates), and Mrs. Turnbull, paid an official visit to Pago Pago (American Samoa) on board the U.S.S. Ontario on July 29. They returned to Apia on August 2.

Rev. William Green, of Goulburn, N.S.W., who served six years in Papua and eight in Fiji for the Methodist Mission, has again offered his services to the Mission Board. He will return to Fiji early next year.

Mrs. D. Irvine, of Rabaul, recently arrived in Sydney from New Guinea. She is now in Victoria, where she will stay for an indefinite period.

Mr. Duncan Ayo, of Allahabad, India, recently arrived in Fiji from New Zealand to take charge of St. Stephen's Indian school (Anglican) at Vunimoli, Labasa. The former headmaster of St. Stephen's, Mr. A. Thakur, has been appointed to the new St. Augustine's school at Wailevu, Labasa.

Monsieur P. Suzor, who was recently succeeded as French Consul-General in Sydney by Monsieur Jean Trimoulet, sailed from Australia for New Caledonia with Madame Suzor by the Pierre Loti on August 6. They will spend some time in the French colony and also in Tahiti before going on to France.

Mr. G. J. A. Moore, manager for Messrs. Burns, Philp & Co. Ltd., at Port Moresby, Papua, is at present spending three months' furlough in Australia with his wife. Mr. W. J. Craig is relieving at Moresby.

Right Rev. P. N. W. Strong (Bishop of N. Guinea) arrived in Brisbane on August 23. He will spend some time in deputation work in Queensland, New South Wales, Victoria, and South Australia, and will return to Papua after attending the meetings of the Mission Board to be held in Sydney in October.

Mr. J. B. Clark, Director of the Empire Service of the British Broadcasting Corporation, arrived in Suva on a business visit by the Mariposa on July 29.

Mr. and Mrs. Laurence Williams, accompanied by their eight and a half months old baby Kathlyn, arrived in Sydney by the Cathay on July 22, after completing a world tour. Mr. Williams is shipping representative at Salamaua, New Guinea, for Messrs. Burns, Philp & Co. Ltd. His wife is a sister of the Australian author, Ion Idriess. They sailed for N.G. on August 12.

Mr. J. H. Williams, who was Engineer-in-charge of the construction of the Rewa bridge, left Suva by the Mariposa on July 29 en route to England.

Rev. R. L. Crampton, who served in the Parish of Crayford, Kent (England), after completing his training at St. Augustine's College, Canterbury, has been appointed to Levuka, Fiji, in the Anglican Diocese of Polynesia.

Mr. Alec Mitchell, store manager of Messrs. Burns, Philp & Co. Ltd., Port Moresby, received a presentation from the staff on July 26, to commemorate his 25 years of service with the Co. in Port Moresby. Several members, in voicing their high appreciation of Mr. Mitchell, asserted that the happy relations of the staff were due to his co-operation and good management.

Mr. and Mrs. George Burton, who were married at St. Mary's Cathedral, Sydney, on August 11, sailed by the Monterey on August 20 for Fiji, where they will make their future home. The bride was formerly Miss Catherine Dewar, of Potts Point, Sydney.

Mr. W. O. Broad, S.D.A. missionary from Batuna, Marovo Lagoon, Solomon Islands, arrived in Sydney by the August Malaita, accompanied by his wife and three children.

Mr. and Mrs. George Joyce, who have resided at Thursday Island for over 30 years, arrived in Sydney by the Taiping early in August.

THE PACIFIC ISLANDS CLUB

Visitors from the Islands to Sydney (or those interested in Islands affairs, are advised to communicate with the honorary secretary of the above Club, which has been formed to study the history, traditions, economics, and political developments of the Pacific Islands. Monthly social gatherings at the Hotel Carlton, Sydney. Address communications to:

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• SYDNEY 1938!

MORE UNREST IN SAMOA

Mr. O. F. Nelson Now Leading An Agitation Against the N.Z. Labour Government

From Our Own Correspondent

APIA, August 1.

THERE are indications that we are in for another period of political unrest. The pressure which unruly elements are placing upon the New Zealand Government probably will lead to trouble.

During the past month or so, there have been two incidents involving public disorder; arrangements have been made for a deputation to carry to New Zealand a series of demands which are regarded as excessive; and there have been a number of manifestations of a bad and aggressive temper on the part of the Mau.

All the indications are that Samoa generally is happy and peaceful and that a comparatively small coterie of trouble-makers led by Mr. O. F. Nelson, are causing all the unrest.

THE first incident occurred on July 20. For several days, the members of the Mau had been assembled in the village of Vainoso, near Apia (which is the Mau headquarters) where they had been carrying out ceremonies in commemoration of the death of High Chief Tamasese, who most unfortunately was killed in the riot of December, 1929. The Mau has an organisation of what are called "Mau police" whose duties—and they take them very seriously—are to maintain order and direct traffic during the Mau's various processions, ceremonies, etc. They wear a special uniform and head-dress. A number of these Mau "police" were posted along the main south road (which runs through Vainoso) about 9 p.m. on July 20, when Mr. W. Clark, a well-known and respected European, came along on a bicycle.

The "police" ordered him to get off his cycle and walk through the village. This interference with traffic on the main road by the unofficial police has been a subject of grievance with non-Mau Samoans and Europeans for some time. Mr. Clark could see no reason for the order, and he refused to get off his cycle. He was thereupon attacked by the "police," thrown off his cycle and, while he was lying upon the ground, he was struck on the face and neck and severely injured. The "police" then went away.

Mr. Clark lodged complaints with the Acting-Administrator, with the official police, and with the leader of the Mau,

who is now High Chief Tamasese. (The late leader of the Mau, High Chief Faumuina, is now in charge of the official Samoan police.) The assault caused much indignation among the Europeans. Messrs. A. G. Smyth and I. H. Carruthers, members of the Legislative Council, made a strong protest to Mr. Turnbull.

Next day, six Mau "policemen" were arrested (the irony of it!) by Faumuina, and they were brought to trial on charges of obstruction of a public road, and assault, on the 22nd, before Chief Judge S. Morling and Native Assessor Judge Anapu.

The evidence was interesting. It showed that the Mau "police" had been freely interfering with main road traffic, and claiming that "Mau law came before Government law." Judge Anapu, examining a witness, remarked that "Fa'u Samoa" (old Samoan custom) should be considered before Government law, and was thereupon admonished by the Chief Judge.

The Judge dismissed the charges against five of the "policemen" on the ground that there was nothing to show that they had obstructed a public road; and the sixth man, Ueni, was found guilty of assaulting Mr. Clark and was sentenced to a month's imprisonment.

The Court's decision was received by the majority of Europeans with anger and indignation. They have pointed out that Judge Morling, only a week before, sent a Samoan to goal for 12 months for

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assaulting another Samoan. Judge Morling has been only a few months in the Territory and knows little of the political background of Mau offences.

Just before the conclusion of the trial.

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a large party of Mau adherents, from the Falealili district, wearing war dress and paint, passed the Court building, marching along the main beach road towards Vaimoso. The natives were in jubilant mood, shouting and singing, and apparently celebrating the decision of the Court in favour of the Mau. Near the Court, two shots were fired by somebody in the Mau group.

There was another serious incident on July 24.

UNRULY NATIVES IN APIA

A Mau procession of about 150 Samoans, in ceremonial dress, with their faces painted black, and each armed with either an axe, a *nifo oki* (the large beheading knife of old Samoa), a spear, or a gun, passed through Apia's main beach street. The natives were shouting and singing, and brandishing their weapons, and everywhere were impeding the traffic. At several points, the guns were fired. They were on their way to Vaimoso.

The head of the procession met a car in which was Mrs. Braisby, (wife of the

Inspector of Police) in front of Messrs. Morris, Hedstrom's grocery store. Mrs. Braisby was just leaving in her car. The natives called upon her to stop. They got hold of her car compelling her to stop and they pushed the car back.

A number of excited natives surrounded the car, pointing their weapons in a threatening manner at Mrs. Braisby. One of the Samoans, armed with a large *nifo oki*, forced the knife into the hood of the car, causing considerable damage to the hood.

The Samoans around the car called out to their chiefs, asking whether they should do anything to Mrs. Braisby. The chief in command ordered them to desist.

On the following day, a young native, Mose, of Sapunaoa, in the Falealili district, was arrested for damaging Mrs. Braisby's car and, with him, three other members of the procession were charged with being in possession of guns for no lawful purpose, and with discharging firearms in a public place.

The charge against Mose was that he wilfully damaged the property of Mrs. Braisby, that he was a disorderly person found armed with an offensive and dangerous weapon, and that he behaved in a threatening manner, with intent to provoke a breach of the peace.

The case was heard on July 27 by Chief Judge S. Morling, with Samoan Judge Anapu as assessor. The courtroom was crowded with Mau chiefs, listening to the trial. As the accused pleaded guilty, the trial took only a few hours and it was unnecessary to hear all of the evidence.

The Crown Prosecutor said that the members of the procession had no right to stop cars and traffic. They did not apply for permission to hold a procession. The evidence indicated a very arrogant attitude and unmannerly action. An entire lack of respect for the law was shown. This was the second occurrence of the kind, calculated to cause apprehension to peaceful persons, irrespective of race and creed.

All the accused were convicted. Mose was sentenced to three months' imprisonment on the first charge (wilful damage to property) and convicted and discharged on the two other charges; while, of the three other accused, two were sentenced to one month's imprisonment, and one to two weeks' imprisonment.

Public opinion is that the sentences were too light and not adequate to the offences and to the political background against which they were committed.

EUROPEAN RESIDENTS' PROTEST

The European elected members of the Legislative Council, Messrs. Smyth and Carruthers, have addressed strong letters of protest to the Prime Minister of New Zealand, dealing with the cases of Mr. Clark and Mrs. Braisby, pointing out the seriousness of the situation, and asking for immediate steps to be taken to restore order and guarantee protection to the inhabitants. The United Progressive Party has also forwarded a strong and dignified protest to New Zealand. The Chamber of Commerce and the Planters' Association have taken similar action. It



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is intended to hold a public indignation meeting in connection with the various incidents.

DEPUTATION TO NEW ZEALAND

It was announced at a Council meeting by the Acting Administrator that the N.Z. Government would receive a deputation of the *Fono of Faipule* (native parliament), which is to proceed to New Zealand in September, to lay before the Government various demands of the *Fono of Faipule* and the Mau movement (which bodies are practically identical, owing to the *Fono* having a large Mau majority).

The members of the deputation will be Mr. O. F. Nelson; his daughter, Miss Olive Nelson (as legal adviser); Hon. Tamasese, M.L.C., (son-in-law of Mr. Nelson; and Alipia (speaker of the *Fono of Faipule*).

The "demands" are briefly as follow:

The repatriation of all Chinese plantation labourers from the Territory.

All laws and ordinances passed by the Legislative Council to be submitted, subsequently, to the Samoan *Fono of Faipule*, for approval.

Appointment of Mr. O. F. Nelson as Fa'atolu (official adviser) to the Administration on Samoan affairs, and to the Legislative Council and the Finance Board.

An official appointment in the Administration for Miss Olive Nelson (daughter of Mr. O. F. Nelson).

Salaries of £300 per annum each for the Fa'atua (native advisers) of the Administration.

An increase in the number of Samoan judges, and plantation inspectors, each to be provided with personal servants as messengers.

Representation of Samoans on the banana export control committee (aiming at Mau control of the latter).

Wages of Samoan officials to be the same as those of European officials.

MR. NELSON'S ATTITUDE

Mr. Nelson, the Mau leader, on July 29 received a wireless message from the New Zealand Government, inquiring about recent disturbances. He read it to a Mau meeting at Vaimoso, and informed his audience that he had discussed the matter with the Acting Administrator, to whom he had stated his opinions that the incidents should not have been taken up by the police and the court, but "settled by diplomacy." Mr. Nelson reported further that he asked the Acting Administrator to forbid newspaper correspondents to report these incidents.

It is interesting to remember that when he was an exile in New Zealand, Mr. Nelson, in his personal newspaper, the *Samoan Guardian*, bitterly criticised the alleged "press censorship" of the then Samoan Administration. Mr. Nelson's views seem to have changed. On this subject he is—naturally, perhaps—in perfect agreement with *Fono of Fai-*

pule, who recently asked the Acting Administrator to stop press representatives from reporting their debates and activities.

At a recent meeting of the Legislative Council some pertinent questions were asked by the Samoan members which suggested that the Mau Movement is now seeking virtual control of the administration of the territory.

It is particularly significant that, during a discussion on the relatively unimportant Land Survey Ordinance, the Samoan members (Tamasese and Tuala) moved repeatedly that the usual legal phraseology of the ordinance, which refers to "Crown Land" and "at His Majesty's pleasure" be deleted from the ordinance and be replaced by the term "Government of Samoa." Government of Samoa means, with these gentlemen, Government by the Mau.

THE MAU'S REGRETS

High Chief Tamasese, leader of the Mau, early in August, radio'd the N.Z. Government and expressed regret for the incidents which caused alarm, and said

that the desire of the Samoans and himself was to co-operate with the Government to maintain peace and good will between the Samoans and the Europeans. The Samoans would help the police to bring the offenders to justice, "if such was necessary."

Mr. R. J. Lever, newly appointed Government Entomologist in Fiji, arrived in Suva by the July Monowai. He was formerly stationed in the British Solomon Islands.

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CORRESPONDENCE IN ENGLISH, FRENCH AND GERMAN

Dr. C. J. Austin, Medical Superintendent at the Makogai Leper Station, Fiji, left Suva by the Monowai recently on long leave. He was accompanied by Mrs. Austin.

Dr. A. J. Eapan, who has a practice in Fiji, arrived in Sydney by the Narkunda on August 5, after a holiday in Madras, India. With his wife and child, he will shortly return to Suva.

Rev. E. Lawton, of the Melanesian Mission, returned to Norfolk Island, where he has been Anglican Vicar since 1932, by the Morinda from Sydney on August 7.

SAMOAN CHIEFS SWORN IN FOR HIGH COURT BENCH

From Our Own Correspondent

APIA, July 10.

IN accordance with a promise made by the "Goodwill Mission" last year, three Samoan chiefs, Anapu, Lelei-Siuae, and Tagaloa, have been sworn in by Chief Judge S. Morling, to sit as Assessors in rotation with the Chief Judge in the High Court on cases where native Samoans are concerned. The Acting Administrator (Mr. A. C. Turnbull) was present at the ceremony.

By Airboat Across Pacific

Mr. Archbold Returning To Papua

From Our Own Correspondent

HONOLULU, Aug. 1.

RICHARD ARCHBOLD, 30 year old associate of the American Museum of Natural History, whose expedition into Papuan wilds last year ended suddenly in a *guba* at Port Moresby, has announced that he hopes to fly across the Pacific to Papua next December.

He has bought a new seven-ton Consolidated airboat (latest word for flying-boat) which a month ago he and Consolidated test pilots flew non-stop across the U.S. continent, from San Diego to New



Mr. Richard Archbold, the American scientist, in the hatch of his new airboat, in which he will fly from Honolulu to Port Moresby in December.

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York in 17½ hours—the first airboat to accomplish the feat. There were at least 50 water places where the airboat could have landed, such as dams, rivers and lakes.

The twin motored airboat, which Mr. Archbold has called *Guba*, is equipped with every device for safe flying, and with a wide-range two-way radio telephone. A special system has been installed for dropping food and other supplies by parachute.

The airboat is a sister ship of the 176 Consolidated patrol airboats which are being built for the U.S. navy. Mr. Archbold's is the first one to be released by the Government for private use. Normally in navy use the airboats have a range of 6,250 miles at a cruising speed of between 120 and 130 m.p.h. at 10,000 feet.

Mr. Archbold will fly along the Pan-American Airways System's trans-Pacific route to Guam, and then head south for Port Moresby. Four scientists will go ahead of him by steamer. Their leader will be Dr. Austin L. Rand.

JAPAN HAS A LOOK AT HOWLAND!

Sidelights on the Search For Amelia Earhart

From Our Own Correspondent

HONOLULU, July 14.

JAPAN pulled an interesting bit of Yankee bluff during the search for the missing American aviators, Mrs. Earhart Putnam and Mr. Fred. Noonan, in the vicinity of the Phoenix and Gilbert Islands.

For long Japan has been intrigued by the American activities on Jarvis, Baker and Howland, the newly colonised equatorial islands, and by British activities south-east of Japan's mandated islands.

Instantly the American aviators were missing, the Japanese Government through Washington offered every facility for the search. Japan wasted no time. The U.S. navy soon reported that a Japanese aircraft carrier, convoyed by a navy survey ship and several warships, was steaming towards Howland, which the U.S. army and navy have converted into a modern airport, suitable for the longest ranged military aircraft.

Polltely Japanese Ambassador Hiroshi Saito in Washington informed U.S. Secretary for State Cordell Hull that the Japanese war vessels simply wanted to be of service!

So, by using Japanese Marshall Islands as operating bases, the Japanese have inspected the Gilbert, Ellice and Phoenix Groups, and gone further eastward to

Howland and Baker, and, it is possible, northward towards the Hawaiian Islands to Johnston (midway between Hawaii and Howland) where America is creating a new and permanent patrol airboat operating base.

The Japanese have tackled the search with the same enthusiasm as the American navy and coastguard ships have inspected the three groups which are British owned. The American press has not mentioned that, of course. And, off the record in private to reporters, U.S. navy officials boast that the long range planes from the aircraft carrier *Lexington* will take more than a peep at the Marshall Islands (Japanese Mandate)!

IT is most likely that the U.S. Government will not permit any more long distance flights to be undertaken by American aviators. The Government stopped the proposed New York-Paris air race, in celebration of the 10th anniversary of Lindbergh's solo flight, from starting from American soil, and Mrs. Putnam's ill-fated flight was okayed only because she was a close friend of the President's wife. The newspapers did not hesitate to ask of what use was the flight, what did it contribute to the science of aviation that already was not known?

Before the Putnam-Noonan party had left Lae, New Guinea, to fly to Howland Island, the U.S. Government had taken all the precautions against disaster that it could by placing navy and coastguard ships in the vicinity and giving the aviators the benefit of specially compiled weather reports. The globe-girdling plane, however, apparently was poorly equipped with radio. As a matter of fact, the American experts who prepared the plane and the Government officials who okayed it, could not state definitely how it was equipped with radio. So much could have been removed since it left Florida.

NOT once during the flight from Lae until the plane was forced down out of gasoline, did the party give their position. Not once. They said at one time that they were 700 odd miles from Lae, but that vague message wasn't very useful. The last message said they thought they were 100 miles from Howland, out of sight of land, that a landing was to

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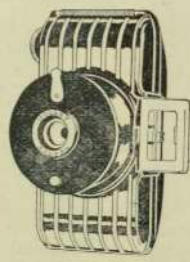
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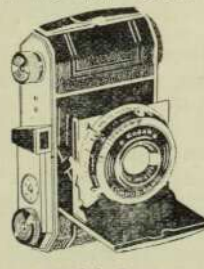
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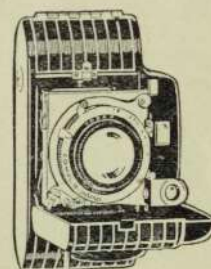
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be made on water. This was given over the radio-telephone.

Every American station forthwith listened for further messages or signals, but the first reported as apparently coming from the lost plane was one picked up by *H.M.S. Achilles*, flagship of the N.Z. Division of the Royal Navy, which was near the equator en route to Hawaii. Other stations reported receiving the same or a similar message.

The following week proved a tremendous strain for everybody involved in the search and this included dozens of amateur radio operators, who remained at their seats almost without sleep. The strain was climaxed when Mr. George Palmer Putnam, husband of the missing aviatrix, requested the U.S. navy to fly

him from Hawaii down to Howland Is. so that there he might set up a broadcast series and play up the search commercially on American national networks.

In very plain language, Rear Admiral Orin G. Murfin, in charge of the search, turned down the extraordinary request.

Bitter criticism of the navy's hunt for the aviators with costly battleships and aircraft carriers rang out in the U.S. Congress. Representative Charles I. Faddis, of Pennsylvania, said what was in millions of people's minds:

"Do you suppose the navy would spend 250,000 dollars a day to hunt for some poor fisherman, perhaps the father of a family, if he were lost in the Pacific?"

Added Representative Byron N. Scott, of California: "It is time someone in

authority announced that henceforth the navy would not be used to search for 'publicity stunt' aviators."

Wild excitement was caused among the few white men and hundreds of native guano workers in the Phoenix Group when seaplanes from the U.S.S. *Colorado* combed the islands for possible traces of the missing plane.

Millions of sea birds caused the planes to hesitate from flying too low. However, one of the seaplanes made a landing, the first plane ever to do so, on the lagoon of Hull Island.

The plane was greeted by the white manager who said that the missing plane had not been heard on the island's radio set.

American Yacht "Chiva" Reaches Suva

From Our Own Correspondent

SUVA, Aug. 3.

IN the course of a scientific cruise collecting flora and fauna for the Academy of Natural Science, of Philadelphia, U.S.A., the American yacht *Chiva*, a diesel auxiliary vessel of 20 tons, arrived in Suva recently.

She left New York last December, and cruised to Fiji via Panama Canal, Galapagos Islands, Marquesas, Tuamotus, Tahiti, and Pago Pago. From Suva the *Chiva* will go on to Santa Cruz Group, Solomon Islands, and New Guinea, where the party plans to spend about a year.

Mr. F. E. Crockett (photographer) is the leader of the expedition, and his wife, an anthropologist, is collecting data for Harvard University. Other members of the party are Mrs. Lowndes (writer), Mr. Ripley (zoologist), Captain G. F. Adams (sailing master), Mr. C. W. Smith (engineer) and Capt. John Nash.

So far the expedition has not collected many specimens, but intends to concentrate chiefly on the coasts of New Guinea.

COOK ISLANDS FRUIT

From Our Own Correspondent

RAROTONGA, July 21.

ALTHOUGH exact figures are not available yet regarding the profit and loss account on "controlled" orange shipments from the Cook Islands, enquiries among officials point to these being satisfactory, with the exception of the first consignment by the *Limerick* in May. The latter shipment reached N.Z. in poor condition, but a new method of dunnage on trans-Pacific steamers is expected to obviate this in future.

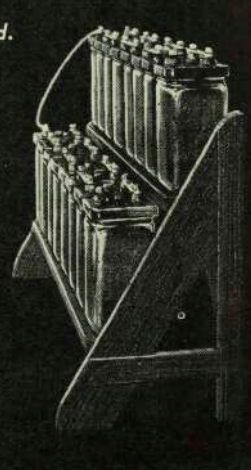
Extensive renovation work has been begun on plantations.

The new Resident Commissioner (Mr. S. J. Smith) in a number of "talks" to growers, appealed to all to join together in the co-operative spirit which was once so marked a feature of Polynesian life. As a result of Mr. Smith's obvious personal interest in their welfare, the natives have responded by undertaking pruning and other operations on the community system.



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LIFE ON PITCAIRN ISLAND

An Interesting Example of Modern-Day Socialism

Written for the "Pacific Islands Monthly" by Mrs. Ada M. Christian.

YOUR readers may be interested to know something of modern life on Pitcairn Island, original home of the *Bounty* mutineers.

Many of the occupations of to-day are similar to those of former years, although in some things we have attained to more modern achievements.

House-building was, and is still, the most laborious. The timber has to be fret-sawn and boards carried from the other side of the island, over high hills, then down to the village in wheelbarrows, the only means of conveyance we have.

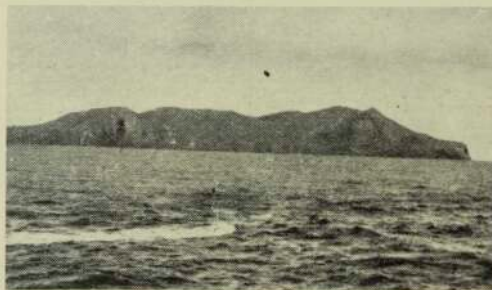
The original houses were small, two-roomed cottages, and clapboarded with *miro* (a hard and durable wood), without any linings. Beds were fixed along the sides of the inner room. The other served as sitting and dining-room. The roofs were made from the leaves of the pandanus palm, the preparation of which is very unpleasant, as the thorns on either side of the leaf and on the mid-rib not infrequently cut into the hands.

This has given place to iron roofs on the houses of to-day. Even though they demand

more work and expense, the present houses are far more comfortable than they were. Each home has a living-room, and each member of the family has a bedroom of his or her own. Each room is ceilinged. Glass windows take the place of windows made of island wood. All dwelling-houses have wooden linings. Kitchens and dining-rooms are separate, and are only clapboarded.

One has to go a long way to find better bake-ovens than ours, made of stone. We cook in an open fireplace. Owing to the luxurious growth of trees, we are never in need of wood.

Our church is a two-storied building,



Pitcairn Island, as seen when being approached from the north.

and has a seating capacity of 200 in each room. The school-house has accommodation for the four divisions—the kindergarten, primary, intermediate, and junior. Children from the age of six to sixteen must attend school. Attendance under or over these ages is optional.

PRODUCTS OF THE SOIL

Cultivating the soil and raising food has its routine in daily life. The principal products are sweet potatoes, bananas, yams, taro, corn, beans, and arrowroot. Vegetables do well if protected from the mischievous fowls.

Of fruits raised, we have pawpaws,

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melons, pineapples, mangoes, peaches, oranges, and guavas. Oranges are of much commercial value. Rose apples (so named because their sweet smell, as well as the taste, resembles the scent of roses) grow on tall trees. Parts of the island are thickly wooded with these trees, which are used for firewood.

Coconuts are grown and the rich, beautiful milk takes the place of cow's milk. The milk is obtained by grating the nuts, then with water and a good squeezing by hand, the delicious white milk is washed out. This, left over night in cold weather, makes lovely butter. Sugar cane is grown, and the sweet molasses takes the place of sugar.

BUILD OWN BOATS

Up to the present century the Islanders have depended on kind friends to supply their boats. Queen Victoria sent two during her reign, and other friends contributed to the need.

Not willing, however, to be dependant on charity always, our men thought it time to do something in helping themselves by building their own boats. Therefore, under the oversight of Francis Christian, a direct descendant of Fletcher Christian, of *Bounty* fame, of the fourth generation—and who had a little experience in boat building when living a few months in Mangareva, one of the Gambier Islands—they started to build a boat, which proved a success. Pictairn is now the happy possessor of six fine, strongly built home-made boats, a wonder and admiration to all who come our way.

For fishing purposes, canoes are made

from a certain kind of tree, hollowed out and fixed up for the purpose.

Women, too, have their daily duties to perform. In planting, they help the men, doing the lighter part of the work.

Each family has its own allotment of land to cultivate, which has been handed down from their forefathers. Cooking, laundering, and other house-work as well

changed for clothing, soap, or other necessary articles.

LITTLE USE FOR MONEY

We have to buy clothing, and all manufactured articles necessary for the sustenance of life, as well as foods not grown on the island. Among ourselves, there is very little use for money, for we help one another by exchanging work.

For instance, if I want a dress made, I go to one who makes dresses and bargain with her to sew me a dress, while I weave her a basket, or *vice versa*. Or, if any one is in need of help in any way, service is rendered free of charge.

Three original names are left on the island—Christian, Young, and McCoy. Additional names are Warren, Coffin, Clark, and Jacobson.

Our domestic animals are dogs, cats, fowls, turkeys and ducks: the last two have been imported of late. Goats run wild on the rocky hills of the island.

The language spoken among ourselves is a perversion of mixed English and Tahitian. However, there are few pure Tahitian words spoken, and more English.

TOLLING OF THE BELL

We have one bell, a large, bronze one, a present made to the people shortly after their return from Norfolk Island,



The boat-landing at Pictairn Island. It was here that the famous ship "Bounty" was set afire and sank in 1790.

as caring for the children, are done by the women in their homes.

Curio-making is done by both men and women, the men making wood-work and the women weaving hats, baskets of different shapes, and fans, etc., from the leaves of the pandanus palm tree.

These, with fruits, are taken on board passing ships and sold for money, or ex-

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by Capt. Stevens, of one of H.M. ships. All public activities centre in the bells. For all religious services the bell is rung twice. A notice bell of one stroke is given half an hour before meeting; and 10 minutes before meeting commences, two strokes are rung, when all worshippers leave home and get to the church house in time to commence service.

For both day and Sabbath school, the regular ding-a-ding is rung. For all religious services, two bells are rung. For any Government work, or meeting, three strokes are sounded.

Five strokes show that a ship is in and time to be boarded. Four strokes is a signal that there is community stuff to be divided. The length of the ringing of the bell on all occasions is left to the prudence of the bell-ringers—except a call to funeral service, when the number of strokes is limited to the age of the person.

GOVERNED BY COUNCIL

We are governed by a chief magistrate and council of five men, elected yearly, who start work on New Year's Day.

Games the children like best are ball, cricket, rolling hoops and flying kites. Change of work is about all the recreation older folks have. On holidays, our young men take pleasure in boat-racing.

The people in general are musical and most of the young women play the organ well. Organs, in addition to phonographs, are in many homes.

Half-past-nine or ten o'clock is the usual hour for retiring, and 6 a.m. is rising hour. The routine for the day commences and closes with family worship.

Up to 1885, when the Seventh Day Adventist religion was introduced to the people by an American missionary (Mr. John I. Tay) the people were strict adherents of the Church of England.

ORIGIN OF THE PACIFIC LANGUAGES

ANOTHER bishop of the Catholic Church, Monsignor Doncere, Vicar-Apostolic of the New Hebrides, has given us, out of years of patient research, a useful addition to the history of the Pacific races in general, and of the Polynesian race in particular.

In *Curiosities Linguistiques*, published recently by Librairie Emmanuel Vitte, 10 Rue Jean-Bart, Paris (at 13 francs per copy) Bishop Doncere makes a careful examination of the Malayo-Polynesian languages spoken in the New Hebrides, and in the Pacific territories generally; describes their structure and grammatical forms; and says of them that they have qualities which most of us would not expect to find in a tongue used only by primitive people. He makes an interesting series of comparisons between the languages of the two great families, Malayo-Polynesian and Indo-European, and he claims that in the terms used in both for many common objects and simple ideas, there is marked similarity. The learned author, however, does not advance his hypotheses in a didactic fashion; he says, instead, that he hopes

to continue his work, and make it "more complete and more scientific."

His book is a good example of the valuable contributions to human knowledge that have been made by the missionary organisations in the South Seas.

Mr. J. D. McComish, who is well-known in Tahiti, is at present spending six months' holiday at Norfolk Island. He will return to Australia in October.

Mr. G. M. Broad, who for the past 18 months has been on the N.G. Administration's staff at Wau, has been transferred to the Public Works Department, Rabaul. His place at Wau has been taken by Mr. C. C. Mainwaring.

Second Lieutenant Ratu Edward Cakobau, who with Major C. B. Joske, represented the Fiji Defence Force at the Coronation, returned to Fiji by the Mamari on July 31.

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Mr. Victor A. Florence, barrister and solicitor, of Wau, New Guinea, was in Sydney during July and August spending furlough.

Miss Thora Richardson, of N.S.W., sailed from Sydney for Papua by the Montoro on August 12 to take up duties as assistant to the Chairman of the Papua District of the Methodist Mission.

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Britain's Hold On Christmas Island

From Our Own Correspondent

HONOLULU, July 26.

H.M.S. ACHILLES (N.Z. Division of the Royal Navy) left Honolulu to-day, taking Mr. William Cowie, a wireless operator formerly employed by the British Colonial Office in Suva, to replace Mr Oscar Barrack at Christmas Island. Since February last Mr. Barrack has maintained daily wireless contact with Fanning Island and Suva.

This move is the latest indication that Britain means business about her ownership of mid-Pacific islands which are threatened with occupation by Uncle Samuel. Mr. Cowie has taken new and

more powerful wireless equipment (a 100-watt two-way short wave unit) and sufficient stores and other supplies to last 12 months, the duration of his service at Christmas, when he will be replaced.



Mr. William Cowie, "snapped" as he was going on board the warship with his bull-terrier, en route to hold Christmas Island for John Bull against Uncle Sam. He anxiously assured our correspondent that the pose was accidental and not symbolical.

Christmas is under lease from Britain to a French copra company, with headquarters in Tahiti. The plantation is managed by a Czecho-Slovakian, Mr. Franta Jerabak, who has an Austrian wife. Because they can converse only in French, Mr. Cowie has taken along a French-English dictionary.

Rev. R. S. Walker, accompanied by his wife and their two sons, arrived in Suva, Fiji, from Australia, by the July Niagara. They went on to Taveuni Island, where Mr. Walker has taken charge of the Cakaudrove circuit for the Methodist Mission, replacing Rev. L. E. Saville, who recently died from typhoid fever.

Mr. A. Travers Black, well-known Sydney mining engineer, arrived in Port Moresby in July to take charge of the mining operations in Papua of Mandated Alluvials N.L. and Dominion Gold Limited.

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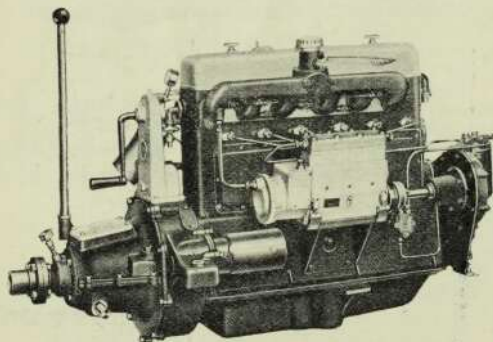
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BRIDE MONEY IN THE SOLOMONS

What S.S.E. Mission Has Done

Letter to the Editor

MY attention has been drawn to a report in the April issue of a lecture given by Dr. Ian Hogbin before the Anthropological Society of N.S.W. on the subject of "Bride Money."

It is a pity that Dr. Hogbin has seen fit to make certain charges against the practice of the South Sea Evangelical Mission without first finding out from that Mission the facts in regard to the subject in question. Such would have been only fair. When Dr. Hogbin was staying at Malu'u investigating the Toamba'ita customs he had ample opportunity for getting accurate information on mission policy from us.

According to your report, Dr. Hogbin states that the Mission in question has suppressed the native "bride-price" on Malaita. This is entirely contrary to fact.

First, he does not seem to recognise the fact that marriage customs on Malaita vary very much indeed, according to the particular district, and Dr. Hogbin has only investigated the customs of one of the many districts, namely Toamba'ita. And, as to this district, he is entirely mistaken in what the Mission in question has done.

With regard to the "bride-price" the facts are these: When the South Sea

Evangelical Mission started operations on Malaita about 1903, they found an already existing mission community at Malu'u, amongst other places. These mission communities were the outcome of mission work done in Queensland. But, at Malu'u, the mission community had on their own initiative done away with the "bride-price," under the idea that mission people ought not to "sell" their daughters. A large marriage feast, however, was made, in addition to the church service.

This particular native mission community were very strong in their view of no "bride-price," and vigorously resisted any idea of bringing it back; so much so that the late Mr. W. R. Bell, the then District Officer on Malaita, recognised their wishes in the matter as a working "native custom" for the Toamba'ita mission folk, and so also did the Mission.

Any later suggestion of reverting to a "bride-price" was always resisted.

In all other districts on Malaita the varying marriage customs were observed by the Mission for the locality in question, except that in some districts where the "bride-price" was excessive the mission people were prevailed upon to reduce it to reasonable proportions.

Some years ago, however, there arose an acute division of opinion in the Toamba'ita district on the matter of the "bride-price", a small but influential minority wanting to revert to a fairly large "bride-price." After much difficulty

the Mission succeeded in getting all parties to agree to a moderate fixed "bride-price", and peace has ensued. So, contrary to what Dr. Hogbin has asserted, the Mission, far from "suppressing" the



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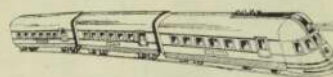
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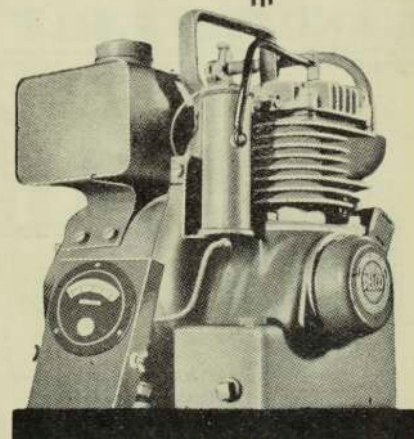
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"bride-price," has actually succeeded in restoring it.

Secondly, Dr. Hogbin's statement, in your report, that the marriages of mission natives, married by native clergy according to Christian rites, were not recognised by the civil authorities, and so they were "living in sin," is totally contrary to fact. On the contrary, in all "Christian marriages in the mission, the native marriage custom of the locality has always been also observed, and so the marriages have always been recognised by the civil authorities. I know of no case to the contrary. There is the closest collaboration between the civil

authorities and the Mission in the matter of marriage and divorce, on the island of Malaita.

It is only fair to add that Dr. Hogbin has since written to me saying that your article is not a fair report of what he said. But the article remains and needs an answer.

I am, etc.,

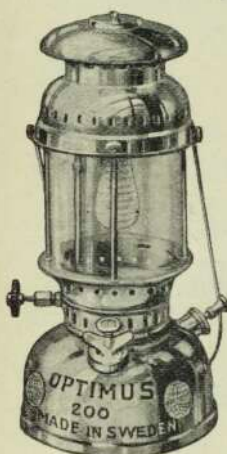
NORMAN C. DECK.

S.S. Evangelical Mission,
Tulagi, 20/6/1936.

EDITORIAL NOTE: The article referred to by Mr. Deck was supplied to us by an official of the Anthropological Society of N.S.W. who attended the lecture.

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FAKED COOK IS. ARTIFACTS

How a Tourist Tried To Combine Profit with a Holiday

From Our Own Correspondent

RAROTONGA, July 20

SOME time ago mention was made in these columns regarding the export of irreplaceable native artifacts from the Cook Group. In particular, attention was drawn to several apparently unique specimens of stone adzes, battle-axes, etc.

To local residents who remember the somewhat pompous gentleman who spent much of his visit collecting these articles, the story had an amusing sequel when it was lately revealed that a number of his "trophies" were the most blatant fakes. Not being able to obtain some of the rarer specimens which he wanted, the gentleman resorted to the simple expedient of providing a native with line drawings taken from the *Material Culture of the Cook Islands* (Dr. Peter H. Buck) and telling him to get on with the job.

In this way he acquired a very tolerable collection.

On leaving Rarotonga last year he forwarded several of these "on approval" to the Bishop Museum at Honolulu, where they were promptly pronounced fakes, and in connection with their manufacture official enquiries were made by the Museum to the Resident Commissioner. These resulted in the local police obtaining a signed statement from the native craftsman concerned—who had acted in all good faith—but whose admission left no doubt about the ambition of at least one visitor to combine profit with a pleasant holiday.

STAFF MOVEMENTS IN N.G. PUBLIC SERVICE

STAFF alterations in the New Guinea Administration, announced by the Government Secretary on July 12, were as follows:

TRANSFERS

A. R. K. Atkinson, Medical Assistant, Health Dept., Rabaul to Buika Passage; H. L. Downing, Assistant District Officer, District Services Dept., Rabaul to Salamaua; N. H. Fisher, Geologist, Mines Dept., Wau to Rabaul; A. Montgomery, Chairman, Survey Dept., Rabaul to Namatanai; Miss D. M. Maye, Nurse, Health Dept., Rabaul to Kavieng.

TEMPORARY EMPLOYEES

Govt. Secretary's Dept.: Mrs. J. Pinguet to be Typist.

Treasury Dept.: Miss N. Alday and Mrs. M. Bruckshaw to be Typists.

Public Health Dept.: Dr. N. B. Watch to be Medical Officer.

Lands Dept.: F. Kirchner to be translator.

Public Works Dept.: Senior Mechanics: E. R. Hopkins, H. L. Clark. Mechanics: E. Serafini, A. Eriksson, H. J. Beckett, O. M. Herschell, F. M. Klee, F. A. Chance. Native Labour Overseers: G. Scott, J. Knight, W. Heinicke, J. Moore, A. Williams, C. E. Bye, D. Hayeroff, H. McLennan, C. G. Kilner, T. G. Brown, D. Cameron, A. MacCowan, G. Thwaites, L. R. Hyland, J. Stewart, A. R. Read, L. A. A. Carr, B. G. Sherman, H. Millington, N. B. Beck, C. G. Bennett. Typists: Miss H. Rundnagel.

Captain G. Steele, who is associated with the Shell Company's search for oil in Papua, was in Melbourne early in August on furlough.

LOVINA

Fragrant Memories of Old Tahiti

From Our Own Correspondent

PAPEETE, July 10.

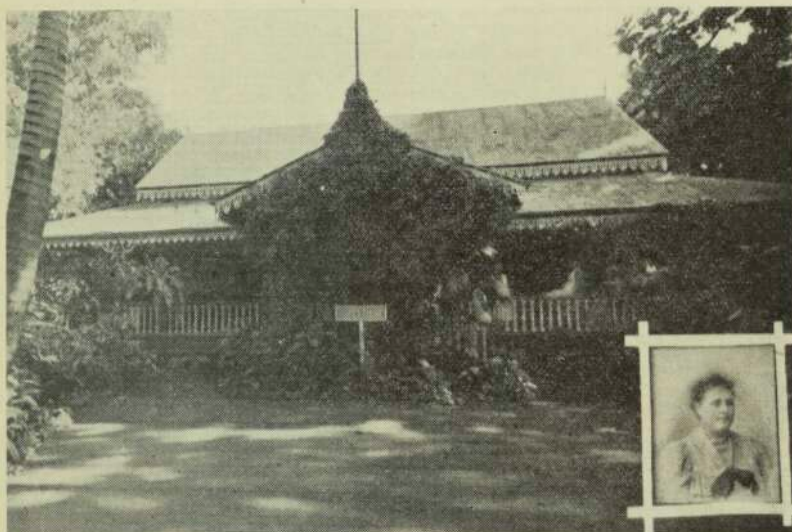
THE recent demolition of the building known as Aina Pare has removed from Papeete an old landmark rich in memories; for the Aina Pare was formerly the annexe of the Hotel Tiare and the Hotel Tiare was Lovina.

To older residents and to travellers from the four quarters of the world, who visited the island at that period, the

make for the happiness of those about her.

Money seemed to have no value for her where the comfort of her guests and the welfare of her friends were involved. She conducted her inn, rather, on account of her love of hospitality and the excitement of being the centre of an ever changing company.

Lovina was a famous cook—one of those gifted with natural genius who can stand before a row of steaming pots and pans adding a pinch of this savoury and that condiment, to produce flavours fit for the gods and kings. If she liked you, there was always some special dish prepared by her own hands to delight your palate, in addition to the regular menu.



The Hotel Tiare as it was in Lovina's day; and (inset) Lovina.

name Lovina reincarnates the old Tahiti, the true Tahiti of the Tahitians, the unspoiled Tahiti of the early days of the century.

She it was who made known, and interpreted to them, all that was interesting and fascinating and amusing of the native life of the Islands. Interesting and fascinating because charming hospitality, courtly manners, stately ceremony, and glorious music still survived with the elders who cherished them as a heritage.

Lovina in her person represented all that was best in the Tahitian character—charm of manner, faith in friendship, the unselfish seeking for that which would

From the far lands of the earth men and women came, fell under the charm of Lovina's personality and departed, to associate her forever more with their memories of Tahiti.

When she died (the first to go in the epidemic of Spanish influenza in 1918) there was grief in hearts all over the world. With her going, passed a charm, an atmosphere of old Tahiti, which can never return.

Some time ago, it was announced that a new management would re-open the Hotel Tiare and conduct it after the manner of Lovina's day.

We, the survivors of that time, went

CHILD'SWEAK CONDITION

Mother wants advice.

"I can't sleep through worrying about my girl," writes a mother. "She looks so frail beside her friend Peggy, and catches cold so easily. I know Peggy's mother gives her Scott's Emulsion, but I give my child a cod liver oil preparation, too. What can I do?"

When you have a child who is pale and peaky and off colour, what should you give her? Cod liver oil, say doctors, nurses and mothers who know. Children must have cod liver oil to protect and build up their bodies.

Then why do so many mothers have the same heart-breaking experience as the one who wrote the above letter? Because they think any form of cod liver oil will do.

That's a great mistake. Children have delicate stomachs, and they can only benefit fully from cod liver oil when it has been made completely digestible. Otherwise the oil may upset your child's digestion or pass through without doing good. And that's what can happen with plain oils and most cod liver oil mixtures.

So you have to be careful to give your child her cod liver oil in the one completely digestible form, and that is Scott's Emulsion. This is what an eminent Research Body says about it:—

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to the opening. Everything was well done. The verandahs were decorated with festoons of Auti leaves and flowers and hanging branches of bananas and oranges such as we had been accustomed to see there. The younger people laughed and danced and gave to the place the appearance of the old gaiety. It was a good imitation, a perfect imitation.

But we elders sat about and looked at each other—and our eyes were moist. Lovina was not there. The spirit which had given life and zest and charm to these surroundings was gone forever.

GIANT CLAM SHELL FROM GILBERTS

A GIANT clam shell from the Gilbert Islands weighing about 4cwt. — a world record for a museum specimen — has been presented to the Australian Museum, Sydney. Found on a reef by Major C. A. Swinbourne, who forwarded it to the Museum conchologist (Mr. T. Iredale), it is 3ft 2ins in length and 2ft 11ins. across. According to Mr. Iredale it may be anything up to 500 years old.

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MISADVENTURE IN WESTERN PAPUA

Oil-Seeking Party's Epic Struggle to Reach Daru

From a Special Correspondent

DARU, July 18.

THE first week-end in July brought news to Daru (Western Papua) of a misadventure in which were concerned two white men and seven natives, members of the staff of the oil-seeking Islands Exploration Limited.

This small party, camped up the Oriomo River, found it necessary to return to Daru through the serious illness of one of the boys. During the voyage, after emerging from the mouth of the Oriomo River, the canoe was swamped in the heavy seas prevailing, and the party found themselves in a serious predicament. They were about a mile off a particularly inhospitable coast characterised by bottomless mud and an impenetrable tangle of mangrove stems and roots, the sea was nasty, and the darkness of a typical "dirty" south-east night enveloped them.

There followed an epic struggle to reach land. Thanks to the resolution and skill of the white members, this was effected before daylight, but those terrible hours of darkness were not fated to pass without tragedy.

While the majority of the boys stuck manfully to their leaders, three broke away, though warned not to do so. The

party had been menaced all the way by the numerous alligators of the Oriomo estuary, and it was only fear of numbers that prevented an attack. As soon as the party split, the expected tragedy occurred, one unfortunate native being seized and instantly killed.

Most of the ensuing day was spent in an heroic struggle to reach the nearest native village, and this was finally effected despite many difficulties. The leaders deserve much credit for their skill and endurance, as the sick boy had to be carried through heavy breaking seas and along the verge of the mangroves, thus placing an additional strain on the party.

On arrival at the village, a message was sent to Daru, and the authorities there sent a boat across to rescue the party.

People who live in the wilds of Papua and New Guinea often suffer from exaggerated reports in the Australian daily press of accidents that may occur, and anxiety is caused to relatives in Australia by reading them. In this case it remains to be mentioned that all the participants have fully recovered without any permanent ill effects, and they have the satisfaction of knowing that they successfully passed every test of leadership and courage.

Friends in Australia may feel reassured that such accidents are of rare occurrence and that both natives and whites in Papua are always ready to help those in trouble.

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FROST - BITTEN !

Unusual Patient In Tahiti

From Our Own Correspondent

PAPEETE, July 15.

THE hospital at Papeete, for the first time in its history, has had a patient under treatment for frost-bite.

This does not indicate that the Antarctic has moved up to 17 degrees 29 minutes South Latitude—although a prolonged *marau* (the strong wind from the south) during July and August, often leads us to believe that the South Pole may not be as far away as our geographies tell us.

There is a story that, long ago, great hailstones fell at Tautira (on the south-east part of Tahiti) and the natives when their fears had abated, gathered them to chill their orange rum—then, as now, the "bootleg" firewater of the high islands.

The patient at the hospital is not, however, the victim of the caprices of Nature.

Too much good cheer and an open door on board the yacht *Cassida* brought about his undoing. The door was the entrance to the refrigerating chamber. Someone closed the door without troubling himself to look inside.

When, after some hours, a steward went to the cold room for a haunch of frozen mutton, he found the sleeping celebrant in well nigh the congested condition of the meat he had come to get!

MALIETOA'S ANSWER TO THE MAU

From Our Own Correspondent

APIA, July 11.

AS a result of bickering by the *Fono* of *Faipule*, which is now dominated by the Mau element, the Hon. Malietoa, O.P., has resigned from membership of the Legislative Council.

Malietoa, who is head of the leading family in Samoa, and a man of exceptional attainments, held in high regard by both Europeans and natives, was appointed originally to the Legislative Council by the N.Z. Government. The unruly Mau element, however, (to which the present N.Z. Government virtually has given control of Samoa) has been demanding that Malietoa either take his instructions from the *Fono*, or resign.

Malietoa, quite naturally, has refused to submit to the Mau elements and now has resigned. He has a large following among the better-class Samoans, and it is possible that the development may cause some serious political trouble.

A recent issue of *The Listener* (published by the British Broadcasting Corporation) contains a reproduction of a picture (Japanese girl) by Mary Edwards. This young Australian artist is steadily winning recognition especially through her fine paintings of Pacific Islands subjects.

NOTES FROM WAU

From Our Own Correspondent

WAU, July 28.

PROBABLY the largest motor truck in New Guinea is to be seen in Wau, Morobe, and is owned by Bulolo Gold Dredging Ltd., for carrying and haulage work to and from their No. 6 camp, at the site of their dredge, now operating near Koranga, on the Bulolo.

As a fitting curtain to close the year's activities of the Wau Dramatic Society, a social gathering of members and their friends was held at Holle's Theatre at the end of June. The programme included sketches, choral numbers, and dancing.

During the evening, Mr. C. C. Beckett, president of the society, and Mr. G. Granfelt, secretary, were each presented with a suitcase in recognition of their services. They were both about to depart from the Territory on leave.

As a result of the granting of a franchise to New Guinea Goldfields Ltd. for the supply of electric light to the township of Wau, the work of erecting cables and making house installations is being proceeded with. It is understood that most house-owners are availing themselves of the service, as well as the Administration. The cost per unit will be 1/3. When the town is illuminated, Wau will have reached another step in the march of modernity.



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As with breath-stressed laryngitis
Prompt relief may spare the lance.

Get in quick for dread bronchitis,
Check its course without delay.

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Mr. H. Gow, of Fanning Island Plantations Limited, Fanning Island, Central Pacific, is at present spending long leave at Windsor, New South Wales.

Mr. A. W. Ardlie, surveyor in the New Guinea Administration, left Sydney on July 14 by the Tanda on a holiday trip to Japan. He was accompanied by his wife and daughter.

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DESTRUCTION OF TROCHUS SHELL INDUSTRY

Most Serious Aspect of Persistent Japanese Poaching in Pacific Waters

THE fleet of Japanese fishing vessels, commonly known as sampans, which are at present operating in Torres Strait and Barrier Reef waters, are, according to Mr. D. B. Farquhar, of Farquhar's Pty Ltd., Thursday Island, not only denuding the reefs of existing trochus shell beds, but they are, at the same time, removing from the reefs "everything that moves on them."

Mr. Farquhar's company is an active Thursday Island concern operating many boats in the trochus shell and beche-de-mer industry. In the main, the boats of Farquhar's Ltd. operate in the Torres Strait areas adjacent to Thursday Island and along the Barrier Reefs as far as the Swain Reefs, out from Mackay.

In amplifying his statement to the *North Queensland Register* of June 12, Mr. Farquhar stated that the boys of his boats had reported to him that the Japanese sampans, in addition to removing trochus shell and the small trochus termed "chicken shell," were taking from the reefs all varieties of marine life, including coral shells, slugs, and seaweeds.

Their practice of fishing growing "chicken shell" was fast denuding all the existing beds of this highly valuable commodity. No greater emphasis could be placed on the position than by quoting comparative statistics of catches of trochus shell obtained by Australian-operated boats during the past 10 years.

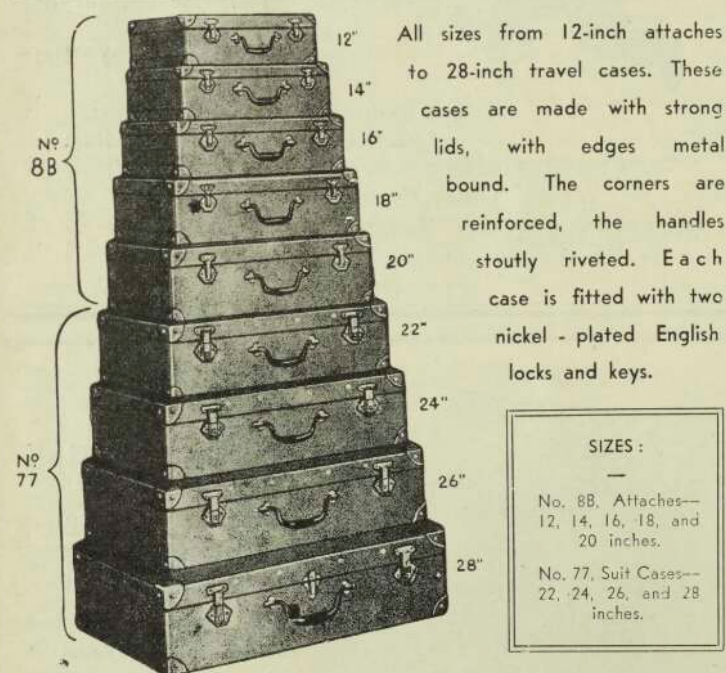
Ten years ago, the average catch per boat per "tucker"—by "tucker" he meant the three months period for which a boat is provisioned to remain on the reef fishing—was between 14 and 15 tons. Gradually, as the sampans began to operate, this figure dropped to from 12 to 10 tons per boat, then from eight to six tons per boat, and then, as the sampans became increasingly operative, to from six tons to five tons per boat. At present the Australian boats were, with rare exceptions, obtaining a yield per "tucker" of from two to one and a half tons.

Nothing, concluded Mr. Farquhar, could be more conclusive than these figures, representing a drop from about 15 tons to about two tons in 10 years, to demonstrate how seriously the operation of the Japanese fishermen had affected the industry as conducted by Australian craft.

The position would certainly not be so bad if the Japanese refrained from fishing the "chicken shell," but this they would not do. The Japanese, on the other hand, were so hungry for shell, "chicken" or full grown, that, Mr. Farquhar's boys had reported to him, they had been observed prising the "chicken shell" out of small crevices in the reefs and rocks with the aid of strong iron hooks. By this means, the small shell was dragged loose out of positions from where it could never be removed by hand, and it all went into the catch.

Mrs. W. E. Jackson, wife of Captain Jackson, of the New Guinea Administration, arrived in Sydney in July by the *Neptuna* from Rabaul, with her infant son *Thomas Edward*. Born during the recent eruptions, in the temporary hospital at Vunapope Mission, where Mr. Jackson took his wife when the first outbreak occurred, the baby has been nicknamed "Pumice" by facetious friends. Mrs. Jackson is at present staying with her mother at Ashfield, N.S.W.

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AMERICA'S FRONT LINE

What Is Happening in North Pacific

From Our Own Correspondent
HONOLULU, July 14.

YEAR by year the U.S. Government pours millions into improving the army and navy defences of the Hawaiian Islands which are the keystone of the American plan within the Pacific.

On the island of Oahu, of which Honolulu is the capital, is Schofield Barracks, the largest army post possessed anywhere by Uncle Sam, and Pearl Harbour, described in America as the world's greatest naval base.

Along the west coast, from Pearl Harbour, the navy has created a new strategic base, Lualualei, a great amphitheatre in commanding hills which now secretes tremendous ammunition dumps and a series of short-wave radio stations.

In furthering their co-ordinated efforts on Oahu, the army and navy this week announced the opening of a new strategic highway, which links Schofield Barracks with Lualualei. This road has been surfaced to take the latest high speed mobile units such as coastal artillery guns, anti-aircraft guns and searchlights. Oahu, like all modern defences, is depending less upon fixed forts. Great highways, graded and banked for maximum efficiency, are networking the island.

This new road out of Schofield is reckoned to be the equivalent in combat efficiency to 10,000 additional troops.

The American defence plan, of course, is aimed at the Orient, and at Japan in particular. More and more, especially since the London Treaty lapsed, America is extending her front line towards the Orient.

Latest move is the approval by Congress of \$2,000,000 to be spent in improving and extending facilities at Midway and Wake Islands which, until now, have been referred to as "stops" on the new commercial air route from America to China.

Channels 200 feet wide and 18 feet deep are to be blasted from the open sea into the great lagoons at Midway and Wake, so that at least 100 navy airboats may anchor at the same time at each island. The channels, too, will admit aircraft tenders and other navy craft used in maintaining operating bases.

Navy patrol airboats (the latest have ranges up to 6,000 miles non-stop) periodically use Midway and Wake lagoons, and care is taken that they are not seen there by passengers in the trans-Pacific commercial air clippers, which pass through weekly.

To handle more of these airboats, the lagoons at Wake and Midway are to be extended. That is, coral heads too close to the surface will be blasted away.

Mr. H. P. Melville, of the N.S.W. Education Department, will sail from Sydney by the Morinda on September 18 to inspect the Norfolk Island public school.

UNILEVER DIVIDEND RAISED

THE Directors of Unilever Limited recommended to the annual general meeting, which was held in London on May 5, the declaration of a final dividend upon the Ordinary stock of the equivalent in sterling of 36 Dutch cents per £1 of stock (against 24 cents a year ago), payable on May 26.

The amount in sterling of this dividend was fixed on May 5 by reference to the sterling rate of exchange on Amsterdam on that day. (A rate of exchange of £1=9fl. would give a sterling dividend of 9.6d. per £1 of stock, making a total for the year of 7 1-3 per cent., against 8d. per £1 of stock, or 6 2-3 per cent., for 1935, at a rate of exchange of 7.20fl.)

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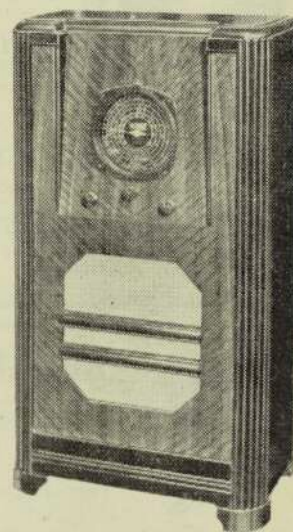
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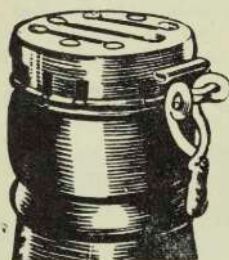


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LATE MR. NORMAN MACDONALD

His Part in the Samoan Wars
of the 90's

From Our Own Correspondent

APIA, July 14.

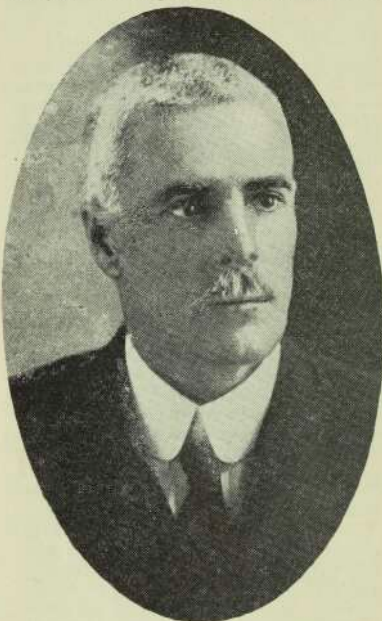
FORMERLY Chief Surveyor to the N.Z. Administration in Samoa for many years, Mr. Norman H. Macdonald died in New Zealand in June, aged 75.

The son of Mr. A. C. P. Macdonald, late Assistant Colonial Under-Secretary of New Zealand, Norman Macdonald was born at Parnell, educated at Nelson College, and studied surveying under several well-known N.Z. engineers, later joining the Government service. After doing special survey work in Australia, he was appointed in 1892 to be surveyor to the International Land Commission in Samoa, under the Three Powers control. In Apia, he carried out many important works, including Nuutele leper station, waterworks, roads, and buildings.

Mr. Macdonald played an important part in the Samoan wars of the 90's, as guide and adviser to the British naval

forces. In this capacity he was present at all engagements, including Vailele where the British and American troops were ambushed. With another Britisher (Mr. Holshom, of Queensland), he escorted the Samoan royal pretenders, Malietoa and Tamasese, to a British warship for protection. For this he was later thanked by the British Admiralty.

As confidential land agent for the German firm of J. and C. Godeffroy & Son, he made reports on cocoa and rubber



Mr. Norman H. Macdonald

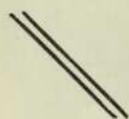
land and, later, also acted for the successors to Godeffroys, the D. H. and P. G. At the outbreak of the Great War he was chief surveyor and continued in that position under the N.Z. Military and Civil Administrations. He was also Acting Commissioner of Works and Deputy President of the Land and Titles Commission, and finally Acting Secretary of Native Affairs.

Mr. Macdonald retired from his official positions in 1922 but continued to act as adviser to the Administration and the N.Z. Reparation Estates in all agricultural matters. For many years he occupied the position of plantation inspector of the N.Z.R.E., for which his long experience and wide knowledge of local conditions particularly suited him.

Greatly respected by all sections of the community, Europeans and Samoans alike, Mr. Macdonald played a prominent part in social and sporting activities. He married a local lady in 1901 and there were two daughters and a son. The elder daughter is the wife of Mr. E. F. Paul, a well-known Apia business man.

Mr. R. Walter Coulter has had his book, "Everlasting Hurricane," published by Messrs. Angus & Robertson Ltd., of Sydney. In light romantic vein, the novel deals with the South Seas of last century.

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BETTER COPRA

A Plea for the "Half-nut" System

THE following article setting forth arguments against the present method of copra cutting followed by the majority of planters in New Guinea was written by Mr. G. E. Bliss, assistant at the Botanic Gardens, Rabaul. It was published recently in the "New Guinea Agricultural Gazette."

It is remarkable that, despite the continued discussion of coconut planting in all its branches, from the planting of the seed nut to the drying, inspecting, and marketing of copra, there is one stage of the industry that has received very little attention. I refer to the preparation of the green meat for drying or, as planters term it, copra cutting.

The present system (except among those few who have adopted the "Ceylon drier") is, indeed, practically taken for granted, and it is not generally realized that we have unwittingly adopted what is merely a slovenly native method: a method that is a relic of the days when the European was a trader and collector rather than the planter and producer. It is a method unknown anywhere but in the South Seas and it is, I suggest, the main reason why the copra from these parts has been relegated to its lowly position on the world's markets.

The co-operative efforts of planters and copra inspectors have raised the price of Rabaul Hot Air copra to an average of about 20/- above that bedrock price, but we are still a very long way down the list. In brief, Rabaul Hot Air, the best of the "cut" copras, is still below the worst sun or hot air dried copra produced from the half-nut. Below, it must be emphasized, copra produced in countries where the industry is almost entirely in the hands of natives.

Fully 90 per cent. of the copra shipped from New Guinea is produced under direct European supervision which is a far larger proportion than elsewhere. We have the advantages of good driers, a high standard of plantation management, and a sound system of inspection. If all the stages of production were brought up to date there is no reason why our copra should not rank among the leaders.

There are three outstanding reasons why the "half-nut system" produces better copra:—

No sweating of copra in bags. Under present conditions a large amount of copra reaches the drier in a hot, slimy state. Half-nuts can be placed on the drier as soon as broken.

No sweating in the drier. Hot air can circulate through loosely piled half-nuts better than through even a thin layer of cut copra.

Elimination of dust and small pieces. A constant cause of complaint by buyers.

In addition to the improvement in quality, there are these further advantages:—

No loss in the field. Under the present system this loss probably varies from over 5 per cent. to 2 per cent., according

to the efficiency of the cutters and the strictness of their supervision. But some waste always occurs—the excellent condition of the plantation pigs (and of the pigs from native villages adjoining) testifies to this.

Less loss in the drier. This is least in hot air driers with moveable trays, but even there is probably as much as 2 per cent. On smoke driers and those types of kilns where the copra is trampled on and turned with shovels it is undoubtedly very much larger. There is also an appreciable loss in the form of dust and sweepings when bagging. (Careful and impartial tests under plantation conditions would be necessary to form an accurate estimate of the total avoidable waste caused by copra cutting. The writer's own experiments and observations have convinced him that the

average is in excess of 5 per cent. Nor can this percentage be considered petty since it represents, on an average year's total production, about 3,000 tons—a very worth-while saving.)

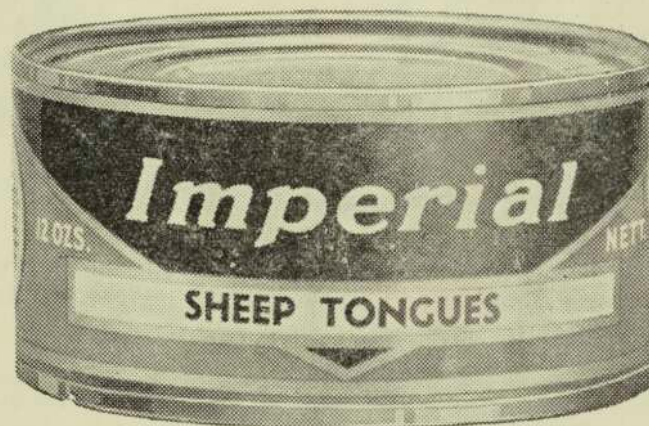
Better fuel. Any manager, whether employing kilns or smoke driers, who has suffered one wet season is eloquent on the difficulties and delays caused by sodden husks.

Less soil exhaustion. Husks are a wasteful and inefficient fuel but (without the shell) form a useful mulch and a valuable source of humus.

Fewer mosquitoes. Every half-husk, with shell attached, is a potential mosquito breeder. Without the shell they are harmless.

It is realized that a change from the existing method will involve some difficulties, particularly in the initial stages.

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Here are the finest, mild cured new season's tongues cooked in vacuum, by a new "flavour-sealing, tenderising" process, packed in jelly and unsurpassably delicious. They are ready to serve when you take them from the can, and nothing could make a more appetising meal. Get a can of "Imperial" Sheep Tongues to-day, and serve with Imperial Mango and Pa Paw Chutney. What a dinner that will make!



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Imperial CORNED BEEF LOAF

Mild-cured, corned, prime, selected beef, packed in aspic jelly. Slice it finely for service at table or spread it on sandwiches.

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No attempt to alter the methods and habits of our conservative minded labour is ever easy, but it is felt that the benefits outlined above will well repay the trouble. There would no doubt be a slight increase in the cost of production at the outset, but this should gradually disappear as the labourers become more adept.

Except for the saving of waste, the financial benefits would not be immediately apparent: the results would be gradual as was the case when copra inspection was first instituted. Indeed it might even be necessary to class copra so prepared in a separate, higher grade. But such copra should eventually reach the price standard of Ceylon—and the stigma "South Seas" be, at last, definitely removed from New Guinea copra.

TOURIST'S HANDBAG STOLEN

From a Special Correspondent

NUKUALOFA, July 6.

WHEN the Methodist Mission cruise liner *Katoomba* was at Vavau, Northern Tonga, recently, one of the lady passengers had her handbag stolen by a native.

To close the proceedings, after a church choir competition, the tourists joined in singing a hymn. One lady, no doubt in the presumed security of the religious atmosphere prevailing, placed her bag containing a few pounds on the stool beside her as she stood up. Resuming her seat, she was astonished to find the handbag was missing. Police inquiries showed that it had been snatched by a Tongan youth, who promptly decamped with it.

Pacific Is. Club Entertains Sir Charles Rosenthal

THREE distinguished guests — Sir Charles Rosenthal (Administrator-elect of Norfolk Island), Mr. Robert Semple (Minister for Works in New Zealand), and Dr. V. Collocott, M.A., Litt.D. (first principal of the Methodist College at Nukualofa)—were entertained by the Pacific Islands Club at the Hotel Carlton, Sydney, on July 27.

Replying to the speech of welcome by the President (Dr. H. I. Hogbin), Sir Charles Rosenthal said that he was going to N.I. in October with an open mind and a firm desire to assist and understand the Islanders by personal contact. Within five years he expects a Pacific aerial service to be in operation, with Norfolk as an important link.

Referring guardedly to the New Hebrides, Sir Charles declared that Australia was anxious to take Britain's place in the Condominium in order to maintain an unbroken chain of defence islands down the eastern coast.

Lecturing on "Tonga of Yesterday," Dr. Collocott traced the history of the Tui Tonga or sacred kings. He quoted a number of native proverbs and poems to illustrate the Tongans' irony and wit.

WESTERN PAPUAN TRAGEDY RECALLED

(Contributed)

YOUR article "Chasing a Rumour" (*P.I.M.*, April, page 54) was very interesting; but no mention was made of the fact that the P.O.D. Co.'s radio station at Daru was working overtime, making contact with all the field parties in the Western Division. Also, that Mr. Arnold, the P.O.D. wireless operator, was chiefly responsible for making contact with all these parties except Jack Hides.

The last paragraph, "The rumour may have been connected with some happenings of long ago and become exaggerated with age," is very probably true, as it brings to mind the massacre of Dreschler and Bell and party on the Middle Fly in 1920.

Dreschler and Bell were the only two white men who may have been murdered along the Fly, though it has never yet been made clear whether the actual murders took place in Dutch territory or on the British side of the Fly. Dreschler's head was found in a native village, on the British bank of the Middle Fly—by some Chinese bird-hunters, in 1920, and Lyons and Austen were sent up to investigate. The report of the patrol appears in the Annual Report for 1920-21.

Later on, in 1922 (see A.R. 1921-22), Austen found Bell's pocket-book, with photos and a 300-guilder note, in some shelters on Bamboo Creek. The natives in this area sometimes live on the Dutch side and sometimes on the British side of the river, and are closely connected with the Lake Murray natives. At present, these Fly River natives are living on the Dutch side.

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N.I. ORANGES

Two Direct Shipments To New Zealand

AT the request of the Administrator of Norfolk Island, the K.P.M. vessel *Maetsuycker* called at N.I. on July 12 to lift 2,400 cases of oranges for the Auckland market. Owing to rough weather only 630 cases could be loaded.

Arrangements were then hurriedly made between the Administration and Burns, Philp and Co. Ltd. to divert the steamer *Morinda* to Auckland. She picked up 1,600 cases of oranges and, instead of proceeding to Vila and other New Hebrides ports, left on July 13 for New Zealand. From Auckland she resumed her voyage to Vila.

This was the first occasion for several years that direct shipments of N.I. fruit had been made to New Zealand.

Officials of the Royal Packet Navigation Co. in Sydney said that a call at Norfolk would not be made regularly by their ships, although requests for this had been made by N.I. residents. This

special call had been made solely to assist the Norfolk Island fruit-growers to get their produce to N.Z., where there was a shortage of oranges.

Normally, both the *Maetsuycker* and the *Van Rees* pass within 40 miles of Norfolk Is. on their way to Auckland from Noumea, New Caledonia.

SAVING N.Z. FROM FRUIT FLY MENACE

A proclamation in the Commonwealth *Gazette* on July 8 prohibited the importation of Australian citrus into Norfolk Is. It was explained officially that the ordinance which relates also to certain other fruits, had been issued to eliminate the danger of introducing Mediterranean fruit fly into N.I., from whence it might be passed on to N.Z. if further fruit shipments are made in the future.

New Zealand several years ago became alarmed at the menace of the fruit fly and placed an embargo on Australian citrus fruit. Norfolk was included in this category and a valuable fruit trade between N.I. and Auckland was wiped out. Though the Commonwealth has strongly maintained that N.Z. faces no danger, the embargo has not been completely lifted.

Apparently the new regulation is designed to reassure N.Z. that fruit fly is being prevented from being introduced into N.I. The Commonwealth seems anxious to foster an export citrus fruit trade to New Zealand from Norfolk, which cannot find a profitable market for its produce in Australia.

THE IDEAL ONE-MINUTE SWEET

LADIES, have you heard of the one minute sweet? It is claimed that no other dessert is so easy to make, so inexpensive, or so popular with all who have tried it; here it is: Place a few of Arnott's Spicy Fruit Rolls in the oven for one minute, pour cream or milk over them and that is all; just sit down and wonder how drudgery has been replaced by a new delight introduced to the home.

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POLYNESIAN ORIGIN

From Our Own Correspondent

HONOLULU, July 20.

MR. John F. G. Stokes, former curator of the Bishop Museum, Honolulu, and an authority on the early history of the Polynesians, said in a lecture recently that, though theories differ as to the origin of the Polynesians, he is convinced they were pushed out of their former country by the Malays.

Being at home on the water, it was easy for them to migrate in a general easterly direction into the Pacific, using the countless islands as convenient stepping stones.

While there are North American influences to be found in the Pacific, there are stronger ones, particularly in language, which point in the direction of India and the Malay peninsula, according to Mr. Stokes.

He said that Hawaii, culturally, is a child of Tahiti, because evidence shows that the main stem of the Hawaiian people came from there. However, some of the Tahiti and other southern Polynesians migrated to Japan, inter-married, and then moved over to Hawaii. Mr. Stokes has traced an overlay of Japanese customs in Hawaii, though the racial effect of Japan is almost negligible.

Hon. I. H. Carruthers, M.L.C., of Western Samoa, returned to Apia with his wife by the July Matua, after a short visit to New Zealand.

DISCORD

The Spectre That Haunts Cruising Yachts

From Our Own Correspondent.

PAPEETE, July 2.

AN auxiliary sailing yacht, *Cassida*, arrived at Papeete recently with some scientists on their way to worry the birds, fish, and bugs of Samoa. The purpose of her owner was to call at Papeete for a supply of fuel oil and proceed on the voyage.

No sooner had the ship dropped anchor in Papeete Harbour, however, than the spectre of discord—which almost invariably haunts the wake of vessels cruising these waters—overtook her. Tribulation became the portion of the owner, the agent, the Consul and many others in authority.

The usual manifestation of disharmony aboard private yachts is the hurried landing of the owner's guests and their speedy departure from the island to destinations as widely separated as latitude and longitude will permit. On the *Cassida* it was the crew.

The U.S. shipping laws—framed with benevolent intention—become, in the hands of a turbulent crew directed by a "sea-lawyer," formidable instruments for the disruption of peace and tranquillity throughout the voyage. Of all the ports in the world, Papeete is, perhaps, one of the worst places of call for a ship on which conditions such as these exist. The "sea-lawyer" and his merry men can cause delay, trouble, and exasperation far beyond the limits of human endurance; and they usually take full advantage of their opportunity.

The crew of the *Cassida* used the full arsenal of their weapons. It is certain that had there been a mail steamer going from Papeete to San Francisco the owner and his guests would have left the yacht in the captain's charge to be navigated to New York as best he might. The only alternative was to get rid of the more troublesome members of the ship's company, substitute Tahitians, and make for the nearest United States seaport, i.e., Honolulu.

After many goings and comings and many days' delay, permission was secured to leave ashore several sailors under bond given by the owner that they would be returned to the States (via Panama) by the first Messageries Maritimes steamer. Other guarantees had to be given that the Tahitian sailors would be duly repatriated at the end of their service.

The only bright spot in the whole affair was that the birds and bugs and fish of Samoa were granted a reprieve!

Another cruise which came to an untimely end in these islands was that of a stately white yacht which called at Papeete, in the course of a round-the-world voyage, some months ago.

The only passengers were the owner (a middle-aged magnate from the United States), and two men guests of about the same age. We rather marvelled at the harmony which prevailed aboard after so long a voyage until a gossip steward revealed that the sweetness and community of a continuous inebriation (since the departure from New York) had prevented discord from raising its ugly head. The three, he said, drank champagne from beakers as large as Munich beer steins, and their Scotch high-balls required a full quart bottle of whisky for one round. He added that ships following the yacht into Colon complained that they had to proceed at half-speed across the Caribbean Sea because of the congestion of empty bottles floating about!

Nothing extraordinary happened while the yacht lay at Papeete, and in due time she departed. In less than a week, however, she returned, and the following bulletin was issued by the owner:—

He had gone ashore at Bora Bora (Leeward Group), and no sooner had he set foot on land than a violent earthquake

had shaken the island. The ground flew up and smote him hip and thigh bruising him grievously, and breaking one of his arms in two places.

Inquiries at Bora Bora revealed that

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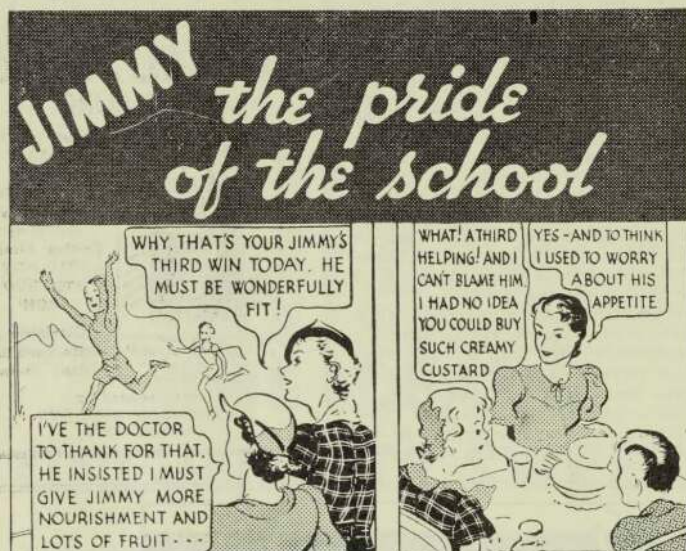
no one living on the island had noticed any earthquake; but as the yacht-owner had his bruises and broken arm as evidence, something of the kind must have happened.

That ended the cruise. The priceless arm which could sign cheques for millions was too precious to be tinkered with by surgeons other than the most

eminent. Orders were given to steam with all despatch to San Francisco.

The fate which broods over yachts in the South Pacific had struck again.

Captain and Mrs. F. Allen, old residents of Apia, sailed from Western Samoa by the July Matua for New Zealand where they are now going to reside.



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TO DOMINICA

Transfer of Mr. J. S. Neill, British Agent and Consul at Tonga

THE news that Mr. James Scott Neill, British Agent and Consul in Tonga, has been appointed Administrator of Dominica, Leeward Islands (West Indies), will be received with pleasure by his many friends throughout Central Pacific.

It has been anticipated for some time that he would be promoted to a more important post. As the representative of the British Government, he has carried out a successful job of work in Tonga, where he handled all foreign affairs and kept a close check on financial matters. All appointments to the Tongan Civil Service had to meet his approval before being ratified.

Born in Belfast, Northern Ireland in 1889, he was educated at Trinity College, Dublin, attaining a Bachelor of Arts degree and graduating as a Barrister-at-Law at King's Inn, in the same city. Going to Fiji as cadet in 1914, he was successively District Commissioner, Registrar of the Supreme Court and Official Receiver, Acting Attorney-General and member of the Executive and Legislative Councils, and Acting Principal Assistant Colonial Secretary. In September, 1924, he was seconded for duty in Tonga.

For three years at Nukualofa, he carried out various administrative duties, including Commissioner of Assize, Circuit, etc., and member of the Court of Review of Income Tax. He was appointed British Agent and Consul in January, 1927.

Mr. Neill, in 1920, married Miss Grace Howard, of County Tyrone, Ireland, and they have one son, who at present is at college in England.

Until a permanent appointment is made, Mr. Ragnar Hyne, Chief Justice of the Protectorate, is acting as British Agent and Consul at Nukualofa.

N.I. ADVISORY COUNCIL

ELECTIONS to fill the vacancies on the Norfolk Island Advisory Council were held on July 31. Councillors for the year ending July 31, 1938, are Messrs. F. C. Nobbs, F. L. Quintal, E. C. Robinson, and G. M. Whitaker; for the two years ending July 31, 1939, Messrs. G. H. N. Buffett, W. McLachlan, George Edward Nobbs, and Fletcher E. Quintal.

Mr. C. W. Blacklock, engineer on the Western Pacific High Commission's yacht Nimanoa (stationed in the Gilberts), has resigned. Mr. P. L. G. Sinclair is now acting as engineer.

Dr. S. M. Lambert, head of the Rockefeller Foundation in the Pacific, whose headquarters are in Suva, arrived in Sydney by the July Niagara. Dr. Lambert is internationally known for the campaign he has waged against hookworm and yaws, and for his interest in maternal welfare in Polynesia.

NATIVE CURIOS

Export Prohibited from B.S.I.

From Our Own Correspondent.

TULAGI, July 14. A REGULATION has been promulgated which will be received by B.S.I. residents with mixed feelings, although it must be acknowledged that something of the kind has long been needed. It is now no longer possible to take curios and works of native art out of the Group in the carefree way of the past.

There is a small collection of museum specimens at "Top Office," but one or two past attempts to establish a worthwhile museum have been abortive. Those who were lucky enough to get specimens of local craftsmanship, and objects of interest just kept them in their homes, or passed them on to friends—frequently to casual acquaintances who had little enough appreciation for them.

Curios are not easily procured here, and it is usually a man from "out back" who has them. Meeting one of his own kind over a glass of beer, in the joy of the long denied social touch, he passes irreplaceable articles over to his new friend. This at least will be no longer possible.

There are, however, old residents who really appreciate and value their specimens, and in retirement would like to take them away. On these folk and others who do genuinely want the articles for their scientific or artistic value, a brass-bound Regulation may be hard. However, even if in its full present form the Regulation should allow of no exception, these things are subject to amendment and provisos.

During the depression, the laziness induced by prosperity had to be overcome, and a little interest in native crafts was revived, with the result that a few natives now produce works intended, like most works of art, to keep the pot boiling. These, however, are so few that the local demand should cope with the supply, but the market should not be so restricted that these craftsmen are denied a reasonable outlet for their work.

G. AND E. FINANCES

THE statement of accounts of the Gilbert and Ellice Islands Colony would make an average Australian State Treasurer sick with envy. The little Colony shows a regular surplus; and on August 31, 1936, it had £116,747 excess of assets over liabilities. And it was not a paper surplus—it was in hard cash in the bank. In addition, the G. and E. Administration holds, also in cash, about £150,000, in trust for the Banaban landowners, Banaban royalty trust fund, and Banaban provident fund.

Sir Maynard and Lady Hedstrom, of Suva, Fiji, left Sydney on July 22 to spend a holiday in the Far East, Hawaii and, possibly, the United States. They expect to return about the end of the year.

TELERADIO SETS

Value In Islands Exploration

THE small radio equipment manufactured by Amalgamated Wireless is playing an increasing part in the oil search in Papua and New Guinea.

Papua Oil Development Co., Islands Exploration Co. and Oil Search Ltd., each has a number of A.W.A. Teleradio equipments for operation in Papua, the respective exploring parties maintaining touch with their headquarters through central stations, which in turn communicate with Port Moresby radio, thus giving telegraphic connection with any part of the world.

The Dutch Government early this year ordered from A.W.A. two small radio sets for use in the Netherlands East Indies. These have proved satisfactory, and two more have now been ordered.

The utility of a small teleradio set arises largely from its portability. The whole outfit weighs about 150 lbs., and, being constructed in sections, it readily can be carried by natives. Power is derived from a native, pedalling upon a bicycle-like structure; alternately, the portable generator may be engine-driven.

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B.S.I. TEMPLE**Letter to the Editor**

IN connection with an idea in which I am interested, I should be very grateful if any of your readers could supply me with information relating to a ruined temple in the British Solomon Islands.

I have been informed that this beautiful ruin was visited some 35 years ago by an old sea captain, now dead, and that he took several photographs of it. It is said to be situated not far from a mission station. The local natives

will not go up to the actual ruins because, as is often the case elsewhere, they believe them to be devil-haunted.

There appears to be a village not far from the ruins where the women have long straight hair and do a kind of embroidery, like the Portuguese women. These villagers also have aquiline noses.

Hoping that some P.I.M. subscribers may be able to help me.

I am, etc.,

(Mrs.) MARY MUNAY.

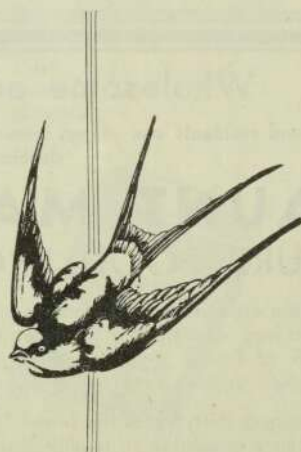
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Old Port Moresby**As It Was In 1900**

VERY few of the original buildings remain to remind old-timers of the Port Moresby they knew thirty or more years ago. They were buildings of corrugated iron and timber; standing high on piles in isolated blocks on the hill slopes, among the boulders and stunted eucalypt that formed the principal features of the landscape.

One by one these old buildings have gone—the old Treasury and Post Office, Government Stores, Customs Office, Public Works, Hospital, Magistrate Office, and Police Station—and imposing structures of concrete and fibro-cement have taken their place. Last year the old workshop, which stood for many years in front of the telephone exchange, was demolished, revealing the new telephone exchange in the rear, and in its place has appeared a garden which has done much to improve the appearance of the town frontage.

(See photographs on opposite page).

THE PHILIPPINES**Independence Plan Opposed**

AFTER 18 months of semi self-government, under the protection of the United States, planters and financiers of the Philippine Islands are openly voicing the opinion that the group is not fit for full self-government and independence.

They are urging a modification of the Tydings-McDuffie Act, by which complete independence will be achieved and the Philippines Republic will come into existence in 1945. They wish the present Commonwealth to continue, and are seeking to have a resolution to this effect presented to the U.S. Government.

Hitherto the Tydings-McDuffie Act had had the support of President Manuel Quezon and of both the leading parties, which, between them, hold 85 out of the 98 seats in the National Assembly. It is now clear that the granting of independence to the Philippines would damage the Commonwealth's trade enormously, as the group's produce (mostly sugar) would have little chance of competing with exports from Java and Cuba if the U.S. protective tariffs were withdrawn in 1945.

**CUSTOMS ANOMALY REMOVED
FOR PAPUA AND N.G.**

AN anomaly which has hampered the operation of aircraft in New Guinea and Papua was corrected by an amendment in the Commonwealth Customs regulations at the end of June. Australian firms which have sent equipment and tools for the temporary use in servicing aeroplanes in the territories have had to pay Customs duty on them when they were brought back to the Commonwealth. This charge in future will be waived.



The heart of Port Moresby in 1900: Looking out over the harbour.



Messrs. Burns, Philp and Co. Limited's store in 1900.



Hotel Port Moresby in 1900.



The Post Office and Treasury in 1900.

(See article "Old Port Moresby" on preceding page.)

HOLBROOKS FIVE FAMOUS SAUCES

HOLBROOK'S WORCESTER-SHIRE SAUCE has been "The World's Appetiser" for many generations. To meats of all varieties it adds a delightful piquancy which stimulates the appetite and aids digestion. Soups, fish and vegetables too are improved by the addition of a few drops of Holbrooks Worcester-shire Sauce.

HOLBROOKS VAT 2 SAUCE is a delicious thick fruity sauce—a blend of Holbrooks Worcester-shire Sauce and Tomato Sauce and other fruits and spices. It is particularly appetising with cold meats, and the addition of an equal part of Holbrooks Pure Malt Vinegar makes a delectable and easily prepared oyster cocktail sauce.

HOLBROOKS TOMATO SAUCE, made from fresh ripe tomatoes on the day they are gathered from the fields, is a quality product and is delicious with cold meats.

HOLBROOKS ANCHOVY SAUCE is a fish sauce made from the finest imported Gorgona anchovies, and provides a welcome savoury to fish cooked in any manner.

HOLBROOKS MUSTARD SAUCE is excellent with hot or cold fish and meats. It is made from pure mustard and its colour and piquancy lends itself to decorative and tasty savouries. Here are two simple suggestions:—

Equal parts of Holbrooks Mustard Sauce, butter and cheese beaten to a stiff paste, spread or heaped on savoury biscuits, and decorated with strips of Holbrooks Gherkins.

Holbrooks Mustard Sauce and chopped Capers spread on biscuits and decorated with an Holbrooks Stuffed Olive.



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REFORMS IN SAMOA

Sought by New Political Party

From Our Own Correspondent

APIA, July 3.

THE United Progressive Party of Samoa held their first general meeting in June at the Tivoli Theatre.

The President, Mr. A. R. Cobcroft, in a lengthy resume of the activities of the Executive of the Party, told how a number of matters closely affecting the welfare and interests of European residents had been dealt with. Representations had been made to the Administration and the N.Z. Government through the European elected members of the Legislative Council.

Among the various important subjects mentioned were the intended repatriation of Chinese plantation labour; the proposed reduction of electric light and power rates, as well as telephone and water rates; the appointment of Dr. Dawson as eye specialist at the Govt. Hospital; educational grant to the Marist inter-denominational schools for European children; representation on the Aleisa Land Settlement Board; the formation of Hospital and Banana Export Boards; the installation of a proper filter system in Apia's water supply; the granting of charters to recognised clubs; the re-opening of a Govt. Tourist Bureau with a Govt. tourist agent and the advertising of Samoa as a tourists' resort.

Hon. A. G. Smyth, M.L.C., congratulated the Executive of the party on the good work accomplished and promised in his own name and the name of Hon. I. H. Carruthers, M.L.C., their full support.

Membership of the party at present embraces about 150, among all sections of the community—with the exception of Government officials.

HONOLULU NOTES

From Our Own Correspondent

HONOLULU, July 14.

TO cope with the increasing tourist traffic to Hawaii, a new hotel, The Leilani, which will accommodate 200 guests, is to be built at Waikiki beach and open by March, 1938.

Honolulu's population, which includes the island of Oahu, is 235,654, according to official figures just released. Twenty-five years ago the population was 83,342.

Honolulu business is booming. The month of June was a record for building permits (totalling 919,339 dollars) issued by the city, the highest figure since May, 1930. June's amount includes one item of 300,000 dollars covering the cost of a residence for Mrs. Doris Duke Cromwell, reputed world's wealthiest girl, who is heiress of the Duke tobacco fortune.

H.M.S. *Achilles*, of the New Zealand Division of the Royal Navy, arrived in Honolulu to-day for a two weeks' visit, during which many inter-crew sports will be played. The *Achilles* leaves here July 27 and will return to Auckland by August 27, via Fanning, Christmas, Nukunono, Rotuma, Lautoka and Suva.

VALUABLE PLANTS OF FIJI

Useful As Perfumery and Drugs

By H. B. R. PARHAM

WHEN anyone writes of the valuable plants of any country, we understand, naturally, that reference is made to those plants, trees, and flowers, which might presumably be made profitable, provided that energy and capital, together with what, for want of a better word, we may call vision, can be employed and co-ordinated.

We also assume that there is a priceless value in the beauties of nature, for their intrinsic worth. For surely there is joy in magnificent foliage, in the rich and diverse colouring of quiet bush and reef-girt bays, even in the strange, almost freakish fruits that are seen for a first time when visiting these pleasant shores.

There are valuable timbers still left for the gifted cabinetmaker, sweet-scented and of beautiful grain, fit for the tools of the most exclusive and artistic craftsman. That, however, is another story, for it is a subject that calls for special notice, and must be left at this time. There are still many perfumed shrubs which merit description.

There is, for instance, that fascinating shrub, the *Sinu Damu*, as the Bua natives call the *Drymispermum burnettianum* of botanists. Like other flowering shrubs of the *Thymelaeaceae* order, the *Sinu Damu* is singularly attractive, for it has exquisitely scented white flowers, which in due time are succeeded by brilliantly-red berries. It is most surprising that one does not see this lovely shrub more often under cultivation, as it would certainly prove a very ornamental addition to our garden bushes.

Both the *Sinu Damu* and the *Matiavi* grow on the sea-coast, and both are often referred to under the generic name, *Sinu*. *Sinu Damu*, of course, indicates that it is a red *Sinu*. *Damu* is Fijian for red.

The *Matiavi* (*Drymispermum Subcordatum*) is called in the Bua Province, *Sinu Matiavi*. The reason for this is that *Matiavi* means tidal, and the distinctive name therefore refers to the habitat of that species. Like those of the *Sinu Damu* the flowers of the *S. Matiavi* are very highly perfumed. They are greenish-white and change to a yellowish hue just before they finally pass away. These sweetly-scented four-lobed blossoms grow in clusters, either in the axils of the branchlets or in bunches, right out of the slender, main stem or trunk. Their tubular, individual flowers are quite two inches long. The leaves, which are a very bright glossy green, are six or seven inches long.

The *S. Matiavi* is quite a small tree—almost too small to be called a tree at all—but it is a very attractive denizen of the high bush near the sea, where it mostly is to be found.

Both *S. Damu* and *S. Matiavi* are really night-flowering shrubs, and are

only to be seen in their fullest glory by early risers. Later comers will doubtlessly think the fragrance has been exaggerated, or at best over-estimated. The flowering time is in March and the appearance of the blossom is so sudden that it takes even a close observer by surprise. While the flowers last, it is truly a beautiful sight, and makes the bush for a while like Titania's fairy kingdom. Unfortunately, it is a transient joy, for the lovely blooms quickly pass away.

Then, in our wanderings, we may often come on the big tussocks of the *Co Boi* (*Cymbopogon Coloratus*), and some other species perhaps of the pleasant-smelling lemon-grass. Seemann reported two species, which he called respectively the *Antropogon Refractus* and the *A. Acidulatus*, and there are others which he did not describe. The above are known in Bua under the Fijian name of

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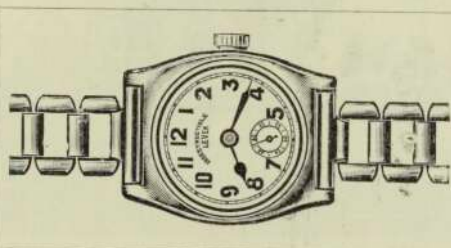
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Yagi Yagi, but there is a small additional variety which the natives call *Co Bona*.

They think a great deal of all kinds of lemon-grass, believing it to be a useful medicine as well as a most efficacious anti-mosquito plant. The Buans stuff pillows with the dried grass, and place absolute faith in thus keeping the tiresome *namu* (mosquito) at bay).

In N'droga, the natives give the lemon-grass another name—*Rambu*. The derivation of this word, however, is somewhat obscure.

When lemon-grass is well dried, the strong smell of lemons is marked; and the same can be said of the cushions which are filled with the grass—they long keep the pleasant tang of lemons. Natives consider that there is medicinal value in

the plant, and a kind of tea is often made of the grass. Old settlers who used it said that the first water was never drunk but the second was as agreeable as tea!

Extract of lemon-grass might be used as a flavouring essence for the cuisine, if rightly treated and properly prepared. Perhaps a perfume could even be evolved from it.

There is another very different plant which appeals more directly to that commercial instinct, which we all have to cultivate to the full, if Fiji is to compete in the markets of the world. This plant is called (as nearly as the spelling can be obtained) *Vatuavelevu* by the natives of the district in which it has found a congenial home. The name points to the plant having been introduced, for it does not appear to be indigenous

though it is a native of other Pacific islands. It is a free-grower where now located.

This plant has all the characteristics of the *Pogostemon Cablin*, better known as *Patchouli*, and the Fijians value it highly as a perfume for their coconut oil. It is almost certain that if *Vatuavelevu* is not actually the commercially accepted *Patchouli* shrub, it could be cultivated equally well and to like advantage. As the price of *Patchouli* oil ranges from 35/- to 37/6 per lb., it should prove a safe and profitable venture even if fresh cuttings had to be obtained elsewhere—that is to say should the local species not be of a good enough strain to ensure success.

The cultivation of this herbaceous shrub is said to be comparatively easy. The climate of Fiji seems to be ideal, since the main desiderata for its successful growth are: (1) a hot climate; (2) good rainfall; and (3) a fairly rich soil. The ground in some parts would probably require suitable fertilisers at first, but once the young plants were well established they would not need much intensive care.

The mode of reproduction found best in other countries is by cuttings, and these require to be watered and shaded until the roots strike. There is a possibility that in Fiji it may be difficult to produce seed. The inflorescence is a long spike, but seed is seldom produced under cultivation.

The medium sized leaves are ready for harvesting in five or six months and the yield per acre has been estimated at 5,000 or 9,000 lbs. (weighed when green). To make them fit for transport, these green leaves must be dried under cover, and in this process generally lose 75 per cent of their weight. It is usual to gather a further crop at the end of another six months—so a ton of green leaves per acre may be reckoned every year.

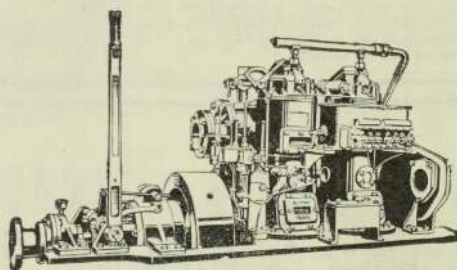
The cured leaves are often sent in that state to Europe to the distillers for treatment. Here it might be more profitable to distil the oil *in situ*—it would be cheaper and easier to ship. It is reckoned that a ton of dried material should yield 12 to 15 gallons of oil, or roughly that £50 per acre could be obtained. This is a sufficiently high return to compare favourably with the average gain from copra in Fiji, which is computed at the varied yield of from 7 cwt. to $\frac{1}{2}$ ton per acre each year.

It is needless to say that the early years would need capital and that right on the maintenance charges would have to be deducted. As in all intensive farming it is these charges that take the gill off the gingerbread. However, much more could be said in favour of such an industry, for very likely larger returns could be obtained.

Meanwhile, there are other absolutely indigenous plants that are waiting for exploitation by the right people—for Fiji does not unlock her treasure-houses for the idle or the selfish.

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M76

JAPANESE POACHERS ON SALMON GROUNDS

From Our Own Correspondent
HONOLULU, July 20.

THE troubles of the East Indies, New Guinea and North Australia have spread to Alaska according to latest reports.

Two thousand American salmon fishermen, on the eve of the annual salmon run, which by far is the world's greatest, declare that they have counted 26 large Japanese fishing boats and floating canneries on the salmon grounds.

Spokesmen declare that, considering the equipment used by the Japanese, the salmon will be fished out within six years. Recently, American coastguard patrol boats investigated the area and found several Japanese vessels present, but apparently they were not engaged in salmon fishing.

Mr. A. J. Marshall, an Australian zoologist, who is at present in England after doing ornithological field work in Northern New Guinea, has just published a book about the New Hebrides. It is entitled "The Black Musketeers," and presents the story of the island of Santo.

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H.M.S. ACHILLES IN SAMOA

A Warship and a Political Sidelight

AN interesting sidelight on political conditions in Western Samoa (New Zealand Mandate) was provided recently when H.M.S. *Achilles* visited Apia.

Officers and crew were hospitably entertained. On the second day, the Administrator announced that visitors from shore would be welcome aboard—but they must provide their own transportation.

This created a bad impression. It was like inviting a man to lunch and asking him to provide his own food. Warships, in the past, in similar circumstances, made their boats available to carry people from the wharf out to the anchorage.

The majority of residents remained at home.

An exception was made in favour of the *Fono* of *Faipule*. The members (mostly of the *Mau*) had been sitting for three weeks trying to induce the N.Z. Government to increase their allowances. But the Government—which a year ago was promising them many concessions and privileges and according official recognition to the *Mau*—was strangely obdurate. The *Faipule*, probably felt that they needed relaxation; and a visit to the warships was the very thing.

The cruiser's boats, which were not available for the Europeans, gave free

transportation to the *Faipule*. The latter paraded aboard in their *Mau lavalavas*.

Only ten years ago, those same *Mau lavalavas* were the emblems of revolt, and their wearers were being chased over the farther hills by the officers and men of H.M.S. *Dunedin*. The changes that Time brings!

The *Faipule* were shown over the cruiser by an officer; and his explanations were translated into Samoan for the benefit of the native law-makers.

There was a long explanation at a gun-turret. The *Faipule* listened attentively.

Then the officer asked if the explanation was clear. Was there any other information they wanted?

The interpreter interpreted.

The *Mau* spokesman rubbed his head in perplexity.

Then he had a brain-wave. "Yes," he said, "Ask him where the biscuits are kept on this ship."

B.S.I. REGULATIONS REVOKED

THE Native Passes Regulations, brought into operation in the Solomon Islands in 1933, have been formally revoked by the High Commissioner for the Western Pacific (Sir Arthur Richards).

Mr. Charles McPhee, of Western Samoa, recently married Miss Carrie Netzler at Apia Protestant Church. They sailed by the July Matua for New Zealand en route to Australia and South Africa on a honeymoon tour.



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WHALE OIL

Plans For Huge Exploitation

ITEMS, selected in July, from the newspapers, which have a bearing on the world's supply of whale oil, now one of the chief rivals of coconut oil:—

The Japanese commercial newspaper *Nikkan Kogyo* reports that the Japan Soda Company proposes to establish a new company to build and operate three 20,000-ton whaling vessels.

The Japanese Bureau of Fisheries is cautious, and is hesitating about sanctioning the project, desiring to see the outcome of the work of the fleet at present afloat or sanctioned. However, the paper understands that eventually a permit is practically certain to be granted.

Norwegian official statistics show that, while the yield of whale oil from the Antarctic for the year 1935-6 remained unchanged at 2,454,000 casks, that from northern waters increased by 198,000 casks to 435,000.

The German ship *Unitas*, 30,000 tons, claimed to be the largest whaling mother-ship in the world, was launched at Bremen on July 5 for work in the South Atlantic. The vessel is Germany's second of this type.

Britain and Norway agreed to limit whale-catching in the Antarctic, in the hope of saving the whales from extinction. Their efforts are being defeated by Japan and German whaling fleets. From the Pacific planters' viewpoint, it is all for the best. The sooner the whales are wiped out, the sooner there will disappear one of the factors which depress the price of copra. But, in the meantime, the prospect of increased whale oil supplies is not good.

THEFT OF "SEAFARER"

Three Indian Youths sent to Prison

From Our Own Correspondent

SUVA, July 11.

THE case arising out of the theft of the yacht *Seafarer* from her moorings in Suva Harbour just after Christmas, when four Indian youths took her away and were later captured in the Lau Group, has been concluded after many delays.

At the Central Criminal Court, during June, Suinath, Abdul Gani, and Veeraiya, who were charged with the theft of the boat, and also with the theft of a smaller boat, pleaded guilty. They were sentenced by the Chief Justice (Mr. O. C. K. Corrie) to three years' penal servitude.

The other youth concerned in the case, Ramshanker, whom the Lower Court depositions showed to be the ringleader, died in gaol a few weeks before the hearing of the case.

Considerable damage was done to the *Seafarer*, and gear valued at between £20 and £30 was lost. The second boat stolen, a 16ft. open craft, was damaged almost beyond repair.

VICAR-APOSTOLIC OF NEW CALEDONIA

DR. Edward Bresson, S.M., the new Vicar Apostolic of New Caledonia, stated the Procurator of Marist Missions (the Very Rev. Father G. E. Bergeron, S.M.), recently, "will succeed the Most Rev. Dr. C. Chanrion, S.M., who has been Vicar-Apostolic of New Caledonia for 31 years. Dr. Chanrion retired, owing to indifferent health, early in the year."

Dr. Bresson, who was born in the diocese of Meaux, France, on July 4, 1884, was appointed pro-Vicar of New Caledonia in 1927, and since then he has considerably relieved the retiring bishop of many of his responsibilities. Dr. Bresson made his second novitiate at Villa Maria, Hunter's Hill, in 1925. In 1928 and 1935 he represented New Caledonia at the Provincial Chapter of the Marist Order at Villa Maria, Hunter's Hill. In 1928 he went to Rome as a delegate of the world Chapter of the Marist Order.

It is probable that Dr. Bresson will be consecrated in Sydney late this year.

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Pastor A. G. Stewart, Vice-President of the Seventh Day Adventist Mission, arrived in Western Samoa during July by the Matua.

Mrs. Dudley Harricks, of Kolombangara Island, Solomons Group, reached Sydney by the July Malaita. She is spending furlough at her father's station property at Nyngan, New South Wales.



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DWIGHT LONG

Now In European Waters

THE American lad, Dwight Long, who navigated his little 32-foot sailing boat *Idle Hour* from the United States across the Pacific to Sydney, and left Sydney over a year ago for the East Indies, has found his way across the Indian Ocean and through the Suez Canal. He arrived at Ramsgate, England, on July 18.

He wrote to the editor of the *P.I.M.* from aboard the *Idle Hour* on May 23, when he was "dodging mines off the coast of Granada, Southern Spain," and

his letter was posted from Gibraltar. By now, he is safe in the Thames, with only the Atlantic to cross before he completes the circumnavigation of the globe.

Mr. Long says that he greatly misses his Tahitian companion, Timi, who died in Colombo from fever.

Somewhere in Asia, Mr. Long met Mr. William Albert Robinson, who also is famous for long-distance voyages in a



Mr. Dwight Long (left) with Mr. W. A. Robinson, inspecting the latter's yacht at Aden, Southern Arabia.

small boat. Mr. Robinson, in Ceylon, bought a 75-tons cargo vessel and converted her into a well-appointed and comfortable cruising yacht. He and his wife had commenced a leisurely voyage, via Suez, Mediterranean, Atlantic and Panama, to Tahiti, when he was suddenly called to U.S.A. He left his new ship in Aden, and he will rejoin her there presently and go on to Tahiti.

"Two of Mussolini's bombers have zoomed over our heads," says Mr. Long. "I can see a steamer in tow — probably hit a mine, or something. On my star-board bow is a brilliant picture. The blue Mediterranean is in the foreground; and then the rugged foothills along the Spanish coast; and then, at the back, the towering Sierra Nevadas, their snow-capped peaks in sharp profile against a cloudless sky."

ANOTHER LONE VOYAGER

From Our Own Correspondent

HONOLULU, July 15.

A YOUNG American, Robert Hill, of Santa Monica, California, has arrived in Hawaii in his 26-ft. yacht, in which he hopes to circumnavigate the globe via the South Seas, Queensland, New Guinea, then on to America via Suez. He has with him Tinau Tehei, a Tahitian who came here recently in the luxury yacht *Cassida*, which was chartered for a South Seas cruise by young Mr. George Vanderbilt, scion of the

famed New York multi-millionaire family.

Mr. Mill hopes to stay as close to the equator as he can. From here he will go to Nuka Hiva, in the Marquesas. He expects to get his biggest thrill in crossing the Red Sea.

It is said only one other sail boat has made this crossing: it was the *Seap*, and, incidentally, its master, Mr. Robinson, who holds the record for rounding the world in the tiniest craft, had as his sole "crew," Etera Tehel, a brother of Mr. Mill's Tinaru Tehel.

The Red Sea crossing is said to be difficult because of lack of favourable winds, strong currents, and sand blown from the deserts.

ISLANDS SHIPPING SERVICES

Some Political Criticism

AN attack on the shipping service between Australia and New Guinea ports was made in the Federal Parliament on June 29 by Senator Foll, who recently visited the Territory.

His main plea, according to Hansard, was made on behalf of round-trippers, travelling "in order to see for the first time the tropical beauty and native life of the Islands." He said that the halts at ports were not arranged for the convenience of sightseers and that it was sometimes difficult for the passengers to rest properly at nights, "amid the general din caused by the cries of the natives and the working of the winches and the discharge of cargo to enable the ship to sail as early as possible."

He said that the vessels were always heavily laden, and must be making huge profits, and that it was time B.P. & Co. displayed more consideration for passengers and tried to encourage the tourist traffic.

The senator also urged that steps be taken to establish a B class broadcasting station in New Guinea.

All of which shows how impractical these worthy touring politicians sometimes can be. The B.P. ships must carry cargo otherwise the service would be useless and unprofitable. They must work cargo at night, otherwise they cannot adhere to their timetables. They cannot alter their timetables because the Federal Government compels them to give so many round trips per annum. The only thing B.P. could do would be to put on a faster ship than the *Montoro*. This could have been done long ago, had the Federal Government not muddled around for about two years, before it could decide whether it would renew the B.P. contract. As it was, the order for the new ship was given early this year, as soon as the contract was given.

Mr. and Mrs. J. Klaucke, of Gizo, Solomon Islands, returned to B.S.I. from Brisbane by the *Malaita* in July. They had been in Australia since April.

Entomological Triumphs In Fiji and Tahiti

From Our Own Correspondent

PAPEETE, July 20.

A BOOK review in *The Times* of Mr. T. H. C. Taylor's work on "Biological Control," states:

"Fiji, in particular, has cause to be thankful to the entomologists, for they first suppressed a moth that was a severe menace to the coconut industry, by introducing a fly from Malaya. Then they effected permanent control of a destructive scale insect, by introducing a beetle from Trinidad; and now they have controlled the leaf-mining beetle by introducing a parasite from Java."

Tahiti also has cause to be thankful to the entomologists of Fiji, for from there has come a parasite (the *Plaesus Javanus*) to combat the boring insect which is destroying our *fe'i* and banana plantations.

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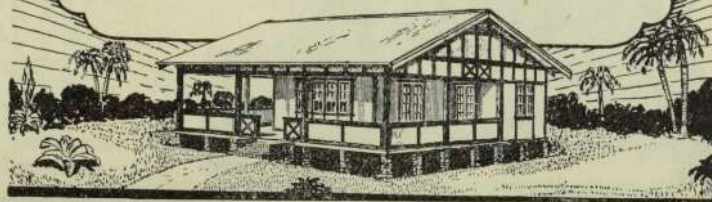
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staff of life to the natives of the Society Islands. Formerly it grew abundantly in the hills, back of Papeete; but insect pests and the spread of the thorny *Lantana* have so diminished the plantations that the major supply of *fe'i* now comes from distant districts and from other islands.

The importation of the *Placius Javanus* is another contribution to the colony by a resident of Tahiti, who has brought from abroad many valuable plants suitable for cultivation in the islands.

His estate is a veritable botanical garden of exotic flowering trees, fruit trees, and many other decorative and food plants—from Java, Borneo, the Malay States, and Burma—which he has introduced, propagated (at his own expense), and distributed for the adornment of the highways and parks of Papeete and the gardens of his friends.

Champion Patrol at Lake Kutubu

From Our Own Correspondent

PT. MORESBY, July 12.

WORD has been received by radio that the patrol, led by Mr. Claude Champion, which is investigating the trade routes that link up the tribes of Central Papua in the west, arrived at Lake Kutubu on June 28, and the party has already established a temporary base camp on the western shore of the lake, by Wasemi Island.

The party is in excellent health, and has 50 days' supplies in hand. The members have been well received by the natives, who supply them with food-stuffs in exchange for trade goods. It is understood that the patrol will work its way north-west, and connect up with the former patrol which, led by Jack Hides, entered the valley of the Tari-Furoro, where it is thought the trade route runs from the Mobi and Lake Kutubu.

Patrol-Officer F. N. Anderson is associated with Mr. Champion in this patrol. He is the son of Captain Anderson, the well-known skipper of the *Papuan Chief*.

LUCKY NAURU

THE little Central Pacific island of Nauru, 5,400 acres, probably is the richest independent territory in the world. About 1,650 native inhabitants are being looked after by a British administration, which has almost more money than it knows what to do with.

The secret, of course, is phosphate. Nauru is an island of phosphate, worth an incalculable amount. The natives are regarded as the owners of the land.

On December 31, 1936, Nauru (administered jointly by Britain, Australia, and New Zealand under mandate) had an accumulated surplus of £30,477. The Administration also held £31,546 on behalf of native Nauruan landowners, received mostly from royalties paid on the export of phosphate. During 1936, phosphate worth £469,607 (547,400 tons) was exported. There were, in Nauru on December 31, 1,647 Nauruans, 179 Europeans, and 1,092 indentured Chinese labourers. The Nauruans, since 1927, have increased about 30 per cent in numbers.

T.I. Aerodrome To Be On Horn Island!

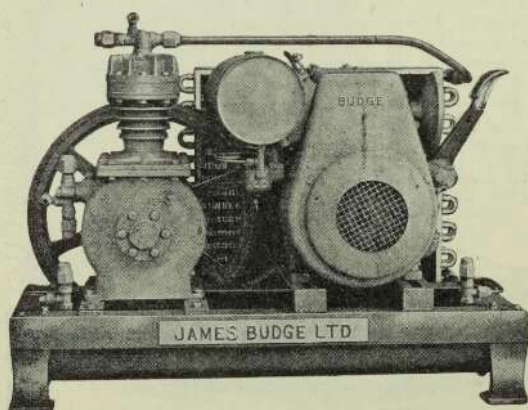
From Our Own Correspondent

THURSDAY IS., July 23.

RABAU'S experience of having its official aerodrome prepared 12 miles away from the town is evidently going to be repeated at Thursday Island.

According to trustworthy sources the Commonwealth authorities have turned down the possibility of having an aerodrome on T.I. itself, and have decided to make one on Horn Island. This will entail the expenditure of several thousands of pounds, as during the wet season the intended site is under water. No inspector has yet seen it during the "north-west" season.

Locally it is contended that the expenditure of half the money would make the present T.I. aerodrome all that could be desired. This site would also have many other advantages.



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Carnegie Scientist In Samoa

From Our Own Correspondent

APIA, July 29.

COMPLETING his fourth visit to Western Samoa, Mr. Wilfred C. Parkinson, of the Carnegie Institute, Washington, U.S.A., recently departed from Apia for Hawaii. A magnetician attached to the Department of Terrestrial Magnetism, he has travelled all over the world for the past 23 years studying compass variations and making the necessary adjustments to navigation charts.

This work is essential, said Mr. Parkinson, because variable changes are continuously occurring. For instance, he was recently in New Guinea and discovered that some charts there showed a variation of as much as two degrees, compared with observations taken in 1915-16. All his findings are sent to the Institute in America, he added and in turn the Carnegie people advise the navigation departments of the countries concerned. In this way, charts are kept up to date.

As a member of the scientific party on the magnetic yacht *Carnegie*, Mr. Parkinson last visited Samoa in 1929. He was on board the vessel when she blew up in Apia Harbour, as result of a gasoline explosion. On that occasion two men—the captain and the cabin-boy—were killed, and a number of the crew were hurt, but Mr. Parkinson escaped injury.

Coconut Diseases in New Guinea

A VALUABLE and comprehensive paper on the Diseases of Coconuts in New Guinea, written by Mr. R. E. P. Dwyer, B.Sc. Agr., the N.G. Economic Botanist, is published, with illustrations, in the April issue of the *New Guinea Agricultural Gazette*, just to hand.

The article presents an account of the more important fungus and physiological diseases affecting the coconut palm in the Mandated Territory, and should be of sound practical value to planters generally. Mr. Dwyer points out that though the aggregate losses due to fungi and soil deficiency causes may not be so noticeable as those due to insect pests, particularly the leaf-eating types, their effects are always present. One chapter of the paper deals with "nut-fall" in Fiji and the Solomons.

This issue contains also a summary by Mr. B. A. O'Connor, B.A., B.Sc. Agr., Assistant Entomologist, of the progress of the work done in connection with the control of the *Sexava* spp., the coconut treehopper. There are included, too, the annual reports, for the year ended June 30, 1936, by the heads of the various sections of the Agriculture Department—entomology, botany, etc.

The *Gazette*, which is published by the Government Printer at Canberra, is priced at 1/- per copy.

"GERMANY'S COLONIAL PROBLEM"

AN announcement recently that Britain and Germany were moving towards a more friendly understanding in international affairs, gives point to arguments set out forcefully, but in moderate language, in *Germany's Colonial Problem*. A copy of an English translation of the book, which is by Dr. Kurt Johannsen and H. H. Kraft, has been sent to us. It deals with "the necessity for redistributing the world's raw material resources" and presents a whole series of reasons why Germany's former colonies should be returned to her.

It is impossible, in this space, to discuss so large and important a subject. One can only express the sincere hope that a solution of the problem will be found. There is a strong affinity between the Anglo-Saxon and the Teuton races. Those who knew the pre-1914 German in the Pacific learned to admire his colonising genius. The growing British view, despite the many repellent features of Hitler-ism, is that the friendship of the

German nation is worth having, even if sacrifices have to be made.

The German Colonial Question is another book recently published. The author, Paul Leutwein, suggests that the mutual interests of Germany and Japan might best be served by Germany surrendering to Japan any rights she may

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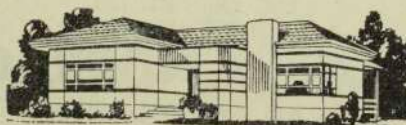
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nave in regard to the Marshall and Caroline Islands. He says, also, that Germany is prepared to forego any rights she may have over the territories of New Guinea and Western Samoa, provided she could receive in Africa a larger area than the 1,000,000 square miles which she held there before the war.



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SAMOA'S TRADE

1936 Figures Show Good Improvement

From Our Own Correspondent

APIA, July 2.

THE Trade, Commerce, and Shipping Report for the year 1936 was recently published by the Administration. It shows remarkable improvements in the trade figures as compared with not only the year 1935, but the whole depression period which began in Western Samoa in 1930.

The imports, exports, and total trade figures all are the highest in value since

1931. They are as follows (1935 figures given for comparison):

	1936	1935
Imports	£167,020	£135,757
Exports	£263,255	£189,298
Total Trade	£430,275	£325,055

The following are the first ten countries in order of preference from which Samoan imports originated:

New Zealand, £52,829; United Kingdom, £30,413; Australia, £27,448; Japan, £17,781; U.S.A., £11,636; Canada, £7,239; Dutch East Indies, £5,959; Fiji, £4,464; India, £4,114; Germany, £1,176.

Detailed figures for imports show that Japanese importations consisted practically exclusively of drapery—£16,330, or about two-thirds of the total importations of drapery during 1936. New Zealand chiefly supplied meats, sugar and butter; Australia, flour and rice; Canada, preserved fish and timber; U.S.A., oils and motor cars; Dutch East Indies, oils; Fiji, soap; England, drapery, paints, hardware, drugs and machinery; and India, bags and sacks.

Import duty, including Port and Service Tax, levied by the Customs amounted to £36,668.

Of the exports, less than half went to the British Empire. The following countries were the main purchasers of Samoan produce: United Kingdom, £64,570 (copra and cocoa); New Zealand, £56,869 (mainly bananas); Netherlands, £17,682 (copra); Mexico, £15,470 (copra); U.S.A., £14,762 (cocoa-beans); and European countries, (exact destination unknown), £91,448.

The export figures show an appreciable increase against former years in quantities as well as in values. Cocoa-beans amounted to 1,065 tons, the highest figure for any previous year, with the exception of the record year 1917 (1207 tons). The export of cocoa-beans in 1935 amounted to 576 tons. The 1936 value, £46,607, is the highest for the last four years and more than double the value in 1935 (£19,639). The main consumer of Samoan cocoa-beans was England, which took over half of the year's exports.

The copra export was valued at £156,873 against £108,695 in 1935. The quantity was the highest since 1929, and the value the highest for six years. Banana exports were 128,945 cases, valued at £46,737, the highest since the banana export industry was started in 1928. Over 50 tons of rubber, valued at £3,408, constituted the highest rubber export since 1931. The 1935 production was 25 tons (£1,372). Among other exports were hides, papain, curries, pineapples, tobacco, and various produce in small quantities.

The following table shows a comparison of produce exported from Samoa in 1935 and 1936:

Year	Copra Tons	Cocoa-beans Tons	Bananas Cases	Rubber Tons
1935	12,501	576	109,000	25
1936	13,914	1,065	128,945	51

A total export duty of £38,140 was levied by the Customs.

CHAMBER OF COMMERCE REPORT

THE Fifth Annual Report of the Chamber of Commerce of Western Samoa for the period ended January 31, 1937, which was read by the President (Mr. G. S. Chisholm) at the annual meeting on June 9, shows the great improvement in trade which took place last year.

Copra, the main product of Western Samoa, quoted around £14, c.i.f. London, in January, 1936, rose gradually to £23/5/- in January, 1937 (dropping again to £15/5/- in June, 1937).

Cocoa, the product second in importance, also showed satisfactory improvement in price and quantity produced, and the position of cocoa planters has eased considerably. While in January, 1936, the cocoa price, c.i.f. London, was around £40-45 per ton for first grade plantation, the price had risen in September to £60-62 with a further increase in October to £62-65. Second grade advanced from

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£25-30 to £47 per ton, and these prices remained in force till the end of the year. Bananas, the product third in importance, also showed improvement, an increase of 19,045 cases being recorded as exported during 1936. The total export of 128,045 cases must be considered very satisfactory for an industry only nine years old.

The president, in closing his report, remarked that there is reason to anticipate a satisfactory business year in 1937.

Mr. E. F. Paul was elected President and Mr. D. Butler Vice-president.

BOTANICAL RESEARCH IN NEW HEBRIDES

IN the April number of the journal *La Terre et La Vie*, published in Paris, there is a long and very interesting article, "Les Divers Aspects de la Végétation aux Nouvelles Hébrides," by E. Aubert de la Rue.

Monsieur de la Rue, a scientist of distinction, spent several months in the New Hebrides in 1934, 1935 and 1936, on behalf of the Museum of Natural History, Paris, and his inquiries appear to have covered a wide field, in addition to his botanical research. As a result, we have, in this article, a mass of useful and interesting information dealing with, not only the vegetation of the group, but also the geological structures, the climate, native gardens, and the agricultural and pastoral possibilities of the New Hebrides.

ISOLATED ROTUMA

Need For Medical Attention Urged

IT is expected that, this month, the Governor of Fiji (Sir Arthur Richards) will visit the island of Rotuma (a dependency of Fiji, lying over 200 miles to the north), and that, as a result of what he will learn, some attention will be given to health conditions on the island.

There are 14 Europeans, about 2,800 natives, and many half-castes on the island. It is a peculiar community—made more so by its isolation. The natives are not Fijians. They have been described as a "Polynesian offshoot"; but their language is said to be somewhat similar to Chinese, and they have marked Mongolian characteristics. The island, from about 1820, was a refuge for runaway European sailors and convicts, and there is a strong admixture of European blood. Most of the natives understand English.

There is reported to be a good deal of filaria and tuberculosis on the island; but the thing that really is causing concern is the amount of leprosy. Dr. C. J. Austin, superintendent of the Makogai Station, in September, 1936, examined 38 natives suspected of leprosy, and certified eight of them to be lepers; yet, up to

June last, those lepers still were waiting about on the island, without apparent restriction.

There is a native medical practitioner on the island; but it is held that the conditions require the services, for a year or two, of a European doctor, as well.

The natives are lazy, and do not produce fresh food as they should. They are landowners; but they live mostly on green coconuts and canned meat, which they obtain by producing copra (about 2,500 tons per annum).

The native women, to a remarkable extent, dress as Europeans. It is said that they wear more clothes than any other women in the tropical islands.

These two conditions—diet and clothing—may account for the amount of disease.

The Europeans trading on the island have difficulty in obtaining labour. The Rotumans will not work and Fijian labourers have been taken in. The latter have been able gradually to lever up the wages rate, until now they receive 4/6 per day, as compared with 2/6 per day, the ruling rate for native labour in Fiji.

The Government representative is Mr. A. E. Cornish. He has been there for 17 years. It is urged that the Resident Agent or Commissioner should be a medical man. But the peculiar Rotuma language is the difficulty. Mr. Cornish is one of the very few Europeans who know the language.

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ANTHROPOLOGISTS

Letter to the Editor

IN your issue of June, there appears a letter on "Anthropologists," written from Port Moresby over the signature "Educationalist of 20 Years' Standing." This pseudonym is so near to being a description of myself that some of your readers who happen to know me personally might well suppose me to be the writer. I should be obliged if you would allow me to disclaim authorship of this letter.

On the subject matter of the letter I L.M.S., Port Moresby, 15/7/37.

express no opinion, beyond suggesting that it would be a salutary piece of self-discipline for anthropologists who wish to explore the field of native education to take charge of a native village school for a year first.

The trouble with so many writers on education is that they know a tremendous lot about almost every subject under the sun, but very little about the young of *Homo Sapiens*.

I am, etc.,

PERCY CHATTERTON.

WANDERING DANE

Rejected By New Guinea And Returned To Tahiti

From Our Own Correspondent

PAPEETE, July 10

A RESIDUUM of the recent troubled days of the U.S. yacht *Cassida's* sojourn at Papeete is a sailor who shows promise of becoming a permanent guest of the Messageries Maritimes Co. This individual was one of the company of turbulent sailors who, having made the voyage from New York to Tahiti a night-mare, were discharged by the owner at Papeete. Tahitian seamen were signed on in their stead, so that the yacht could navigate to Honolulu—where the owner and his guests left her and returned to the United States on a Matson steamer.

It was arranged that the discharged sailors should be returned to the port in the United States where they had been engaged, as the law requires.

One of them, a Dane, requested that instead of being returned to the States, where he was likely to have difficulties with the immigration authorities, he be allowed to go to New Guinea, as he wished to seek employment in the gold mines. Inasmuch as the requirement was that the colony should be relieved of his presence at the first available occasion, it did not much matter where his destination might be. So arrangements were made with the Messageries Maritimes to deliver him "safe and sound" in N.G.

When he arrived there, the authorities refused him permission to land. The M.M. Company is under obligation, therefore, to return him to Tahiti. At Papeete, it is said, he will not be permitted to come ashore. Nor will the United States authorities at Panama allow him to put foot on that territory. Most certainly he will find no asylum at Martinique or Guadeloupe and his chances of a welcome at Marseilles are very slim indeed.

Will he be fated to voyage back and forth on M.M. ships until St. Peter summons him? Or will he be cast overboard in the midst of a school of whales to be transported to and spewed up on some lonely beach—as was Jonah of old—by a behemoth of the vasty deep?

What probably will happen will be that the International Seamen's Union will take the matter in hand.

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MESSRS. Brown and Joske Limited, merchants and traders of Suva, Fiji, in which a controlling interest is held by W. R. Carpenter and Co. Ltd., made a profit last year (ended March 31) of £7,382, against £7,423 the previous year.

Preference dividend required £1,400. Ordinary dividend of 5 per cent. (interim) absorbed £2,472. A sum of £5,854 has been transferred to reserves, leaving £3,510 to be carried forward, against £5,854 brought forward.

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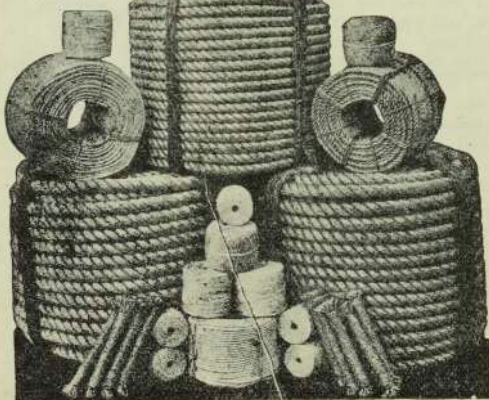
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German Administration in New Guinea

MR. W. R. HUMPHRIES, now a Resident Magistrate in Papua, was a patrol officer; and in 1917 he made a notable journey through the unknown interior, from Central Papua to Morobe, in what was then German New Guinea. He then wrote *Patrolling in Papua*, in which the following passage occurs:—

"While at Morobe, I had an opportunity of learning something concerning the German system of administration in New Guinea. Of course, I had not passed through 200 miles of the Territory that formerly was German without forming some first-hand impressions on this subject; but I made no investigation, and naturally some of them were wrong.

"I found, however, that I was justified in my belief that the Germans had concentrated their efforts on the coastal districts, where administration presents no serious difficulties. Morobe itself is a striking instance of this. The lavish expenditure of money on the station and the intense administration in the adjoining districts, only emphasised the neglect visible in the interior.

"No stations were established away from the coast, on the mainland, and this accounts for the German's ignorance and neglect of the vast regions beyond, which were for the most part a closed book to them. I venture to say that one of the

first acts of the Australian civil administration will be to carry civilisation inland, among the hordes of savages there, who are in need of and worthy of enlightenment.

"Much has been said of late concerning German thoroughness, especially by tourists who have visited Rabaul—the show capital of the Germans. But, so far as New Guinea is concerned, it is a superficial thoroughness at the most.

"The tourist and other travellers in the country are fully justified in their admiration of Rabaul: but it should be apparent that it is only, as it were, an attractive cover for an expensive book, whose pages the Germans have left blank.

"German official thoroughness in the coastal districts of New Guinea sprang from no bright altruistic feelings towards the people who own the land; it was born only through a love of comfort and ease.

"So if I were asked where the German administration failed, I should, I think, be justified—putting all sentiment aside—in pointing at least to the neglected and uncontrolled interior."

"FOR THOSE IN PERIL ON THE SEA"

THE draft copy of the Solomon Islands new shipping regulations has gone to the printers, writes a B.S.I. resident. There is nothing very drastic about them, except that the amount of gear required in the form of lifebuoys, life-

jackets, lifecrafts, lifeboats, lifelines, extra pumps, fire extinguishers, boxes of sand (very handy for the ship's cat), and other impedimenta will not leave much room for anything else on board.

After providing for the few above items, we are to pay examination fees, for local master's licence closely followed by survey fees, trial runs (quite costly, at 20/- per dozen bottles), etc. Then, on entering port, we have light dues (presumably, I hope, when visible), specified gangways, nets, lights, etc.

After that mouthful, I should think one is allowed to do anything one likes: provided it does not meet with the disapproval of the harbourmaster or police, such as throwing overboard tapa cans, crown corks, razor blades, cat's sand, official examiners and other debris that shallow to allow *H.M.S. Tulagi* to leave the port.

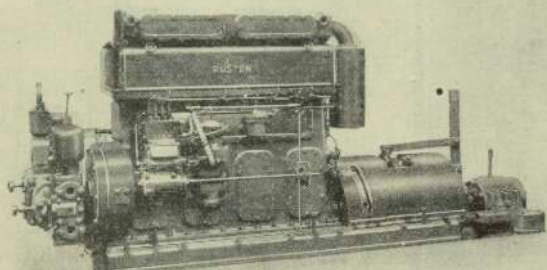
Of course, you must provide specified decklines, loadlines and every other lines—except hardlines for the poor old owner.

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The last report received from this Ruston user indicates that the engine is still giving every satisfaction.

PAPUAN WEDDINGS

From Our Own Correspondent

PT. MORESBY, July 16.

MR. Ronald Gordon Speedie, the well-known Assistant Resident Magistrate of the Papuan magisterial service, was married last month to Una Dorothy Mulholland, eldest daughter of the late Dr. H. B. Mulholland, of Gordonvale, North Queensland.

The ceremony, which took place at the Church of Our Lady of the Rosary, was performed by Rev. Father McEnroe. The bride was given away by her brother, Mr. M. Mulholland and attended by her sister, Mr. T. V. Lowney was best man.

The following day Mr. Speedie became seriously ill and was admitted to the European Hospital, where he was oper-

ated upon for acute appendicitis. He made an excellent recovery, and is now doing well.

HART—BARWICK

THE wedding of a daughter of one of Papua's oldest and most respected families took place on June 30, when Elaine, second daughter of Mr. and Mrs. W. J. Hart, of Port Road, Port Moresby, was married to Mr. Roy Barwick, of Messrs. Burns, Philp and Co. Ltd., at St. John's Anglican Church.

The ceremony was performed by the Rev. H. Mathews. The bride was given away by her father. Misses Jean and Joan Hart acted as bridesmaids; and Mr. J. Harper attended the bridegroom as best man, and Mr. J. Thompson as groomsmen. The young couple left for a short honeymoon, in the hills, at "Tel-dora."

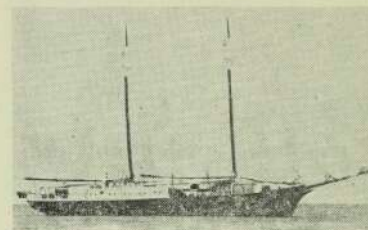
A.S. "MAKOA"

Struck Uncharted Reef at Hull Is.

From Our Own Correspondent

APIA, July 15.

NEWS has been received from Fiji that the Marine Inquiry, conducted into the wreck of the auxiliary schooner *Makoa* at Hull Island, resulted in a finding that the loss of the vessel was due to her striking an uncharted coral reef. The



The A.S. "Makoa"

master (Captain C. Doughty) and mate (Mr. E. P. Thompson) were completely exonerated.

The *Makoa* left Apia on May 14 and called at Swain's Is. and three islands in the Tokelau Group, then Sydney Is. (Phoenix) and Hull, arriving on May 25. She had nearly completed discharging her cargo and was approaching the settlement on the north-west side for the third time when she struck.

The crew and passengers—Mr. J. W. Jones, of Burns Philp (S.S.) Co., three carpenters (Messrs. Ned and Posa Skelton, and a Samoan, Ioane, and 30 Tokelau plantation labourers)—got ashore safely. All the ship's gear, stores, cargo, and boats were saved.

The R.M.S. *Niagara* was diverted to call at Hull Is., on her way south to Fiji from Honolulu, and she picked up Captain Doughty and his crew on June 21. The crew returned to Samoa early in July via Pago Pago, while Capt. Doughty remained in Fiji to act as mate on the B.P. inter-island vessel *Malake*.

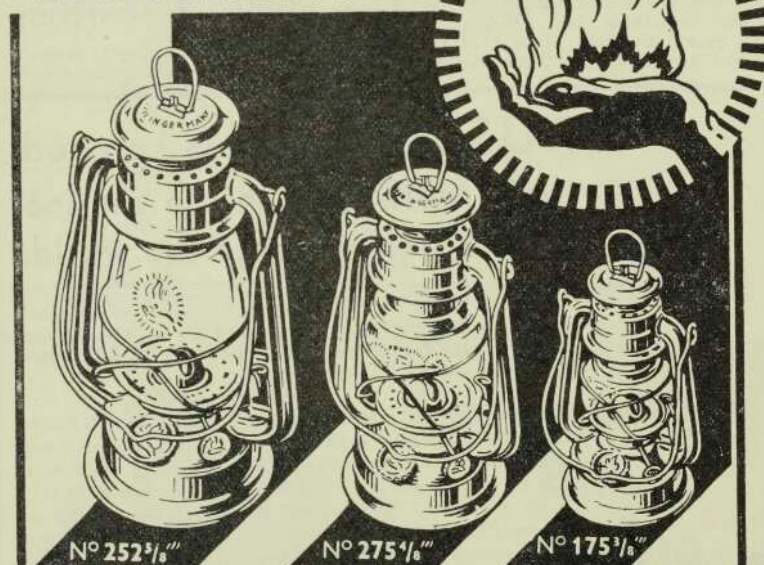
Built in Sydney in 1918, the wooden vessel *Makoa* was 100ft long with a beam of 27ft and a draught of 12½ft. Her tonnage was 250. She had, at various times, been engaged in trading among the islands of New Guinea, Papua, the Solomons, New Hebrides, Fiji, Tonga, and the Gilberts before coming to Samoa about the middle of 1932.

EDITORIAL NOTE: Messrs. Burns Philp (S.S.) Co. Ltd., Sydney, report that the "Makoa" is a total wreck, only the ribs remaining on the reef. If their efforts to purchase a suitable second-hand vessel for the Samoan inter-island trade are unavailing, B.P. will build a new one, probably in Hong Kong.

Instead of cruising to Rabaul, New Guinea, as previously arranged, the Orient liner *Otranto* will go to Noumea, New Caledonia, via Brisbane. She will leave Sydney on August 26, and return on September 8.

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MURDER IN PAPUA

Two Acts In a Probable Three-Act Tragedy

THE first act occurred in Papua some seven or eight years ago.

A native, called in this story K., left his Fly River village in a canoe accompanied by his wife with the intention of going to a neighbouring mission station.

As they floated down the huge river, on whose banks so many of Papua's fiercest cannibal tribes have passed their allotted span, they came to a little side-stream, winding beneath overhanging foliage towards a grove of palms. K. suggested that they go in and get some coconuts, and the pair paddled up the creek and followed it till well away from any observation from the main river. Some distance up, they left the canoe and penetrated further into the solitude of the jungle, the wife leading.

Suddenly, as they picked their way through long grass and scrub, K. raised the axe he was carrying and brought it down on the unsuspecting woman inflicting frightful wounds on the back of her head. She fell, and her husband, with a view to completing his horrible deed, gave her a parting blow or two, and returned alone to the canoe.

K. had thus committed a murder of a particularly revolting character, and now he set about devising some tale to account for his wife's disappearance that

would at the same time clear him of any suspicion of being concerned in it.

The very nature of the country, the deeply-placed muddy creek, the sloping banks of slime, the water, half-salty, half-fresh, and the river murmuring hardby in the sunlight, in contrast with the silence and the eternal shade that covered the inlet, suggested the most plausible explanation that anyone could think of — alligators. For this type of country is the true home of saurians, and the toll they take of human life is a matter of common knowledge.

He chose a smooth, muddy slope and arranged on its tell-tale surface all the signs of a desperate struggle. No doubt, any of that observant tribe of sleuths who figure in True Detective Stories could have exposed at once the fraud, had they examined the spot: for it was K's own footprints that were imprinted on this natural canvas, the work of K's hands that fashioned the tracks of the saurian killer as it attacked and overcame its victim, and K's half-educated mind that conceived the idea of laying a scrap of the woman's clothing at this place of supposed tragedy.

Thus did the human reptile strive to fasten his guilt on his reptilian prototype.

When he arrived, alone, at the mission station, his tale was naturally believed, and a deeply concerned search party returned with him to the scene of the alligator's misdeed.

Fate, however, dogs the track of evil-doers, especially such amateurs in crime

concealment as K., and brought him to book in spite of his tale.

A party of natives, passing through the bush, heard the unfortunate woman's groans and, cutting their way through thickets towards the sounds, discovered her with her head almost battered to a pulp. They moved her to the village; and when K. returned, in the guise of a sorrowing widower, he was confronted with his ghastly handiwork.

Shortly after this, the woman died, and K. was arrested. He stood his trial for murder at the nearest Government station.

Incredible as it appears, the killer came in for a measure of sympathy from the public when he faced his judges, regardless of the fact that a more dastardly crime, increased by a determined attempt to escape the consequences, could hardly be imagined. This killing seems to detach itself from the usual run of Papuan murders, which are often committed in the heat of some uncontrollable savage impulse, in the excitement and danger of a raid, or in return for some injury which perhaps in its way merited the crude justice of savage communities. It was something more than

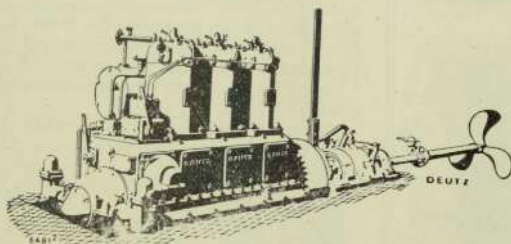
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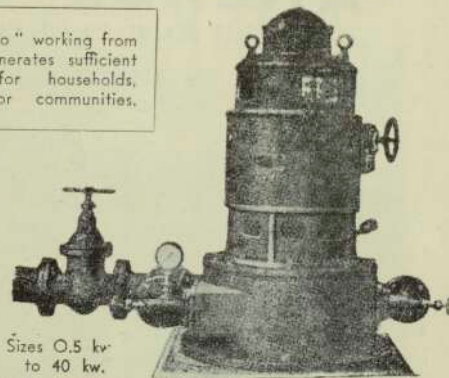
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the barbarian's blood lust. It was the crime of a Deeming, planned in advance and concealed in the cleverest way that a man of his limited intelligence was capable of. K. had had some schooling, and should have been educated out of the crude impulses of the genuine savage.

There is a tendency in Papua to treat crime by "anthropological" methods—that is to say, by humanitarian methods—a commendable idea so long as it is recognised that exceptions will be met with and treated accordingly. And this was an obvious exception.

Possibly the sentence of three years' imprisonment passed on to K. for the

murder of his wife was the result of anthropological considerations; but, be that as it may, that was what was meted out to him. He served his sentence and was duly returned to his old life, a free man.

THE second act is laid in Torres Strait in 1936.

K. was then employed as a Papuan indentured labourer on a shelling lugger attached to the Thursday Island fleet, under a Japanese diver and crew.

One day, on the lugger, a big king-fish was caught on the towline, and the Japanese started to haul him in. The big fish fought gamely for life, and anyone who has ever seen a king-fish put up the final struggle for existence knows the confusion and disturbance he can make on the deck of a small boat in a high sea.

One of the men had armed himself with an axe, as usual, to despatch the catch, but the fish got out of hand, hurled himself about with tremendous force, and the weapon was dropped.

By some means or other, K. was hit by the fish and, thinking this had been done on purpose by one of the other men, he picked up the axe and attacked the first man handy—proving how little his former punishment had driven out his murderous instincts. Fortunately, the Japanese outnumbered the Papuans by five to two, and the man with the up-raised axe was quickly seized and disarmed.

A man who reacts so violently to a trivial accident should not be at large when he has already given cause to receive a life sentence. Chance, and the prompt action taken, alone prevented another act of homicide by the man who killed his wife.

The case was brought before the authorities on Thursday Island, and K. was deported to his own country.

Lent treatment for attempted murder; but here it may have been argued that no great harm was done, and the fact that K. was the author of a previous murder was unknown. The police were greatly surprised when someone, who had been present at the previous trial, told them that the deportee was one of Papua's most dastardly murderers.

And now we await the coming of the third act.

When and where will K. commit his next, and (it is to be hoped) his final murder?—TEE AI.

NEW CALEDONIAN BIRDS FOR LONDON ZOO

TO secure specimens of the kagu and horned parrots, Mr. Shaw Meyer, a well-known English ornithologist, sailed from London for New Caledonia on July 31, on behalf of the London Zoo. The kagu is a singularly crested bird of the crane type, confined to the French colony. It is a slatey grey colour, with orange-red bill and feet.

Mr. W. H. Briggs, a planter of Koko, New Guinea, arrived in Melbourne from Rabaul by the Neptuna on July 9.

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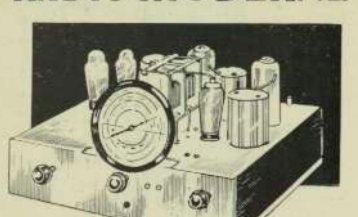


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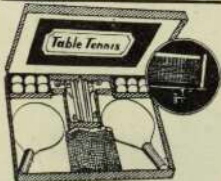
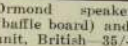


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KERMODE - HUNT WEDDING IN SUVA

From Our Own Correspondent

SUVA, Aug. 2.

A WEDDING of considerable interest to residents of Fiji took place at Holy Trinity Pro-Cathedral, Suva, on June 25, when Iris Alisi, eldest daughter of Inspector and Mrs. G. G. Kermode, of Suva, was married to Charles Harvey, only son of Mr. and Mrs. C. H. Hunt, of Suva. The ceremony was performed by His Lordship the Bishop of Polynesia (Rt. Rev. L. S. Kempthorne).

The couple left for Australia by the *Niagara* shortly after the ceremony. The evening before the wedding, Mr. and Mrs. Kermode entertained a large number of friends at a cocktail party at their home.

Miss Vera Luttrell, a calculator operator at Burns, Philp & Co.'s branch at Rabaul, arrived in Sydney from New Guinea by the *Malaita* early in July. After spending leave with her people in Victoria, she will be transferred to another B.P. branch.

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 notes or stamps. The pattern will be sent by return mail.



Frock, 4201—1s. 1d.

4201—Here is something for the young maid—a chic little frock, buttoning down the front, the back following the popular "swing" style. It has a cute effect in the pleat in the sleeve. The Peter Pan collar and shaped pockets make an excellent trimming. Material (for 36in. bust): 3½ yds. 36ins. wide. Bust sizes 32 to 40ins.

A NATIONAL MENACE

HEALTH surveys overseas have disclosed an alarming increase in the scourge of rheumatism. In England it is estimated that, directly and indirectly, it costs the nation £17,000,000 yearly. Australian health authorities say that rheumatism is among the greatest causes of incapacity in the Southern Hemisphere.

An important advance in the fight against rheumatism is the new scientific remedy R.U.R., evolved by a N.Z. chemist. Remarkable results are claimed to have been achieved by R.U.R. in Australia and other countries. For further information write to R.U.R. Pty., 841 George Street, Sydney. ***

Miss Dorothy Glasson, who served for five years as assistant to the chairman of the Papua District of the Methodist Society before she came to Australia recently owing to ill-health, has resigned from the Mission staff.

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Cologne on temples and
forehead; it will
refresh, invigorate,
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Fashion Hints for Islands Women

By Therese

THE modern girl has a vivid personality that is reflected in her clothes and clever choice of accessories. In the fashion world, she is queen of all she surveys. From the top of her head to the tips of her toes, chic, charm, and sophistication are delightfully expressed.

Hats are quaint and amusing, and are worn at all angles. They are thrust backward, pushed forward, and literally stuck on the side of the head; and all are banked with flowers. Jaunty little posies perched on the crown of the Breton sailor, mock its severity. Two large flowers trim the front of a shady straw. A pill-box covers its entire crown with riotous blooms, or circles its brim with flowers and berries.

Continuing the floral note, marguerites print themselves all over the navy silk afternoon dress which boasts a coat of navy linen lace and follows the decrees for ensembles with amazing success. Enormous flowers cut from the new prints are applied on plain fabrics making a lovely splash of colour. Delicate flower petals are woven into a white organdy frock and flower splashed organdy makes the loveliest bridesmaid and picture frocks.

Little Spring suits and two-pieces are indispensables — light colourful things with soft feminine silhouettes. Marvelous opportunities are offered the ingenious minded to-day. Detail is so important and colour sense such an asset, that there is no end to the wonderful results that can be achieved.

Patterned coats go over plain frocks, and plain coats over patterned frocks in the glad, mad rush of transformation. White coats are *le dernier cri*. Crisp cool looking coats of pique are worn over dark frocks and a scarlet scarf knots at the throat making brilliant contrast.

Pale blue allied with bottle green is as delightful as it is surprising. The jacket is blue with military flaps and the slim, neat skirt is of bottle green. Amber and black and rose and navy are other smart colour combinations.

Stripes are in the vanguard of fashion. Multi-coloured striped jackets top plain coloured skirts, and *vice versa*. Add a hat in one of the lesser colours and all is well.

Shirtmaker frocks are as popular as ever. Double-breasted, square-necked, flared, and pleated skirts, they are all here again. The buttons that trim them, the materials that make them, and the variance of styles, make them indispensables.

Boleros are seen everywhere. Bolero and sash of brilliant colours top the printed silk dress. Vivid sashes flaunt themselves on frocks of every variety.

Ric rac braid trims cotton and linen frocks and a quaint charm is the result. There are lots of short sleeves, full at the top and fitting well above or below the elbow. Bodices are shirred, necklines

and hems are scalloped, and bare necks adorn themselves with huge beads in their hour of nakedness.

Will the new fashion of shorter evening and informal frocks become universal? Seven to ten inches from the floor is the new length and already they are being tried out on the leaders of fashion. They certainly lack the charm of the floor length frock, but perhaps there are other things to commend them.

A pleated chiffon dance frock in two or more colours swirls out over a taffeta foundation. A bolero jacket covers the strapless bodice. There is a pleasant

return to the low décolletage for evening, and lovely flowers are worn with almost every toilette.

Jane Eyre frocks with billowing skirts are full of modest charm and are really delightful for the ingenue. Evening gowns that give treble performances are possessions above rubies. Foundations may be of plain colour, with little bolero

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Griffith's Pure Coffee, 1-lb. tins	2/3	25/6	—
Bushell's Pure Vacuum Pack Coffee, 1-lb. jars	2/8	31/-	—

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jackets and trailing sashes to contrast. Whisk away the jacket and let black net float out and about, or cover the foundation with a flower scattered organza.

Have coloured hems on your day and evening frocks, add splashes of colour wherever your ingenuity suggests — a scarf, a handkerchief, or flowers. Don sashes for all hours. Wear coloured shoes and gloves.

Feet twinkle on their way for evening. Sandals are sequin-trimmed; corded silk shoes have flower motifs of rhinestones; satin shoes have gold and silver trims; and so on. Two tone shoes for daytime wear are cool and chic. The open-toed shoe for day wear has disappeared except for beach wear, and as fast as one

style disappears another takes its place.

Evening wraps are lovely—some so lovely that one hates to be parted from them even in the dance. Lengths may be whatever one desires—short, medium, or floor length. Often they hug the neckline, adding trailing scarves of brilliant colour. Bolero jackets, striped taffeta coats, and the little jackets that nip in at the waist are gay possessions. Stiffened lace floor length coats are a direct gift of the gods. Nets and tulle float diaphanously, the dream of the ingenue come true.

Empire nighties, ribbon threaded, are the essence of femininity. Exquisite voiles, flower sprigged, make delightful tropical nightgowns that launder beautifully.

RAROTONGAN WEDDING

From Our Own Correspondent

RAROTONGA, July 19.

ANOTHER interesting marriage took place on June 30, when Mr. Daniel Odegard married Te Kurapare Ariki, daughter of Tairi Rangiteina, a prominent *mataiapa* of the Ngatangila district. The bridegroom, who hails from Oslo, Norway, has been resident in the Cook



Mr. and Mrs. Daniel Odegard.

Group for eight years and was until recently branch-manager for A. B. Donald and Co., in Penrhyn.

After the church ceremony some 200 guests were entertained at luncheon, during which speeches were made by the Resident Commissioner (Mr S. J. Smith), Mr. Dave Brown (best man), and others. Following these, the customary presentation of gifts was held outside the house and notable among many fine native presents were a number of beautifully designed floor mats from Rurutu, home of the bride's adopted or "feeding" mother.

The bride and bridegroom will leave at the end of July for Manihiki, where the latter will be in charge of the Cook Is. Trading Co.'s branch.

BABY

DOWN the long avenue of countless years
He comes to us. In the great chain of life
A fragile link; and aeons of love and strife
Have limned and wrought the wondrous form
he wears.

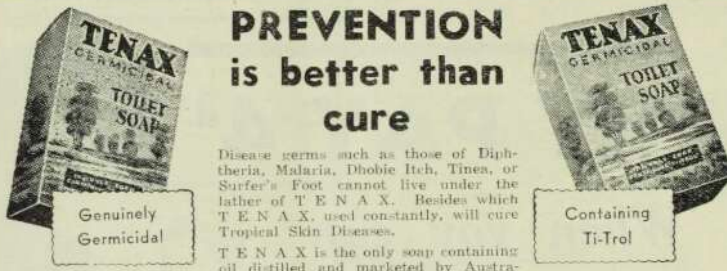
Fruit of a million forebears' hopes and fears!
The Earth in him has taken for a wife
The Spirit of Progression; and the knife
He too shall wield, treading the path he clears!

Oh, parentage! with a creator's powers,
Yet launching lightly forces such as thine,
As drunken gods that wanton with their fire!
Know ye: that not all yours, these budding
flowers!

"Spoil not the bread; nor spill the sacred wine!"
The Past lies in your lap: the Future to inspire!
ARTHUR J. VOGAN.

Sydney, 8/8/37.

Miss Joan Nobbs, daughter of Mr. and Mrs. C. C. R. Nobbs, of "Moirs," Norfolk Island, was married on July 21 at St. Philip's, Church Hill, Sydney, to Mr. Richard Ashburner, elder son of the late Lieutenant-Commander Richard Ashburner, R.A.N., and of Mrs. M. Ashburner, of Elizabeth Bay.



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TRAGEDY IN PIONEER FAMILIES

Two Deaths in East Papua

(Contributed)

STARK pathos lies in the passing of two of the East-end residents of Papua.

In the last week of May, Mrs. Richard Irwin, of Mogubo plantation, Amazon Bay, took ill. She had been nursing a sick native when she herself contracted fatal chest trouble, believed to have been pleuro-pneumonia.

Seeing that the illness was serious, Mr. Irwin sent to Mr. and Mrs. W. Blundell, of Mamai plantation, and they came at once with their children, Henry and Jean. Mrs. Irwin appeared to take a turn for the better and Mr. Blundell and his son went home. Mamai lies about 30 miles from Mogubo by bush-track and road, the last eight or ten miles rising over 1,000 feet and dropping down again almost to sea-level.

So Mr. Irwin was the only white man present when his wife died on June 2. The grand old lady maintained consciousness and dignity to the last. Mr. Irwin sent his plantation boss-boy, who travelled through the night to tell Mr. Blundell so that he was able to make the trip again and be at the funeral.

Meanwhile, Mr. Irwin had to turn to and begin to make the coffin with his own hands, and to make all arrangements for the burial. We are glad to know that a capable native mission teacher came and relieved him of part of his task. The same man read the burial service in the vernacular, after it had been read in English.

Mrs. Irwin was laid to rest at Mogubo, where she had spent so many useful years with her husband and daughter, Debbie. Mrs. Blundell and Jean remained to help them as they could.

Then, just 19 days later, Mrs. Blundell was called home and arrived to find her son, Henry, had just died of black-water fever.

Again, Mrs. Glandville (who, with Miss Irwin, had made a forced march to the help of Mrs. Blundell when she was stricken with the same disease in 1935) was called on and went promptly to help nurse the boy, as soon as she had the news of his sickness. But there was no means at hand of saving him.

So the two families, with friendship welded in the fires of pioneer trials, each suffered the loss of a member and of a friend, the grand old lady of 73, and the hopeful youth of just under 17. Each responded to the needs of the other, for Mr. Irwin made the journey to escort Mrs. Blundell home, and was at the interment of Henry.

At the graveside of Mrs. Irwin were her husband and daughter, the Blundell family, and many of the local natives who had known and respected "Sinabada."

At the graveside of Henry Blundell were his father and mother, Mrs. Gland-

ville and Messrs. Irwin, Boileau, and Munro, with natives of the plantation. The burial ground was later consecrated by Rev. O. G. Parry.

DEATH OF MRS. RICHARD IRWIN

From Our Own Correspondent

PT. MORESBY, July 17.

MRS. Richard Irwin, an old identity of Papua and a loved and respected resident of the east end of the Territory, died last month at Mogubo Plantation,

after a short illness. She was called "the grand old lady of Mogubo," and her hospitality will be long remembered.

Mrs. Irwin was born in Northumberland in 1864, and her family history deals with tales of the Border, when her forebears, the Armstrongs, fought in the stirring times of the period. When a girl, Mrs. Irwin left England for Townsville, and on her arrival in 1904, was married to Mr. Richard Irwin. From Townsville they went to Mosman to engage in pioneering the sugar industry, and in 1917

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Mrs. Irwin crossed over to Papua, to Mogubo Plantation, where Mr. Irwin had been appointed as manager.

Mrs. Irwin was held in such high esteem by the natives employed on the plantation that they placed their valued personal belongings alongside her in her last resting-place. No greater honour could have been conferred by the native people.

Sub-Inspector P. M. Morris, of the Fiji Constabulary, returned to Suva after leave spent in England by the Mamari at the end of July.

Mr. D. Sinclair, of the New Guinea Public Works Department, is now in charge of roads at Wau, in place of the late C. L. G. Harslett.

OLD FIJI FAMILIES UNITED

SUVA, July 30.

TWO old Fiji families were united in Suva on July 14, when Thelma, the youngest daughter of Mr. and Mrs. M. J. Gallagher, of Suva, was married at the Sacred Heart Cathedral to Leslie, the youngest son of Mrs. V. Whiteside and the late Mr. Whiteside, also of Suva. The ceremony was performed by Rev. Father J. Oreve, S.M.

Mr. J. Walstab, Superintendent of Police in New Guinea, arrived in Australia early in August with his wife by the Waiwera from London, after attending the Coronation as N.G.'s representative.

POLLING COMPLETED

Fiji Legislative Council Elections

From Our Own Correspondent

SUVA, Aug. 3.

ALTHOUGH polling has been completed, the results of the Fiji Legislative Council elections will not be known for some time. There is a ballot box to come from the dependency of Rotuma, and until that is received all the results will not be available.

Nominations closed some time ago, and two members were returned unopposed—Mr. Alport Barker (European Southern Division) and Mr. Vishnu Deo (Indian Southern Division).

Nominations for the other divisions were as follows:—

Europeans.—North-Western Division: Messrs. J. P. Bayly and H. H. Ragg; Eastern Division: Major W. E. Willoughby Tottenham and Mr. H. B. Gibson.

Indians.—North-Western Division: Messrs. A. D. Patel and C. Chattr Singh; Eastern Division: Messrs. C. Z. Patel, Tularam, and Ram Kuar Singh.

Mr. Ram Kuar Singh withdrew his nomination before polling commenced.

RESULT OF NORTH-WESTERN DIVISION POLL

From Our Own Correspondent

SUVA, Aug. 6.

THE count of votes in the poll for the North-Western Division was completed yesterday. Mr. H. H. Ragg was returned with a majority of 54 votes in a poll of 460 over the other candidate, Mr. J. P. Bayly.

The result was announced as follows:

Hugh Hall Ragg	255
John P. Bayly	201
Informal	4

In the Indian election for the same division, Mr. Chandrasen Chattr Singh was elected with a majority of 20 over Mr. Ambalal Dahyabhai Patel, in a poll of 1,388 votes, the result being:

C. C. Singh	671
A. D. Patel	651
Informal	66

The result of the elections in the Eastern Division cannot be known until after the arrival of *H.M.S. Leith* with a ballot box from Rotuma about August 18.

New Government Buildings in Suva

From Our Own Correspondent

SUVA, Aug. 6.

VISIBLE progress is now being made with Fiji's new Government buildings, which are being erected in Suva.

Formerly much of the work was underground, and not much was to be seen for the months of work put in. Now the buildings themselves are beginning to take shape. The walls are going up, and it is possible to get a good idea of what the finished structure will be like, so far as lay out is concerned.

The architect-in-charge, Mr. W. F. Hedgess, said that the work will now go ahead a great deal faster, as, by the last direct steamer from London, the final shipment of machinery for the job arrived, as well as large quantities of scaffolding and iron work.

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SUVA, FIJI

FIJI'S TRADE RISES

Imports and Exports Each Show
£120,000 Increases

From Our Own Correspondent

SUVA, Aug. 3.

FIGURES just published in the *Royal Gazette* show that in the first six months of 1937 the value of imports into Fiji increased by £127,002 over the same period of 1936, while exports showed an increase of £123,942. Excess of imports over exports was £109,982.

Detailed figures are as follows:—

IMPORTS		1936	1937
Value		£710,595	£837,597
Duty		£191,886	£217,940
Wharfage		£5,409	£6,411
Tonnage Duty		£1,666	£1,714
EXPORTS		1936	1937
	Quantity		Value
Sugar	28,010 tons		£265,724
Copra	14,591 tons		£165,624
Molasses	8,395 tons		£8,395
Gold	7,524 ozs		£67,972
Bananas	10,165 bunches		
	84,996 cases		£47,517
Trochus Shell	127 tons		£9,638
Other articles			£48,803
Total Value			£603,673
1937:		Quantity	Value
Sugar	29,479 tons		£301,225
Copra	14,945 tons		£235,157
Molasses	7,843 tons		£7,843
Gold	8,609 ozs		£67,266
Bananas	8,966 bunches		
	71,052 cases		£32,848
Trochus Shell	101 tons		£8,954
Other articles			£74,322
Total value			£727,615

SAMOAN GAOLBREAKER CAPTURED

After Four Months' Liberty

From Our Own Correspondent

APIA, July 15.

THE Samoan criminal, Simaile, who escaped from Vaimēa Prison in January, was captured recently in Falealili District, South Upolu, after four months' liberty. Later the High Court sentenced him to two years' imprisonment, in addition to his original sentence of 10 years for rape committed upon a six-year-old Samoan girl, and the two sentences of one and two years respectively for previous gaolbreaking.

Recently, reports were received by the police that Simaile was hiding in the bush near Vaovai village, Falealili, and that native friends were keeping him advised of police movements. The Supervisor of Native Police (High Chief Faumuina) went to the District and organised a man-hunt. Finally the gaolbreaker was located in a native *fale* in Matavai village.

With 500 Samoans surrounding the hut two native constables, Tasi and Lautoa, entered the dwelling house on the evening of June 6. The first constable (Tasi) flashed his torch into the wanted man's face. Simaile grabbed a pig-hunting spear and threw it at Tasi who ducked and then rushed his man. As Simaile was trying to draw his belt axe, the other constable came to Tasi's assis-

tance and, together, they overpowered and handcuffed the fighting criminal.

Chief Judge Morling, sentencing Simaile to an additional two years, for escaping from lawful custody, commented on the regrettable fact that a number of misguided persons had aided the accused, knowing him to be an escaped convict. He also expressed appreciation of the valuable assistance given to the police by the *Matais* of Falealili.

The death occurred at Ba, Fiji, recently of Mr. R. G. G. Rankin, at the age of 62 years. Mr. Rankin, who went to Fiji from Australia many years ago, was for a number of years in the employ of the Colonial Sugar Refining Co., as cultivation manager at various centres. Latterly he was running the Mota Estate, Ba, on his own account.

Mr. H. R. Thompson, who was recently appointed Bacteriologist by the Samoan Administration, arrived in Apia in August by the Maui Pomare.

Brother Herman, who had been a member of the Marist Mission's teaching staff in Fiji for the past 10 years, recently died in Suva.

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Mr. J. A. Collopy, of the Civil Aviation Branch in Australia, has been appointed Superintendent of Civil Aviation in New Guinea, replacing Mr. M. B. Allen, who has returned to Australia for duty with the Department.

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HERE — OR THERE?

Silly Scientists, and a Spot in Tahiti

From Our Own Correspondent

PAPEETE, July 19.

A GOOD example of the "Much Ado About Nothing" which often agitates the world of scientists is to be found in the January, 1937, issue of the *Geographical Journal*.

Someone has stirred up the savants of the learned society which publishes that *Journal* over the question of whether or no the memorial, now standing on Point Venus, Tahiti, to mark the spot where, in 1769, Captain Cook made his observations of the transit of Venus across the face of the sun, is correctly placed.

Now, no one in the world disputes the

fact, that Captain Cook made his observations on the narrow cape called Point Venus. The question seems to be if his instruments were or were not set up on the exact spot occupied by the memorial; or were placed a few feet away from that spot. It would be very well if this were a question of a marker for latitude or longitude, or the burial place of Captain Cook himself.

But it is none of these things. It is merely a contention over the setting up of some instruments; and the whole area where these instruments could have been set up is not as large as a cricket field.

It brings to our mind a learned scientist who came to Tahiti some years ago to collect and classify the *Lepidoptera*, *Coleoptera* and other "optera" of our island. He had not been here a week before he got into an argument with another scientist as to whether or no *Anopheles* mosquitoes existed on Tahiti. He contended that they did while his opponent maintained that they did not.

That ended the search for *Coleoptera*.

Our entomologist dropped everything to ransack the hills and valleys for *Anopheles* and, after a quest of weeks, found—one! This he carefully gummed on his visiting card and gleefully sent the treasure to his antagonist.

No doubt some museum will send down a well-financed expedition, one of these days, to investigate this most important question about Captain Cook's instruments; and one more corroding worry will be lifted from our minds.

£200 REWARD OFFERED IN FIJI BANK ROBBERY

From Our Own Correspondent

SUVA, Aug. 3.

THOUGH a reward of £200 has been offered for information leading to the apprehension of the bank robbers who recently stole £4,000 from the Lautoka branch of the Bank of N.S.W. and despite continuous police investigations, there have been no further developments.

There are several puzzling features about the robbery. The cash, which was a C.S.R. Co.'s pay-out, was in a metal box, and was said to have been in the strong-room. The box was found alongside the road opposite the bank, having been broken open and rifled of all save a few drafts, which were not touched. The strongroom and the bank building itself were intact.

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Australian Law Has Force in N. Guinea

Important Judgment in Frost Case

AFTER taking nearly three months to reach a decision, the Australian High Court, on August 12, by three judges to two, decided on an appeal in favour of the order made by the Supreme Court of N.S.W., that G. M. C. Frost, manager of a Burns, Philp plantation, should be returned to New Guinea, under the Fugitive Offenders Act, to stand his trial on a charge of having unlawfully killed a native.

Frost had appeared before a Sydney magistrate, who had ordered his return to the Mandated Territory under the Service and Execution of Process Act, which is a Commonwealth enactment. The Full Court decided that power to send Frost back to the Mandated Territory was under the Fugitive Offenders Act, which is an Imperial Act.

The point for determination by the High Court was whether there was power under any of the laws which prevailed in the Commonwealth for a magistrate to order the return of a person from any State of Australia to the Mandated Territory, to stand his trial in respect of any alleged offence committed in the Mandated Territory. The High Court, in this very important judgment, declares that such a power does exist.

This decision affects another New Guinea case. In April, 1936, Mrs. Grace Walker, of Sydney, claimed maintenance from Alan K. Walker, of New Guinea. In September, a magistrate made an order for £5 per week, plus 15/- per week for each of two children. In October, Mr. Walker appealed to the Supreme Court of N.S.W., which decided that the Australian law did not apply to New Guinea, and set the order aside. Mrs. Walker applied to the Full Court (N.S.W.), which restored the order. Then Mr. Walker appealed to the High Court, which suggested that he await the decision of the Frost case, where the same point of Constitutional Law was involved. The decision means that maintenance orders made in Australia may be enforced in New Guinea.

It is likely that further developments in the Frost case will have an importance far beyond the merits of the charge involved. The method of dispensing justice in the Territory, which has been on several occasions a subject of criticism, probably will be brought under review.

A boss-boy (native) already has been convicted and sentenced in connection with the death of the native, concerning which Frost has been arrested. The judge who tried the boss-boy made a number of very outspoken statements regarding Frost, which were reported fully in the *Rabaul Times*; and the point probably will be taken that Frost should not be tried by the present New Guinea Court on the ground that it virtually has prejudged him.



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ON June 28, 1937, an American "bottle paper" form was picked up on the south side, near the east end, of Sudest Island, in Eastern Papua. The form read as follows:—"Master, E. R. Johanson, American; Vessel, S.S. Monterey; Date, Oct. 27, 1936; Latitude, 19 degrees 40 minutes S.; Longitude, 177 degrees 45 minutes E."

The above information was supplied by Mr. Henry Morley, of Sudest Island.

N.G.'s CHINESE PROBLEM

Is Asiatic Community Receiving Justice From Australia?

Letter to the Editor

FROM time to time we are treated by the Australian Press to sidelights on what is termed "The Chinese Problem in New Guinea."

Unfortunately, however, in most cases a strained and exaggerated view of the White Australia Policy has prejudiced any attempt to approach the matter with sincerity and justice.

In New Guinea there is undoubtedly the problem, expanding every day, of finding a place in the economic system for young Asiatics, born in the Territory, the major portion of whom are Chinese. It is an unsolved problem solely because no attempt based on knowledge and justice has been made to solve it.

When, after much uncertainty and discussion, the now Mandated Territory of New Guinea became a German possession, difficulty in obtaining and retaining suitable and sufficient labour caused the German Administration to invite Chinese and other Asiatics to come here. A large number of Chinese coolies came as indentured labourers for a term of service. At the conclusion of their period of indenture many of these coolies, who were good workmen, were pressed to stay. Only about 20 remain in the Territory now and they are useful and respected citizens.

In addition to the coolies who were labourers, a large body of free Chinese and other Asiatic artisans were induced to come to the Territory, and were even paid wages in excess of what Australian artisans were receiving at that time. As

development required the continued services of these artisans all kinds of inducements were held out to them to remain. Very many did so and became the parents and grandparents of the present large and rapidly growing Asiatic community.

Yet even to-day Europeans become hopelessly mixed in speaking about the Chinese, claiming that the present generation is solely descended from former coolies. It would be just as true to assert that Australians are lineal descendants of the early convicts. A Catholic missionary declared that out of a congregation of 140 Asiatics, there was only one coolie and five children of former coolies.

Records show that in 1913 the Chinese population consisted of 535 artisans, 32 planters, 182 business people, 44 engineers, 17 sailors, 186 labourers, 280 in semi-skilled employments, and 101 women. It is obvious that these people did not come here as coolies.

With the war came another phase of the Asiatic question, likewise misunderstood and erroneously misrepresented. From 1914 until 1921, military rule obtained in New Guinea. No one knew what would eventuate and so no attention was given to the Asiatic question. The Mandate given to Australia began to operate from May 9, 1921. Australia had a wonderful opportunity to demonstrate her fitness to rule and develop the Territory on established lines, based on equity and British justice, as well as to live down her bad reputation in dealing with the Australian aboriginals.

Reviewing events from 1921 until to-day one looks in vain for signs of anything approaching justice in our treatment of Asiatics. The Chinese, as is natural, have married and, faithful to their Creator's mandate to increase and multiply, they have become a numerous community. Yet even this fact is a reproach in certain minds.

If, as is evident, the intention of those giving the Mandate to Australia was to set up a just and equitable administration in the Territory, equally distributing benefits as well as burdens, one looks in vain for it as regards Asiatics. Has this been sincerely attempted?

Chinese born in the Territory are forbidden to take up and work land (except in a few cases); they are hindered by recruiting and cannot search for gold or engage in trading outside limited areas. What are they to do?

A mandate has been declared, I understand, by the Privy Council to be a foreign country. Consequently Australians here are now aliens in an alien land. From where comes the right to harass and restrict the real native-born residents of the Territory? One example

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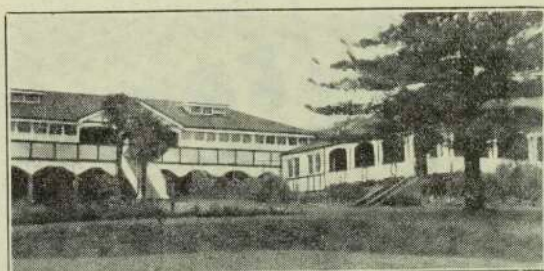
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will clarify my meaning. As regards education, what has been done for Asiatics (and likewise half-castes)?

These people are full contributors to the taxes of the Territory. Money is taken regularly from the Treasury to

provide free education for the children of Europeans, yet not a penny is allocated for the education of the native-born Asiatics. Their taxes are used to educate little aliens coming here; and yet, if they want education, they must find it for themselves.

Uninformed and misinformed critics have said that the native-born young Chinese refuse to accept positions when offered to them, or to become artisans, but prefer to idly hang around "Chinatown!" Nothing is further removed from the truth. I know, because I have studied the situation for years.

Large numbers of young local-born Chinese are at present engaged in carpentering, boat-building, painting, etc. In fact, practically the whole of the skilled labour is left to them. If more are not engaged, it is solely because openings are not available to receive them.

As to those who have been forced to decline clerical positions the real reason has not been disclosed. Quite a large number of Chinese youths have gone to colleges in Hong Kong and Australia for higher education. A few years ago, 15 departed for high school in China, by one boat, from the Catholic school, and 11 by a later steamer. Others have spent years in high schools in Australia. These youths remain at college until their 18th year, and then take a commercial course for another year.

Returning to Rabaul, smart, well-educated young men, their services have been sought after for salaries as low as £4, £6 or £8 per month, and they were

expected to do the same work as others receiving £25 per month. Naturally, these young Chinese have spurned the offers of those seeking cheap skilled labour at starvation rates, and have demanded remuneration proportionate to the services they are prepared to render, and not according to the colour of their skin.

I know this is a fact, because I have known educated young Chinese seeking employment and rightly declining the miserable pittance offered for their services. Many half-castes, born and reared in the Territory, are earning sums varying from £15 to £25 per month. Why should educated young Chinese be paid less?

We hope for fair treatment for our own people so we should not deny to others the right to live, work, and prosper in the land of their birth.

I am, etc.,

ADVOCATE OF JUSTICE.

Rabaul, 12/7/37.

JUSTICE IN NEW GUINEA

Letter to the Editor

AS you have waged a very creditable fight, from time to time, in the interests of justice in this Territory, I thought perhaps that the following facts may be of use to you for future reference:

In the Federal Parliament on June 10, Mr. John Curtin, Leader of the Opposition, asked two questions, and the following are the answers:—

How many Europeans have been tried by Judge Phillips in the Territory of New Guinea during the past five years?—Answer: 28.

How many were acquitted?—Answer: Two, and an acquittal upon a major charge, but a conviction for a minor offence. This latter was an Italian from Golden Ridges.

Last week, in Wau, Judge Phillips sentenced a man to two months' for unlawfully killing a kanaka. The kanaka was working for the accused at the Watut.

I am, etc.,

G. W. BELLAMY.

Edie Creek, N.G., 27/7/37.

AEROPLANE FOR NEW GUINEA

AN old De Havilland Hercules tri-motored biplane arrived in Sydney on July 30, having been flown from Perth. It was originally operated by Australian Airways; was sold in 1934 to the McRobertson-Miller interests for the Perth-Daly Waters service; and now has been sold again to Mr. E. J. Stephens for service in New Guinea. The Stephens service, of Wau, runs a small fleet of freighters.

It had been intended to overhaul the machine at Mascot and fly it to New Guinea in November. This was found impracticable, so the machine will be sent to New Guinea as steamer cargo, and overhauled there.

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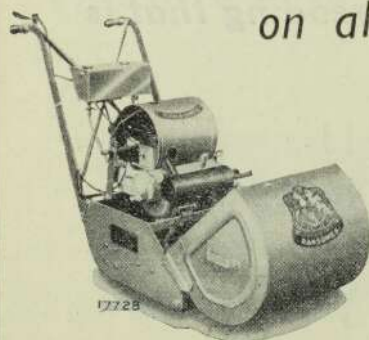
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Pacific Islands Mining Notes

From Fiji

MOUNT KASI MINES LTD.

AFTER writing £1767 off development account, Mount Kasi Mines Ltd., Fiji, shows a loss of £2,795 (Fijian currency) for 1936, which, with the loss of £3,311 for the previous period, increases the debit balance to £6,106. The plant treated 14,137 tons for a recovery of 4024 fine oz. gold, equal to 5.69 dwt per ton, which compares with 4.93 dwt for 1935. The net realisation was £28,810.

The directors write that the reconstruction of the plant was not completed in time materially to benefit the year's operations, and there was no production during December owing to repairs to the former plant. Since production was resumed on January 6 last, operations have been almost continuous. Tonnes this year have been greater, and costs have been reduced by more than £1 per ton. They expect that, with still larger tonnages the cost per ton will be still further reduced. Ore reserves are estimated at 110,000 tons of a grade of 5 to 6 dwt, against 6.4 dwt stated estimated previously.

At December 31 the Co. had cash £1960, sundry debtors £58, stores £8063, and sundry creditors £4018. Development account stood at £18,358.

Mr. D. W. Robertson (chairman) at the annual meeting on July 29, after outlining the difficulties experienced by the Company during the past 12 months, said that a substantial profit had been made during the period from January 1 to July 15, 1937, and intimated that the major trouble at the mine had now been overcome under the management of Mr. A. J. Peterson.

The shortage of native labour, Mr. Robertson said, had been a serious problem, and had made it impossible for the Company to carry out the developmental work desired. He said that the Co. had much improved its financial position, and with the continuance of recent results it should not be long before shareholders received a dividend.

Production since April has been:

	Four weeks ended.			
	May 20	June 12	July 15	Aug. 12
Ore, tons	2,566	2,408	2,566	2,972
Gold, fine oz.	576	597	628	554
Value (£A)	5,040	5,223	5,495	4,847

EMPEROR MINES LTD.

Holders of options over certain shares in Emperor Mines Ltd. have agreed to assist the company to finance the completion of the new treatment plant on the property at Tavua (Fiji), by subscribing for a proportion of the shares before the due date, March 78. The option over 52,450 shares, fully paid to 10/- a share, has therefore been exercised, and the shares have been issued.

The company reports that values have been recently revealed further eagerly than hitherto. The proving of these values gives promise of disclosing new developments.

Recent production figures compare as under:

	May 15	June 12	July 10	Aug. 8
Tons, crushed	2,025	2,236	2,333	2,550
Head value, dwt.	10.0	9.8	9.4	8.3
Fine gold, oz.	933	951.5	953.7	951.4
Dwt. per ton	7.9	8.5	8.1	7.46

From New Guinea

SANDY CREEK GOLD SLUICING LTD.

AFTER providing £1,713 for depreciation and writing off £758 as 10 per cent of development expenditure and £857 as a proportion of preliminary expenses, Sandy Creek Gold Sluicing Ltd., New Guinea, shows a net profit of £5,216 for the year ended April 30. This amount, added to the previous year's profit of £229, makes a total of £5,445 to be carried forward.

From the treatment of 116,518 cubic yards, the recovery was 2710oz gold, which realised £20,165, an average of 3/5 per cubic yard. Operating costs were £10,237. These returns were from the No. 1 elevating plant working in Sandy Creek, and from boxing operations in Poverty Creek and Upper Sandy Creek. At the end of the Co.'s year the second plant was being installed on Poverty Creek, and boxing operations have been transferred to Upper Poverty Creek. If testing operations in Upper Sandy Creek continue to be satis-

factory, a small nozzle plant will be installed at comparatively small cost. At April 30, floating assets, including cash £4,367, were £6,838, against creditors £3,671.

Capital is £100,000 divided into 800,000 shares of 2/6 each. Directors are: Messrs. H. B. Jamieson (chairman), H. G. Hyde (managing director), J. W. Hinks, A. J. Smeaton, Mr. W. Johnsen is manager in New Guinea, and Mr. R. J. Winters, F.G.S., A.I.M.M., is consulting geologist.

Production figures for Sandy Creek Gold Sluicing Ltd., since April have been:

	Apr.	May	June	July
Cubic yards	8,611	8,590	8,124	14,560
Gold, oz.	160	132	232	308
Per cubic yard	2/9 1/4	2/3 1/4	4/3 1/4	3/2

No clean-up has yet been made on the No. 2 plant, as the plant has worked so far only intermittently owing to landslides.

NEW GUINEA GOLDFIELDS LTD.

The last report issued by New Guinea Goldfields Ltd. was as follows:

	Apr.	May	June
Gold, oz. fine	1,801	1,435	1,355
Silver, oz. fine	4,228	3,145	3,772
Alluvial:			
Gold, oz. fine	702	854	1,273
Silver, oz. fine	513	603	928
Gold Ridges Mill:			
Gold, oz. fine	758	581	621
Silver, oz. fine	860	587	619
Operating Profit:			
Edie Creek	\$7,449	\$4,127	\$3,997
Alluvial	\$2,532	\$3,373	\$6,842
Golden Ridges	\$563	\$592	\$1,074

(CONTINUED ON NEXT PAGE)

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ENTERPRISE OF NEW GUINEA GOLD AND PETROLEUM DEVELOPMENT N.L.

The following reports have been received from Enterprise of New Guinea Gold and Petroleum Development N.L.:

June 27 to July 17—Surprise Creek: Three faces worked throughout period. Clean-up for June yielded 85oz 7dwt of retorted gold from

7,398 cubic yards sluiced, as previously reported. Additional pipe lines constructed and races cut for opening another face. Partial clean-up for July yielded 48oz 1dwt reported gold, being portion of the 122oz 12dwt reported. Edie Creek Lode Mine: Construction of cyanide plant almost complete. No. 1 W. drive main lode extended in very hard ore to 697ft. from portal. Samples taken as drive proceeded gave assays (from 670ft to 690ft) ranging from 3dwt 4.8gr gold and 4oz 12dwt 19.2gr silver to 13dwt 9.6 gr gold and 9oz 4.8gr silver. Full width lode not exposed. Drainage adit extended to 484ft from portal.

July 27: Crushing was started at the Edie Creek mine yesterday. The machinery is working well.

(See article elsewhere in this issue dealing with the N.G. Administration's refusal to issue to the company a permit to search for oil in an "uncontrolled" area.)

SUNSHINE GOLD DEVELOPMENT LTD.

The New Guinea manager of Sunshine Gold Development Limited reported early in August that the clean-up for July yielded 323 ounces of gold.

BULOLO GOLD DREDGING LTD.

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

	May	June	July
Cubic yard	901,000	780,000	933,000
Bullion, oz.	11,261	13,876	14,159
Gold, fine oz.	7,746	9,627	9,675

VALUE:
Australian currency* £67,777½ £84,230 £84,656
Per cubic yard — /17.9 /25.9 /21.7
Working profit — £53,865 £54,626 £55,020
*At £48/15/- per fine ounce.

Reduced output in May was due to changing the courses of two dredges, which required the digging of a large volume of tailings and overburden.

MANDATED GOLD, N.L.

Shareholders of Mandated Gold N.L., New Guinea, at an extraordinary meeting, held re-

cently in Melbourne, passed a resolution authorising the winding up of the company voluntarily. A liquidation dividend of approximately 1/11 a share will be made to shareholders.

BULOLO GOLD DEPOSITS LTD.

Bulolo Gold Deposits Ltd., New Guinea, reports that a clean up of the Bulolo terraces has been made, preparatory to shifting the plant on to the new area adjoining the Morobe area, and known as the Morobe Deposits. The construction of the pipe line to Morobe Deposits is well under way, and from now on all labour will be concentrated on working the two areas.

Recent returns have been:	June 7	July 7	Aug. 4
Bulolo Terraces:			
Hours	650	525	570
Yards	14,000	15,000	10,000
Gold, oz.	50	24	8
Morobe Area:			
Hours	550	575	500
Yards	4,500	5,500	6,500
Cold, oz.	80	110	170

*Two weeks only.

WEWAK GOLD ESTATES

Testing operations by Wewak Gold Estates N.L. on the lease area on the Humuku, or Screw River, New Guinea, were not sufficiently attractive, the directors report, to warrant mining being undertaken. Operations were then transferred to the Parchee River, about six miles distant, where the Co. has three claims totalling about 1,000 acres. Near the upstream boundary of No. 2 claim on the Parchee, a line of 11 bores, 50ft apart, was put down across the lead, and values of 9.9 gr. a cubic yard were recovered in what was apparently the pay lead. Scout boring and testing were then continued down stream for 1,200 yards, the successive values in the lead being 16 gr., 10 gr., 8 gr., 3 gr., 12 gr., 147 gr., and 26 gr. a cubic yard. The width of the pay lead has not been defined, and the depth averaging about 9ft. Further scout boring and testing are being continued downstream. "Boxing" is being undertaken by two gangs of native labour under white supervision at selected points. It is hoped that the proceeds from this work will meet current expenses. A tribute has been granted on a section of the Humuku River claim.

From Papua**MANDATED ALLUVIALS N.L.**

MANDATED Alluvials N.L., Papua, report that the preliminary arrangements for the construction and erection of the treatment plant have proceeded satisfactorily. The position to date is as follows: "Site prepared and concrete foundations completed. More than 100 tons of material assembled. Full staff of skilled labour engaged. Native labour substantially increased." The directors also report that the work at the mine is being expedited—new storage bins are in course of construction—provision being made for ample supplies of ore to be available for the plant when completed.

CUTHBERT'S MISIMA GOLDMINE LTD.

The general manager of Cuthbert's Misima Goldmine Ltd., Misima Island, Eastern Papua, reported early in August that gold yields since May had been:

	May	June*	July
Treated, tons	1900	2046	2340
Bullion, oz.	2433	2269	2601
Gold, fine oz.	570	612	701
Silver, fine oz.	1768	1570	1800
Estimated value (gold at £48 per oz)	£4662	£4983	£5700
Value per ton	49/1	48/9	48/4

*In addition to £265 worth of gold slags shipped and realised.

From New Caledonia**CHROME ALLUVIALS LTD.**

THE following reports have been received from Chrome Alluvials Limited in New Caledonia:

July 1: Final payment made to vendor of properties. Transfer received. Whole of plant (excepting that on order in Melbourne), equipment, building materials and provisions awaiting shipment to Grand Port on July 5. Conferred with Japanese buyer regarding purchase of chrome and iron. Received quotation £5 (Aust.) a ton for 50 p.c. ore. Will sample iron deposits on property immediately on arrival. Endeavouring to secure options over adjoining properties. Representative of large French buyers of cobalt

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arriving shortly. Will return to Noumea to confer with him regarding Co.'s deposit.

July 15: Store, office and houses nearing completion. Reservoir and water race surveys under way. Examined head waters La Bergerie River. Find these can be tapped at higher elevation than Witt River. During investigations found near head waters extensive bodies limonite iron ore. Estimate exceeds 1,000,000 tons. From 50 to 55 per cent. average quality. Sent samples for assay. Located same quarter forest of gums suitable for wharf construction.

July 20: All buildings erected. Japanese quarters incomplete. Awaiting thatching material. Two reservoirs and races surveyed. Higher dam selected as more suitable. Start made on cutting race. Completed survey of sea-floor. Shows 30ft of water at low tide within 400ft of shore. Plentiful supply wharf timber about 2½ miles from machinery site. Start made to construct bridge across Witt River near mouth and clearing road to reservoir.

July 27: Available men engaged upon cutting race. Fair progress being made. Bridge across Witt River, over 100ft length, completed. Capable of carrying tractor and heavy loads. Renewing culverts and short bridges on road to dam. Results of samples of iron ore, also sluicing body recently located on Les Deux Amis extension very good.

NEW CALEDONIA MINERAL DEVELOPMENT
Application has been made in Victoria to register New Caledonia Mineral Development N.L., with a capital of £1,000. The company proposes to operate in New Caledonia. The legal manager is Mr. C. S. Anderson, 360 Collins St., Melbourne.

Quotations for Islands Gold Shares

	FIJI		
	mid-March	mid-June	Mid-Aug.
Emperor Mines	b19/9	b16/3	b15/4½
Granite Dev.	b9d	s9d	b1/6
Koroere	b3/9	s3/9	b3/3
Loloma	b25/7½	b19/-	b24/-
Mineral Dev.	b1/6	b1/1	b1/-
Mt. Kasi	b6/3	b6/6	b6/-
Mt. Morgan Dev.	b1/-	b7d	b6d
Tavua Dev.	s6d	s6d	s4d
Vatu Kasia	—	s3/9	s2/6
Vees United	b1d	b1d	s3d
	NEW GUINEA		
Bululo Deposits	b1/4	b1/2	b1/4½
Bululo C.D.	s87/10/-	b85/10/-	s86/10/-
Enterprise of N.G. and Petroleum	b82/17/6	s84/12/6	b83
Guinea Gold	b1d	s13/7	b13/10
Irowat	b9d	s1d	—
Morobe All.	b3/2	b2/5	b1/5
N.G.G. Ltd.	b3/2	b2/5	b2/-
Oil Search	b4/3	b7/9	b7/9
Placer Dev.	b85/6/-	b84/1/-	b83/19/6
Sandy Ck.	b1/4	b1/8	b2/2
Sunshine Gold	b16/-	b12/-	b10/10
	PAPUA		
Cuthbert's	—	—	—
Misima G.M.	b25/4½	b22/9	s24/3
G.M. of Papua	b13/9	b12/3	b11/1
Mandated All.	b3/-	b2/3	b1/9
Oriomo Exp.	b5/-	b3/9	b3/2
Yodda Gold Co.	b2d	b2d	s8d

NEW CALEDONIAN IRON

Japanese Very Active

THE Japanese continue to display the liveliest interest in the iron ore deposits of New Caledonia.

It was reported from Tokio on August 9 that an iron field in New Caledonia, estimated to contain 20,000,000 tons of ore, is to be worked jointly by French and Japanese interests. The field is owned by a French subject, M. Robert Fuok. The Steel Tube Company of Japan will finance the venture.

Another cablegram, on August 9, said:

The Yomiuri Shimbun (Tokio) reports that the Japan Mining Company has bought an iron mine in New Caledonia. It is estimated to contain 20,000,000 tons of ore running 50 or 60 per cent.

LEVER REORGANISATION

A GENERAL rearrangement of shareholders in Unilever Ltd., Lever Bros. Ltd., and Unilever-N.V. was announced in London early in August.

The objective sought is that British Empire assets will be owned by the amalgamated company in England and all other assets by the Dutch company. Thus, double taxation will be avoided and the position of individual holders improved. As a result of the amalgamation the general reserve and carry forward will amount to more than £10,000,000 sterling.

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TORRES STRAIT NOTES

From Our Own Correspondent

THURSDAY IS., Aug. 8.
CHIEF Electrician Mackenzie is now in charge of the Municipal Power House, replacing Mr. Swabey who has resigned.

Major-General Sir Julius Brusche is paying another visit to Thursday Island, as the guest of Rt. Rev. Stephen Davies, Bishop of Carpentaria.

Mr. William Flannery, of the T.I. Court House staff, has gone to Sydney on recreation leave.

After H.M.A.S. Moresby left Rabaul recently one of the naval ratings, James Lambert, became seriously ill. He was admitted to Torres Strait Hospital suffering from pneumonia, but soon died. With full naval honours he was buried in Thursday Island cemetery.

Mr. and Mrs. Crowcock left T.I. by the Commonwealth Lighthouse Service vessel, Cape Leeuwin, on transfer to Brisbane.

The Anglican Synod was held last month in the local Cathedral Parish Hall under the presidency of the Lord Bishop of Carpentaria.

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Thousands of sufferers from Kidney trouble and Bladder weakness have stopped Getting Up Nights, Leg Pains, Cries Under Eyes, Swollen Ankles, Nervousness, Stiffness, Rheumatism, Dizziness, Lumbago, Burning, Itching, Smarting, Acidity and Loss of Vigour by a Doctor's new discovery called Cystex (Siss-tex). Gently soothes, tones, cleans and heals, raw sore kidneys. In 15 minutes Cystex starts refreshing your blood. Brings new health, youth and vitality in 48 hours. Guaranteed to end your troubles in 8 days or money back. Price 4/-, from all Stores and Chemists. SCHAFFER & CO., 189 Clarence Street Sydney.

X-rays and Isolation

THE discovery of X-rays, in 1895, brought great benefits to mankind. Hundreds of millions of radiographs are now made each year, mostly for medical diagnosis.

X-ray apparatus now is installed in very many small townships, passenger steamers, and warships and on motor lorries, for visiting isolated places. In Australia, New Zealand, and the Pacific Islands over 1000 installations have been each instrumental in reducing suffering, and in prolonging and saving life.

Originally, X-ray exposures of 20 minutes or more were necessary. Now exposures of only two or three seconds are required, even with the small portable apparatus, carried by one person.

Radiographs may be made of banknotes, paintings and other thin structures, and of such dense objects as steel plate and castings up to five inches in thickness. Every welded joint in large boilers is examined by X-rays. This procedure is important in avoiding accidents and fatalities.

A very large proportion of dental surgeons use X-ray apparatus. The apparatus is used also in the examination of foodstuffs, especially packed goods.

The modern portable X-ray apparatus consumes a few hundred watts for a few seconds, for each radiograph, so that equipment may be installed wherever an electric supply is available.

An X-ray plant often saves its cost in a single year. Long periods of sickness may be avoided, and hospital treatment reduced. This is of importance to Pacific Islands residents. To them, a period of treatment often means an expensive visit to Australia or New Zealand.

X-ray machines may be transported by aeroplane, car or steamer, over long distances, in cases where patients may not be moved; but the need for this grows less, as even the smallest centres become equipped with small X-ray outfits.

W. R. CARPENTER & CO.

Profits Doubled in Two Years

MESSRS. W. R. CARPENTER and Company Limited in its 23rd annual report, covering the year to June 30, 1937, discloses a net profit of £100,585, as compared with £68,079 for the previous year. The dividend rate has been raised from 8 to 9 per cent.

This company, either directly or through subsidiaries, maintains a merchandising, planting, and transport business in New Guinea, Solomon Islands, Gilbert and Ellice Islands, and Fiji, and it is entering extensively into the overseas shipping business and the rapidly developing industry of aerial transport.

The directors state that further expansion is contemplated, especially in overseas shipping. The company was the successful tenderer for the Government air service contract between Australia and New Guinea. During the year further interests were acquired in the aviation field in New Guinea, and a new subsidiary was formed for this department, known as Mandated Airlines Ltd., in which the company has the controlling interest. A controlling interest has been secured also in two new companies, Bulolo Hotel Ltd., and Wau Hotel Ltd., which operate the two hotels at Wau, serving the goldfields. The company's recently-formed subsidiary, the Southern Pacific Insurance Co. Ltd., has made excellent progress.

Comparative figures are as follows:

	Year ended June 30.		
	1935	1936	1937
	£	£	£
Net profit	48,684	68,079	100,585
Dividend, p.c.	8	8	9
Dividend, amount	30,400	47,363	60,615
Bonus, 2 p.c.	9,200	—	—
To investments res.	10,000	—	—
To replacements and renewals	—	15,468	17,536
To branch reserves, for doubtful debts	5,000	—	—
To volcano losses	—	—	10,000
To superannuation account	—	2,500	3,000
To contingency account	—	4,000	3,000
Forward	6,082	4,830	11,265
LIABILITIES:			
Capital	468,326	641,031	673,500
Reserve	200,000	200,000	200,000
Creditors	78,187	108,412	104,287
Premium on share issue	—	—	10,374
ASSETS:			
Investments	217,885	348,126	393,100
Property, ships, etc.	277,475	367,616	347,761
Debtors	225,038	185,425	168,955
Stock	72,423	69,478	101,612
Cash	—	—	47,348
Unexpired charges	773	33,808	7,861

The board of Messrs. Carpenter and Co. Ltd. now comprises: Sir Walter Carpenter (Chairman and Managing Director), Mr. R. B. Carpenter (Assisting Managing Director), and the following four directors, Sir Henry Braddon, Messrs. W. S. Bennett, D. J. Brownhill, and C. H. Carpenter. Hon. R. B. Perriman, M.L.C., is now Superintendent for the firm in New Guinea, and Mr. W. H. Carpenter is Manager at Rabaul.

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Late Frank Pryke

(Continued from page 7)

reached Samarai (then called Dinner Island), which was the only settlement. Suvest, Misima and Murua Islands had all been prospected, and small mining groups had left Samarai and sailed for those, then, remote places.

McLaughlan's Creek was the first settlement on the mainland. Frank, his brother and a party of 10 men went up the Musa River. It proved a dangerous trip, even for the excellent bushmen that they were—natives most savage, food supplies short, and torrential rains. The gold was traced, but not in payable quantities. Travelling back, they got colours at Bartle Bay.

Hearing of gold at the back of Cairns, and having had severe malaria, the Pryke brothers made their way to Cairns hinterland, then on to Jordan Creek. It proved a wildly exciting "rush," but over-estimated.

Obsessed with the idea that New Guinea held good gold, in the unexplored territory, the intrepid Frank decided to face the hardships and fever again. In 1900, he and George Klotz set out and finally discovered Cloudy Bay (125 miles east of Port Moresby). They worked that area very profitably.

With his brother Dan, Frank returned to the Musa (Eastern Papua), at the head of the Kaviri Valley, in 1907, and again fortune favoured them. About this time the question of the New Guinea boundary between Papuan and German Territory, became acute and was finally settled. Frank and his brother were working a claim on the Waria River. Though they were now over the border, and in Ger-

man territory, Dr. Hahl (the German Administrator) recognised them as pioneers, and very fairly allowed them to work their claim out, without paying royalties, or duty on foodstuffs.

Realising the importance of the gold-mining industry, the Papuan Government, about 1910, decided to subsidise prospecting expeditions. It was about this time that Matt Crowe and Jim Pryke went with Frank Pryke and discovered the famous Lakekamu field, in Central Papua.

A most hazardous expedition was then undertaken by Frank Pryke, which nearly cost him his life. The party left on December 1, 1910, and ascended the Vailala River for 130 miles. Robert Elliott and Charles Priddle, sound miners and fine explorers, accompanied the leader. The party formed a base camp, at the extreme limit of navigation of the Vailala, and thence followed up the waters of the Iovo. Fine colours were traced here. Then a disappointing prospect of the Eavori affluent was made. At Dohiti, a smaller river, joining with the Vailala, was ascended, and then the party worked across country to Kerema Station, closely investigating the new country en route. This knowledge proved of great assistance to later prospectors and patrols. Frank Pryke was attacked in an unprovoked fight with the Kukukukus about here, and was dangerously wounded by an arrow. He was carried to safety, and nursed and cared for in the rough little camp, until further travelling could be arranged.

It was in 1914 that Frank Pryke was again chosen for a further exploration-prospecting trip. This time, he led the *Kismet* expedition (organised by Sir Rupert Clarke) up the Fly River. Frank

and his brother made the outstanding mining and exploration trip in New Guinea history on that occasion, and only their natural modesty and dislike of publicity prevented well-deserved recognition.

Many a laugh my late dear old friend and I have had together over the sensational "discoveries" of bumptious newcomers and wealthy ditherers who invade the coastal waters of New Guinea and explore a few miles up a river or two (piloted by the usual brand of leg-pulling humbug!). As Frank once told me: "They do their daily dozen in pygmies and cannibals!"

However, Frank's diaries may cause a deal of genuine appreciation to those really interested. One that I have here as I write I would, were it within my power, place with reverence in the Mitchell Library, feeling that it belongs to a nation which holds such men as Frank Pryke to be the real pillars of New Guinea prosperity.

The expedition led by Frank Pryke and his brother followed the Mungae and

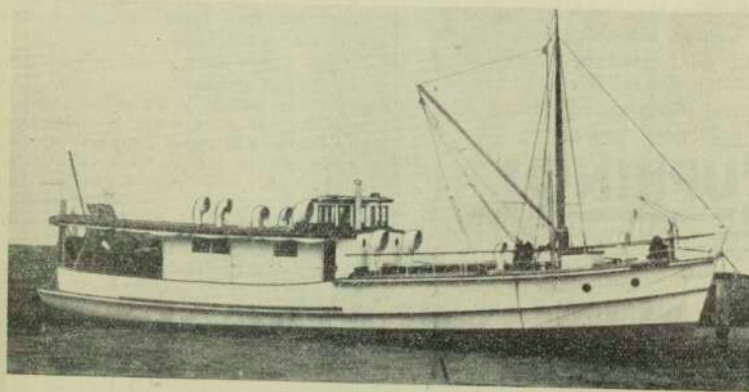
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Piencae (Fly) Rivers to their source, in the Star Mountains, in Dutch New Guinea. Varying country and different new types of natives were met with and records kept carefully. Traces of gold were found on the Black, Palmer and Alice Rivers. The earliest pygmies were also seen and photographed at the headwaters of the Alice. Limestone was here found to be the predominating feature on all the river beaches.

The return journey was most difficult on account of hostile natives. Finally, the party was attacked whilst they were sheltering under a 25ft bank, and the leader was again wounded by an arrow—this time, a severe elbow wound. He was incapacitated for three months, and returned to Australia, where he settled down to a business life.

In 1926, gold, as Frank Pryke so often had predicted, was discovered at Edie Creek (Kaindi). He knew that this would be a rich field—especially for those who got in early. So Frank went gladly back with Les, Joubert, his old chum, to a very happy partnership. They worked the lease at Merri Creek, and then went on to Koranga. The latter brought them both security, and compensation for all those hard years.

From a "handful of Cooktown prospectors," (or, I might say, "a schoonerful of explorers and adventure lovers") Frank Pryke saw his "land of Golden Hopes" grow into the great Morobe mining field.

New Guinea beckoned them, and held them—as the tropics ever does. Real "trail finders," Frank Pryke and his colleagues "smelt out" the likely country over the unknown ranges, and then, when they found gold, they sent the call to one and all, sharing their knowledge and country freely. Not for them the company promoting touches—not theirs the city office and easy chair!

Dan Pryke, who opened up some West Australian fields was also on the Papuan fields with his brothers. He died some years ago, aged 63. Jim Pryke, Frank's younger brother, also a well known miner, was killed in France early in the war. They were a fine trio of pioneers and prospectors.

There will be those who will describe Frank Pryke as a most successful miner. There will be old friends who will say of him that he had all the finest qualities of mateship. But I, who knew him so long, and knew so much of his great-hearted manhood and wide vision, his

tolerant good humour and love of his fellowmen, his great tact and courtesy, and his sane judgment in handling either "bush kanakas" or trained native servants—I shall ever think of him as one of Papua's and New Guinea's greatest bushmen and explorers, and an ambassador of civilisation.

Every acquaintance became his friend. What greater monument could he have than a sweet memory in the heart of all who knew him?

SOLOMON IS. NEWS

From Our Own Correspondent

TULAGI, Aug. 1.

REV. Father Graton, S.M., who gave a good portion of his 59 years in the service of the Catholic Mission, has passed away in Tulagi Hospital. Father Graton was widely known and well-loved. He had hoped to make the new Catholic Church in Tulagi a finished work. Since Bishop Aubin left Guadalcanal, Father Graton had been in charge, until he came to Tulagi to superintend the erection of the church here. Our old friend will be greatly missed. His remains were taken to Visale for interment.

Copra transport has not been plentiful during the last several months, but Messrs. W. R. Carpenter's motorship *Desikoko*, in spite of recent trouble in Rabaul, arrived in the Group in July. On her way here, the *Desikoko* ran onto a shoal off Vella Lavella. However, no very serious damage was done, and the vessel is now lifting some of the large accumulations of copra on the plantations.

The *Balus*, a freighter belonging to Carpenter and Co., caused concern lately when she became a week overdue on the Eastern Solomons trip. Mr. L. Shroder's vessel, the *Edna*, was engaged to search for the overdue *Balus*, and on July 3 towed her into Tulagi. Engine trouble had delayed the ship.

For a long time it has been very difficult to secure legal advice locally. But at present (and it is hoped the arrangement may be permanent) Miss Hackett, of Adelaide, a qualified legal practitioner, is residing in Tulagi. There are many things which have been allowed to "go by the board" here, owing to lack of legal advice. A lawyer is almost as badly needed as a dentist.



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Governor-General of Australia

Official Visit to Papua and New Guinea

ON Monday, July 26, the Governor-General of Australia (Lord Gowrie), accompanied by Lady Gowrie and a small staff, arrived in H.M.A.S. Australia at Port Moresby. Between that date, and August 13, the vice-regal party visited most of the principal centres in Papua and New Guinea.

His Excellency, everywhere, was most cordially received; his attractive personality, simple dignity and invariable courtesy made a most excellent impression in the two Territories; and no untoward incident or accident marred the harmony of the many formalities and ceremonies.

ON July 26, the Governor-General was met at the warship by the Lieut.-Governor, Sir Hubert Murray. The official party landed about 11 a.m.; attended a public reception; and visited the schools. In the afternoon, they witnessed a series of old-time native dances, and dined at Government House. Next day (Tuesday) they visited the native villages and the L.M.S. Mission, and, later, saw native sailing-canoe races. That evening, His Excellency attended a Masonic function.

On Wednesday, Lord and Lady Gowrie, in a large plane provided by Guinea Airways, piloted by Mr. Jack Turner, flew over various parts of Papua near Port Moresby; and that evening they were the guests of Mr. and Mrs. T. L. Sefton at Koitakinumu rubber plantation. They sailed at noon next day for Samarai.

The vice-regal party arrived in the warship at Samarai about noon on Friday. There was a public reception early in the afternoon; a series of social functions, later; and a dinner party on the warship that night. On Saturday, July 31, the party visited the Kwato Island Mission, where there was native dancing and singing; and they sailed soon after noon for Rabaul.

The party arrived in the warship in Rabaul on Monday morning, August 2, and the Governor-General was met by the Administrator, Brig-General W. R. McNicoll. Everyone was curious to see Rabaul as it is after the eruptions. Much cleaning-up had been done, and the trees are showing green again; but the Administrator's ill-luck held. There was a torrential down-pour on the Sunday, and Rabaul suffered a minor flooding. Thus, the visitors, on landing, saw a good deal of mud, and ditches cut by the torrents across the roadways. Nothing, however, interfered with the excellence of the arrangements and the warmth of the public greeting.

There were various official and social functions on Monday, and a dinner and reception at Government House in the

evening. The functions included a public reception by Europeans at the European school; a special welcome by the Chinese community; and visits to the New Guinea Club and Masonic temple.

Next day, August 3, the official party motored through the North Coast district, through the hills to Kokopo, made a call at Vunapope Mission, visited Bita Paka war memorial, and returned to Rabaul. During the day, His Excellency saw from on the North Coast, and from Taliligap Hill, the desolation caused by the eruption of Vulcan on May 28—a great vista of country torn by the torrents, and numerous plantations ruined by pumice and ashes, stretching from Vulcan right across to the North Coast. He stopped at one Administration depot where rations are being given to 4,000 natives whose gardens were destroyed.

On Wednesday the party made a number of more or less informal visits in the district, and that evening, accompanied by General and Mrs. McNicoll, they sailed in the Australia naval sloop *Swan* for Kavieng.

Kavieng, on Thursday, August 5, gave

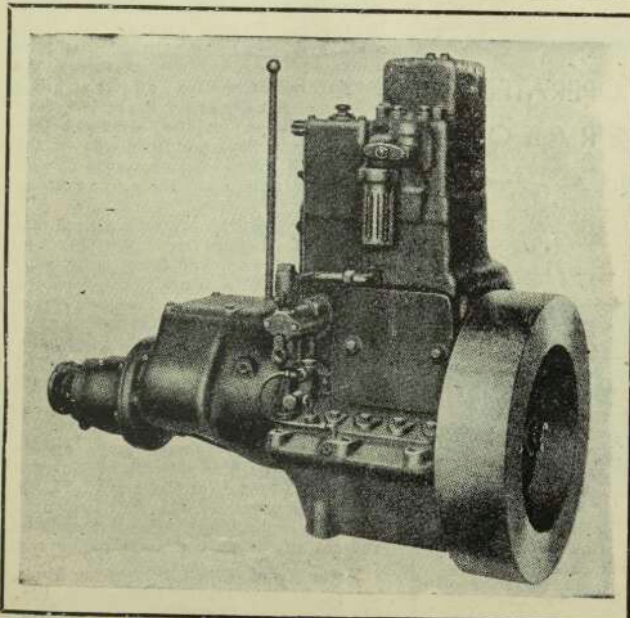
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the party a most picturesque welcome. Fifty craft escorted the sloop into the harbour; and nearly 200 native chiefs, *lutu* and *tutu*, from all over New Ireland, were drawn up at the wharf. There were the usual official and social functions. That night, en route to a dance at the Kavieng Club, Lord and Lady Gowrie drove through a mile-long line of torches held by natives. Next day (Friday) the party drove through the nearer plantation districts. They sailed, in the evening, for the Witu group, en route to Madang.

When the *Swan* entered Peterhafen, in the main Witu island, on Saturday, August 7, the five white residents of Witu gathered at the wharf, and were amazed

when the Governor-General landed. They had no warning of his visit. Their welcome was none the less cordial. The official party spent a delightful informal day on "a tropical island, unspoiled and in its natural condition."

On Sunday, August 8, the party arrived at Alexishafen, and after visiting the famous Mission Station, they went on to Madang. They were cordially greeted; entertained at a "sing-sing" by 700 native dancers; and motored through the country behind Madang. They left that night for Salamaua.

The *Swan* arrived in Salamaua on Tuesday morning, August 10, in pouring rain. Official functions necessarily were curtailed.

Later, the party, as the guests of Guinea Airways Ltd. and Bulolo Gold Dredging Ltd. (represented by Mr. L. V. Waterhouse, a Sydney director of both companies), travelled by aeroplane to Lae, and on to Bulolo, which became their headquarters. Their host was Mr. Louis Joubert, manager of Bulolo G.D. Ltd. They spent Wednesday and Thursday, August 11 and 12, in visiting various

parts of the Morobe goldfield. They flew over into the Ramu valley system, where they met about 4,000 of the very numerous natives (who are still in a primitive state); and they flew also to Wau, where they were warmly greeted by the townspeople, and were entertained by Mr. and Mrs. F. B. Jacobs, of New Guinea Goldfields Ltd.

A sensational report in Sydney newspapers said that the Governor-General was "marooned"—that he was weather-bound in Bulolo by continual rain, and that the warship *Australia* was "quarantined at Salamaua with measles aboard."

The party joined the warship at Salamaua on August 13, however, and sailed direct for Brisbane.

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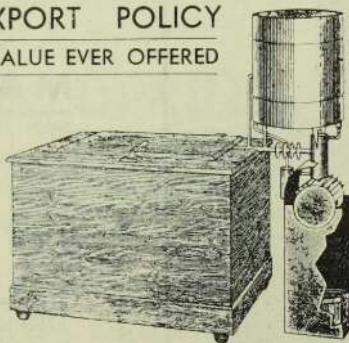
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MR. WARD-WILLIAMS

Papuan Gold Search Abandoned

AFTER spending a year in the interior of Papua, conducting one of the most ambitious gold prospecting projects of modern times, the Ward-Williams Expedition has abandoned the search.

The leader of the expedition, Mr. J. Ward-Williams, and one of the prospectors, Mr. W. T. Korn, returned to Australia by the *Montoro* on August 8.

Mr. Ward-Williams told the *Sydney Morning Herald*: "We decided to abandon our original plan to spend two years prospecting in Papua, as the chances of finding sufficiently large areas of gold are remote. We are satisfied there is no gold there in large quantities."

"I spent 13 months in the interior of Papua with two other white men, Joe Bourke and Wallace Klenzie," Mr. Korn said, "and we are all satisfied that it is useless to prospect any further. We thoroughly prospected all the upper reaches of the Fly River to the boundary of New Guinea, and feel confident that no gold will be found this side of the border. We washed up numerous colours in the headwaters, but there was nothing payable."

Mr. Ward-Williams formed a syndicate overseas to finance the expedition. Australian, American, and English interests were behind the scheme. The head of the English group was the Selection Trust Ltd. The head of the American group was the Partners Mines Corporation.

Mr. Ward-Williams is returning to the United States by the *Mariposa* from Sydney on September 6.

Captain Philip Samuel Jones, an old pioneer of Fiji, died recently at Waiyevo Hospital, Taveuni, at the age of 77. A New Zealander, he was well known in the 80's as master of several vessels in and out of the port of Levuka.

Major Frank Hewitt, managing director of Lever's Pacific Plantations Pty. Ltd., departed from Sydney for Suva, Fiji, by the *Aorangi* on August 5 on business. He will return to Australia by the *Mariposa* in September.

Australian Short Wave Broadcast

September 12 to October 2

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p.m.
12.45 Comment by "The Watchman."
1.00 Time Signal, and News Bulletin.
1.05 Interstate Weather.
1.15 Music.
3.00 (Monday, Tuesday, and Friday) Time Signal, and Broadcast to Schools.
3.20 (Tuesday and Friday) Classic Music.
5.00 Close.
6.30 Chimes, and Popular Music.
6.45 (Tuesday excluded) Sporting News.
7.00 (Tuesday and Thursday) News in French for New Caledonia and New Hebrides.
7.20 National News Bulletin.
7.30 Queensland and North Australian News.
7.40 (Saturday excluded) News, Markets, and Weather for North Australia.
8.50 (Usually) Musical Programme.
10.30 Australasian News Service.
10.50 Musical Programme.
11.30 Close.

EVERY SATURDAY

p.m.
12.45 Music.
1.15—5.15 Description of current sporting and athletic events, interspersed with music.
6.30 Markets Summary.
7.10 New Zealand Mail Bag.
7.35 Sporting Highlights of the Week.
10.50 Australasian Mail Bag.
11.00 Dance Music.
12.00 Close.

EVERY SUNDAY

p.m.
6.00 Musical Programme by various State Orchestras.
6.30 A Musical Miscellany.
6.40 A Talk.
8.50 Talk on International Affairs.
10.30 Close.

SEPTEMBER 12 TO OCTOBER 2

Sunday, Sept. 12.—7 p.m.: Budapest String Quartet; 7.30: Programme from Melbourne Studios; 8.15: The Comedy Harmonists (famous Continental Artists); 9.10: "It Happened Then"—the 1870's, by Vivian Crockett.

Monday, Sept. 13.—8 p.m.: A Play; 9: Dance Music by Jim Davidson's A.B.C. Dance Band; 9.30: Topical Revue; 10: From Melbourne Studios.

Tuesday, Sept. 14.—1.15 p.m.: Community Singing; 8: Concert by A.B.C. Symphony Orchestra, conducted by Prof. Georg Schuevoigt; 9.10: Recital by Arthur Rubinstein, celebrated Polish pianist.

Wednesday, Sept. 15.—1.15 p.m.: Description of Ballarat Turf Club Races; 8: National Military Band (Conductor, Stephen Yorke); 8.30: Denzil Batchelor's Travel Letter; 8.40: From Melbourne Studios; 9.10: The Comedy Harmonists.

Thursday, Sept. 16.—8.05: Recital by Arthur Rubinstein (Pianist); 9.10: Concert by A.B.C. Symphony Orchestra; 10: A Play.

Friday, Sept. 17.—7 p.m.: Current Books Reviewed; 8: Light Instrumental and Choral Music; 8.30: Brass Band Recital; 9.10: Comedy Harmonists; 10: From Melbourne Studios.

Saturday, Sept. 18.—3 p.m.: Description of Victorian Football League Finals, interspersed with race results; 8.05: Concert by Arthur Rubinstein; 9.15: "High Water"—a Negro Episode, with Music.

Sunday, Sept. 19.—7.05 p.m. The Comedy Harmonists; 7.30: Programme of String Music, with Organ; 8: Story; 8.15: Budapest String Quartet; 9.20: A recent Film Release.

Monday, Sept. 20.—8 p.m.: A Play; 9: Jim Davidson's A.B.C. Dance Orchestra; 9.30: Topical Revue; 10: From Melbourne Studios.

Tuesday, Sept. 21.—1.15 p.m.: Community Singing; 8: A Play; 9.10: Arthur Rubinstein (Pianist); 10: From Melbourne Studios.

Wednesday, Sept. 22.—1.15 p.m.: Description of Moonee Valley Races; 8: National Military Band (Conducted by Stephen Yorke); 8.30: Travel

Letter from Denzil Batchelor; 8.40: From Melbourne Studios; 9: A.B.C. Concert Orchestra.

Thursday, Sept. 23.—8 p.m.: Prof. Georg Schuevoigt conducting A.B.C. (Sydney) Symphony Orchestra; 9.10: Piano Recital by Arthur Rubinstein; 10: From Melbourne Studios.

Friday, Sept. 24.—7 p.m.: Book Reviews; 8.10: Sydney MacEwan, Scottish Tenor, and A.B.C. (Brisbane) Concert Orchestra; 9.15: A Play; 9.50: Tasmanian Studio Orchestra, conducted by Clive Douglas; 10.20: From Melbourne Studios.

Saturday, Sept. 25.—1.15 p.m.: Moonee Valley Races Described; 8.05: Arthur Rubinstein, Polish pianist, with A.B.C. (Melbourne) Symphony Orchestra; 8.50: From Melbourne Studios, including Comedy Sketch.

Sunday, Sept. 26.—7 p.m.: A.B.C. (Sydney) Symphony Orchestra; 8: Story; 8.15: From Melbourne Studios; 9.15: Recital by the Comedy Harmonists; 9.40: Budapest String Quartet.

Monday, Sept. 27.—3 p.m.: "Milestones in Modern History"; 8: Dominion Day Programme; 9: Jim Davidson and A.B.C. Dance Orchestra; 9.30: Topical Revue; 10: From Melbourne Studios.

Tuesday, Sept. 28.—8 p.m.: Concert by Melbourne Symphony Orchestra (Prof. Bernard Heinze, conductor); 8.50: From Melbourne Studios; 9.10: Arthur Rubinstein at the piano; 10: A Play.

Wednesday, Sept. 29.—National Military Band; 8.30: A Play; 9.30: Denzil Batchelor's Travel Letter; 9.40: From Melbourne Studios.

Thursday, Sept. 30.—A.B.C. (Sydney) Symphony Orchestra; 10: From Melbourne Studios; 10.50: Jim Davidson's A.B.C. Dance Band.

Friday, Oct. 1.—3 p.m.: "Adventures in Music" by Prof. Bernard Heinze; 7: Current Books; 8.10: Sydney MacEwan, Scottish Tenor, and A.B.C. (Brisbane) Concert Orchestra; 9: Variety Programme; 9.30: Brass Band Music.

Saturday, Oct. 2.—Description of Flemington Races; 8: "Dance Music of the Great Composers"; 8.40: Orchestral Numbers; 9.30: The Comedy Harmonists.

WOMAN'S DEATH IN TONGA

From a Special Correspondent.

NUKUALOFA, July 6.

FROM the adjacent island of Eua, some 12 miles from the mainland of Tongatabu, news was received on July 3 of a tragedy that apparently occurred on June 30. Mrs. Johansson, a resident on the island for some years was found shot through the head outside her house. There was a revolver lying beside her.



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Robusta, f.a.q., imported from Java on firm conversion of exchange, c.i.f., prompt shipment, Sydney:—Quote No. 1: 36/6 per cwt.; quote No. 2: 26/3 per cwt.

Kenya, f.a.q., immediate shipment, c.i.f., Sydney, per cwt.:—No. 1 quotations: Grade "A", 60/-; grade "B", 58/-; grade "C", 56/-; No. 2 quotations: Grade "A", 60/-; grade "B", 56/-; grade "C", 53/-; Triage, 52/-; No. 3 quotations: Grade "B", 56/-; grade "C", 58/-.

Mysore, f.a.q., prompt shipment, c.i.f., Sydney, per cwt.:—No. 1 quotations: Grade "A", 65/-; grade "B", 61/-; No. 2 quotations: Season closed, last prices were: Grade "B", 66/-; Triage, 60/-.

Arabian (Aden) Hodeldah, f.a.q., immediate shipment, c.i.f., Sydney:—No. 1 quotation: 58/- per cwt. No. 2 quotation: 57/6 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-August were:—Average Java 7½d. per lb., and Japara, 77-16d. per lb.

Cocoa

Quote No. 1: Cocoa beans, £57/10/- per ton.
Quote No. 2: Acera, good fermented, £41 per ton, c.i.f., Sydney.

Cotton

London c.i.f. prices for cotton during the month were: July 23, 6.37d lb., August shipment; July 30, 5.98d lb., Sept. shipment; August 6, 6.02d lb., Sept. shipment; August 13, 5.72d lb., Sept. shipment; August 20, 5.61d lb., Sept. shipment.

Ivory Nuts

Ivory nuts were quoted in Sydney, from two different sources, at £13 per ton, f.o.b., Sydney.

Green Snail Shell

Green snail shell, good quality, was quoted by Sydney buyers in mid-August at £55 per ton.

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.

Trochus Shell

Nominal quotations for trochus shell were:
Trochus shell, No. 1 grade ———— £91
Trochus shell, No. 2 grade ———— £87
Trochus shell, No. 3 grade ———— £76
All quotes are f.o.b., and on the Australian £.

Exchange Rates

THE following exchange quotations, gathered in Sydney, show the rates existing in August:

FIJI—THROUGH BANK OF N.S.W. AND BANK OF NEW ZEALAND

Australia on Fiji on basis of £100 Fiji: Buying £111 2/6, selling £113.

Fiji-London on basis £100 London:

	Buying.	Selling.
Telegraphic transfer	£110 15 0	£112 0 6
On demand	£110 12 6	£111 17 6

DIRECT TELEGRAPHIC TRANSFER SELLING RATES

Quoted by
BANK OF NEW SOUTH WALES
in Australia

	Australia on Panceote	Francs to £ Australian
Average for week ended 26/7/37	104.68	
Average for week ended 2/8/37	104.44	
Average for week ended 9/8/37	104.39	
Average for week ended 16/8/37	104.41	
Average for week ended 23/8/37	104.42	

	Australia on Noumea	Francs to £ Australian
Average for week ended 26/7/37	104.64	
Average for week ended 2/8/37	104.39	
Average for week ended 9/8/37	104.24	
Average for week ended 16/8/37	104.39	
Average for week ended 23/8/37	104.37	

NEW GUINEA AND PAPUA—THROUGH COMMONWEALTH BANK

From Australia, Pt. Moresby, £1 per cent.: on Rabaul 10/- per cent.—Other New Guinea districts, £1 per cent.

From Rabaul on London, same as Australia on London:—

Buying: T.T. £A125 equals £stg. 100.
Selling: T.T. £A125/10/- equals £stg. 100.

THROUGH BANK OF N.S.W.

Australia, on Papua, £1 per cent. premium each way, equivalent to commission of 1 per cent.: Australia, on Rabaul, 10/- per cent. premium.
Papua and New Guinea on London: Same as Australia on London and vice versa.

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. (approx.) either way. As quoted by the Comptoir National d'Escompte de Paris, in Sydney, and the Banque de l'Indochine, Noumea: On August 23, when the Australian £ was nominally worth 104.65 francs, £100 Australian would purchase a draft in Noumea of 10,465 francs.

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

Mr. Graham Mirfield, of Miroko, New Britain, married Miss J. E. Bannister at Rabaul, New Guinea, on July 10.

Use - -

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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.

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(A'SIA) LIMITED

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 Per ton, c.i.f.	Plantation, Hot-air Dried, Rabaul Per ton, c.i.f.
January 1, 1932	£14 0 0	£14 15 0
March 25	£14 17 6	£15 0 0
June 17	£13 2 6	£13 5 0
September 2	£13 17 6	£14 0 0
December 16	£14 2 6	£14 5 0
January 6, 1933	£13 0 0	£13 12 6
March 3	£11 7 6	£11 10 0
June 30	£10 17 6	£11 0 0
September 29	£9 7 6	£9 10 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 6
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, Per ton, c.i.f.	South Sea, Sun-Dried to London, Per ton, c.i.f.	Plantation, Hot-air Dried, Rabaul, Per ton, c.i.f.
Jan. 3, '36	£13 2 6	£13 15 0	£15 0 0
Feb. 7	£13 0 0	£14 0 0	£15 0 0
Mar. 6	£11 15 0	£12 15 0	£13 0 0
Apr. 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
Sep. 4	£13 2 6	£13 10 0	£14 12 6
Oct. 2	£13 7 6	£13 10 0	£14 10 0
Nov. 6	£15 10 0	£15 2 6	£16 5 0
Dec. 4	£19 7 6	£19 7 6	£20 7 6
Jan. 8, '37	£22 12 6	£22 12 6	£23 12 6
Jan. 29	£19 15 0	£19 15 0	£20 10 0
Feb. 5	£19 0 0	£19 0 0	£19 15 0
Feb. 26	£18 15 0	£19 0 0	£19 15 0
Mar. 5	£19 0 0	£19 5 0	£20 0 0
Mar. 12	£19 7 6	£19 12 6	£20 12 6
Mar. 19	£19 12 6	£19 17 6	£20 17 6
Mar. 26	£19 5 0	£19 15 0	£20 15 0
Apr. 2	£19 0 0	£19 15 0	£20 15 0
Apr. 9	£18 5 0	£19 0 0	£20 0 0
Apr. 16	£17 0 0	£17 10 0	£18 10 0
Apr. 23	£17 0 0	£17 10 0	£18 10 0
Apr. 30	£16 0 0	£16 15 0	£17 15 0
May 7	£16 0 0	£16 12 6	£17 12 6
May 14	£15 0 0	£15 5 0	£16 5 0
May 21	£14 15 0	£15 15 0	£16 12 6
May 28	£15 12 6	£15 12 6	£16 15 0
June 4	£15 15 0	£15 12 6	£16 12 6
June 11	£15 7 6	£15 15 0	£16 15 0
June 18	£15 2 6	£15 7 6	£16 5 0
June 25	£14 10 0	£14 15 0	£15 12 6
July 2	£14 15 0	£14 17 6	£15 15 0
July 9	£15 5 0	£15 5 0	£16 5 0
July 16	£15 5 0	£15 5 0	£16 2 6
July 23	£15 12 6	£15 12 6	£16 12 6
July 30	£15 2 6	£15 2 6	£16 0 0
Aug. 6	£15 2 6	£15 2 6	£15 17 6
Aug. 13	£15 0 0	£15 2 6	£15 17 6
Aug. 20	£14 10 0	£14 12 6	£15 7 6

Rubber

London Price on—	Para per lb.	Plantation Smoked per lb.
January 6, 1933	41d.	2.45d.
July 7	54d.	3.71d.
December 8	41d.	4.04d.
January 6, 1934	41d.	4.25d.
July 6	54d.	7.05d.
December 28	5d.	41d.
January 4, 1935	5d.	74d.
July 5	5d.	64d.
December 6	61d.	64d.
January 3, 1936	61d.	64d.
June 5	9d.	74d.
September 4	104d.	7 11/16d.
December 4	1/-	9 1/16d.
January 8, 1937	1/2	104d.
February 5	1/2	104d.
March 5	114d.	11 1/32d.
April 2	1/-	1/15/16
May 7	114d.	104d.
June 4	114d.	9 5/8d.
June 11	104d.	9 3/8d.
June 18	104d.	9 11/16d.
June 25	104d.	9 7/8d.
July 2	10d.	9 11/16d.
July 9	10d.	9 3/8d.
July 16	10d.	9 1/2d.
July 23	10d.	8 7/8d.
July 30	10d.	8 7/8d.
Aug. 6	94d.	9 1/16d.
Aug. 13	94d.	8 7/8d.
Aug. 20	94d.	8 1/2d.

Sir Raphael Cilento, Director General of Public Health in Australia, visited Rabaul, New Guinea, during July to report to the Federal Government on health conditions in the town, following the recent volcanic eruptions.

Loloma Plant Nearing Completion

THE treatment plant of Loloma (Fiji) Goldmines N.L., being erected on the Tavua goldfield, is in the final stages of completion and is expected to be in operation early in September. The minimum capacity will be 500 tons of ore a week.

To inspect and expedite the completion of the plant, Mr. E. G. Theodore, managing director of Loloma (Fiji) Goldmines and Emperor Mines Limited, left Sydney for Suva by the *Aorangi* on August 5. He was accompanied by Mr. E. H. Davies, chief engineer, of Charles Ruwolt Pty. Ltd., consulting and construction engineers for both companies.

With the rapid approach of the production stage by Loloma, mining investors in Sydney and Melbourne are watching market moves closely. During recent weeks, the stock has received steady support by speculators and, in fact, is one of the few mining shares that have not fallen in price.

Mr. R. Overall, who was well known in Northern New Guinea, died recently at Marienberg, Sepik District, from cerebral malaria.

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Shipping Services in the Pacific

Sydney - Noumea - New

Hebrides

Subject to alteration without notice.

Pierre Loti			
Sydney	Sept 2	Sept 24	Oct 21
Noumea	Sept 6-8	Sept 28-30	Oct 25-27
Lifou	Sept 9	Oct 1	—
Vila	Sept 10	Oct 2	Oct 29
Lusanville	Sept 11	Oct 3	Oct 30
I.e. Dart	Sept 12-13	Oct 4-5	Oct 31
Vila	Sept 14	Oct 6	Nov 3
Lifou	Sept 15	Oct 7	—
Noumea	Sept 16-17	Oct 8-9	Nov 5-6
Sydney	Sept 21	Oct 13	Nov 10

MESSAGERIES MARITIMES CO., Agents.

Central Pacific Services

Subject to alteration without notice.

M.V. Matun			
Auckland	Sept 14	Oct 12	Nov 9
Cook Is.	Sept 18	Oct 16	Nov 13
Nukualofa	Sept 22-23	Oct 20-21	Nov 17-18
Apia	Sept 24-25	Oct 22-23	Nov 19-20
Suva	Sept 29-30	Oct 27-28	Nov 24-25
Auckland	Oct 4	Nov 1	Nov 29

The cargo steamer Wairuna (5,832 tons) will depart from Sydney on September 30 (approx.) for Suva, Lautoka, Papeete, and North American ports. She will carry a limited number of passengers, in addition to mail and general cargo. The Limerick (8,724 tons) is scheduled to follow to Fiji and French Oceania about the end of October.

UNION S.S. CO. LTD., Agents.

Sydney - Norfolk Island - New

Hebrides

S.S. Morinda			
Sydney	Sept 18	Sept 30	Oct 30
Lord Howe	Sept 20	Oct 2	Nov 1
Norfolk Is.	Sept 22	Oct 4	Nov 3
Vila	—	Oct 7-8	—
Bushman's B.	—	Oct 9	—
Malo	—	—	—
Tangoa	—	Oct 9	—
Segond	—	—	—
Hog Har.	—	—	—
Aoba	—	Oct 10	—
Vila	—	Oct 11	—
Norfolk Is.	Sept 23	Oct 14	Nov 4
Lord Howe	Sept 25	Oct 16	Nov 6
Sydney	Sept 27	Oct 19	Nov 8

BURNS, PHILP & CO. LTD., Agents.

Europe - Sydney - Suva - New Guinea

Subject to alteration without notice.

M.V. Rabaul		M.V. Salamaua	
London	Aug 17	Rotterdam	Sept 15
Suva	Oct 19	New Zealand	Nov 11
Sydney	Oct 31*	Sydney	Dec 4
		Suva	Dec 16†

*She will go on to Townsville, Queensland, to load sugar, and then depart for the United Kingdom, via New Guinea.

†Then to United Kingdom, via New Guinea.

W. R. CARPENTER & CO. LTD.

Saigon - Java - South Seas -

N.Z. Service

Subject to alteration without notice

Van Rees Maetsuycker Van Rees			
Saigon	—	Oct 16	—
Singapore	Sept 11	Oct 18-19	Nov 13
Batavia	Sept 13-15	Oct 21-23	Nov 15-17
Samarang	Sept 16	Oct 24	Nov 18
Sourabaya	Sept 17-18	Oct 25	Nov 19-20
Pt. Moresby	Sept 27-28	Nov 1-2	Nov 29-30
Samarai	—	Nov 3	—
Rabaul	—	Nov 5	—
Vila	—	Nov 6	—
Noumea	—	Nov 10-13	—
Auckland	Oct 7-9	Nov 16-17	Dec 9-11
Wellington	Oct 11-12	Nov 19-20	Dec 13-15
Sydney	Oct 18-20	Nov 24-26	Dec 20-22
Pt. Moresby	Oct 27	Dec 1	Dec 29
Sourabaya	Nov 5	Dec 8	Jan 7
Samarang	Nov 6	Dec 9	Jan 8
Batavia	Nov 10	Dec 10	Jan 9
Singapore	—	—	—
Saigon	—	—	—

ROYAL PACKET NAVIGATION CO. LTD.

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.

Hong Kong - New Guinea - Solomon Islands

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 Solomons she calls at Tulagi, Rere, Bina, Fulakora, and Nono.

S.S. Friderun			
Hong Kong	Sept 18	Nov 12	—
Madang	Sept 30	Nov 24	—
Salamaua	Oct 2	Nov 26	—
Tulagi	Oct 6-11	N.30-D.5	—
Rabaul	Oct 14-23	Dec 3-17	—
Hong Kong	Nov 6	Dec 31	—

GILCHRIST, WATT & SANDERSON, AGENTS

Japan - N. Guinea - Noumea - New Zealand

Subject to alteration without notice

Melbourne Brisbane			
Kobe	Aug 20	Maru	Sept 20
Moli	Aug 21-22	Sept 21-22	—
Rabaul	Aug 31	Oct 1	—
Noumea	Sept 5-7	Oct 6-7	—
Auckland	Sept 10-11	Oct 10-12	—
Wellington	Sept 13-15	Oct 14-15	—
Lyttelton	Sept 16	Oct 16	—
Dunedin	Sept 17-18	Oct 17-18	—
Wellington	Sept 19-21	Oct 19-21	—
Auckland	Sept 23-25	Oct 23-25	—
Cebu	Oct 10-11	Nov 9-10	—
Manila	Oct 12-13	Nov 11-12	—
Hong Kong	Oct 15-16	Nov 14-15	—
Shanghai	Oct 20	Nov 19	—
Moli	Oct 22	Nov 21	—
Kobe	Oct 23-27	Nov 22-26	—

OSAKA SHOSHEN KAISHA LINE

Sydney - Rabaul - Hong Kong

Subject to alteration without notice.

Tanda Nankin Nellore			
Hong Kong	Sept 3	Oct 2	Oct 30
Manila	Sept 6	Oct 5	Nov 2
Rabaul	Sept 14	Oct 13	Nov 10
Brisbane	Sept 20	Oct 19	Nov 16
Sydney	Sept 22	Oct 21	Nov 18
Melbourne	S.27-O.2	O.25-N.3	N.22-D.1
Hobart	Oct 4	Nov 5	Dec 3
Newcastle	Oct 7	Nov 8	Dec 6
Sydney, dep.	Oct 13	Nov 13	Dec 11
Brisbane	Oct 15	Nov 15	Dec 13
Townsville	Oct 18	Nov 18	Dec 16
Rabaul	Oct 23	Nov 23	Dec 21
Manila	Oct 31	Dec 1	Dec 29
Hong Kong	Nov 3	Dec 4	Jan 1

E. & A. STEAMSHIP CO. LTD., Agents.

WILLIAMS & GOSLING LIMITED

SUVA & LAUTOKA — FIJI

STEVEDORES LICENSED PILOTS SHIPPING AGENTS
ACCOUNTANTS STOCK & SHARE BROKERS

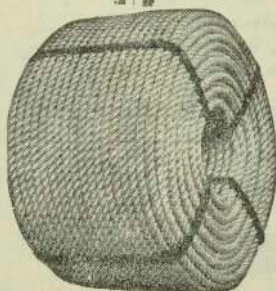
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N. Zealand - Samoa - Niue

The New Zealand Government's steamer **Maui Pomare** (1159 tons) is the only direct connection between the Dominion and the Mandated Territory of Western Samoa. The vessel, 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	Sept 7	Oct 5
Apia	Sept 14-16	Oct 12-14
Niue	Sept 18	Oct 16
Lyttelton	Sept 27	Oct 25
Wellington	Sept 28	Oct 27

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.

Strasbourg D'Amiens C. Ramel		
Papeete	Sept 1-2	Oct 10-11
Raineta	Sept 3	Nov 21-22
Suva	Sept 13	Oct 20
Vila	Sept 15	Oct 22
Noumea, arr.	Sept 15	Oct 22
Noumea, dep.	Sept 23	Oct 29
Vila	Sept 26	Nov 1
Raineta	Oct 5	Nov 8
Papeete	Oct 6-8	Nov 9-11

MESSAGERIES MARITIMES CO., Agents.

Noumea — Australia

The small steamer **Neo Hebrides** (Societe Maritime et Miniere Hagen) has commenced a new monthly service between Noumea, New Caledonia, and Newcastle, N.S.W. The round trip occupies about 17 days.

N.G. Inter-Island Services

S.S. **Maiwara** (Burns, Philp & Co.) makes regular round trips from Rabaul to New Ireland and Bougainville ports.

S.S. **Coombar**, M.V. John Bolton, M.V. Desikoko, 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

S.S. Island Trader (Inter-Island Shipping Co. Pty. Ltd.) connects at Rabaul with S.S. **Friderun** and then makes the following trips:

SOUTHERN RUN—Matala, Put Put, Sum Sum, Kekere, Iwi, Aropu, Toborol, Kieta, Arawa, Numa, Bonia, Dika Passae, Samo, Mareh, Lihir, Kavieng, Patlangat, Rangarere, Notre Mal, Langinon, Asalingi, New Kaueru, Manuan.

Leaves Rabaul Sept 29 Returns to Rabaul Oct 15

NORTHERN RUN—Rambutoy, Pak, Inrim, Pitelu, Papitalei, Salesia, Salami, Lorengau, Nera, Tumleo, Boikin, Kairiru, Wewak, Boram, Sepik Mouth, Awar, Bogia, Kulili, Kurun, Alexis-hafen, Nagada, Madang, Finschhafen, Salamaua, Bali, Garua, Toriu, Stockholm, Manuan.

Leaves Rabaul Aug 27 Returns to Rabaul Sept 22

AGENTS: COLYER, WATSON & CO., RABAUL

Sydney - N.Z. - Fiji - Samoa Hawaii**Subject to alteration without Notice**

Mariposa Monterey Mariposa		
Honolulu	Aug 23	Sept 20
Pago Pago	Aug 28	Sept 25
Suva	Aug 31	Sept 28
Auckland	Sept 3	Oct 1
Sydney	Sept 6	Oct 4
Melbourne	Sept 9-13	Oct 7-11
Sydney	Sept 17	Oct 15
Auckland	Sept 20	Oct 18
Suva	Sept 23	Oct 21
Pago Pago	Sept 24	Oct 22
Honolulu	Sept 29	Oct 27

OCEANIC STEAMSHIP CO., MATSON LINE.

Sydney - Papua - New Guinea**Subject to alteration without notice.**

Macdhui Montoro Macdhui		
Sydney	Aug 28	Sept 18
Brisbane	Aug 30	Sept 20
Townsville	Sept 1	Sept 23
Cairns	Sept 3	Sept 24
Pt. Moresby	Sept 3	Sept 26-27
Samarai	Sept 4	Sept 28
Woodlark Is.	Sept 4	Sept 29
Rabaul	Sept 6-7	Oct 1-2
Kavieng	Sept 8	Oct 3
Lindenhafen	Sept 8	Oct 17
Salamaua	Sept 9-10	Oct 5-6
Lae	Sept 11	Oct 7
Madang	Sept 11	Oct 7
Alexishafen	Sept 11	Oct 7
Lombrum	Sept 11	Oct 7
Lorengau	Sept 11	Oct 7
Boram	Sept 12-13	Oct 21
Wewak	Sept 14	Oct 7
Madang	Sept 15	Oct 7
Finschhafen	Sept 15	Oct 23
Salamaua	Sept 15	Oct 8
Kavieng	Sept 17	Oct 25
Pondo	Sept 18	Oct 26
Rabaul	Sept 20	Oct 10
Salamaua	Sept 21	Oct 28
Samarai	Sept 23	Oct 12
Pt. Moresby	Sept 24	Oct 13
Cairns	Sept 25	Oct 15
Brisbane	Sept 25	Oct 15
Sydney	Sept 30	Oct 20

BURNS, PHILP & CO. LTD., Agents.

Sydney-N. Guinea-Hong Kong**Subject to alteration without Notice**

M.V. Neptune		
Sydney	Oct 7	Dec 15
Salamaua	Oct 14	Dec 22
Rabaul	Oct 16	Dec 24
Cebu (Opt.)	Oct 23	Dec 31
Manila	Oct 26	Jan 3
Hong Kong	Oct 28-N.1	Jan. 5-10
Saloon	Nov 7	Jan 16
Manila	Nov 11	Jan 20
Sandakan	Nov 14	Jan 23
Salamaua	Nov 23	Feb 1
Rabaul	Nov 26	Feb 4
Sydney	Dec 3	Feb 11
Melbourne	Dec 6-8	Feb 14

BURNS, PHILP & CO. LTD., Agents.

French Oceania Inter-Island Service

S.S. **Tooya** (597 tons), which is at present undergoing an overhaul in U.S.A., makes regular trips from Papeete, through Leeward Group (Raineta, Haubine, Bora Bora, etc.) about every four weeks and also regularly visits Tuamotu and Gambier Archipelagos.

MESSAGERIES MARITIMES CO., Agents.

Papuan Inter-Island Services

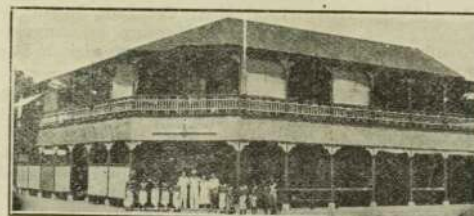
M.V. **Matoma** (Burns, Philp & Co. Ltd.) makes round trips on a regular schedule from Samarai to Milima Island, via the Conflit Group.

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	Sept 2	Mambare	Sept 6
Puni Puni	Sept 2	Buna	Sept 7
Baniara	Sept 2	Cape Nelson	Sept 8
Cape Nelson	Sept 3	Baniara	Sept 9
Buna	Sept 4	Puni Puni	Sept 10
Mambare	Sept 5	Samarai	Sept 11

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 Hisku, Yule Is., Kukipi, Orokololo, Kikori and back via Orokololo, Yule Island, and Hisku—full trip occupying about one month.



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Cosmopolitan SAMARAI Hotel

First-class Accommodation for

Tourists and Travellers
Ballrooms; Electric Light;
Billiards; Freezing works;
Cold Store. Best brands of
Wines, Spirits, Ales.
MODERATE TARIFF
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Excursions arranged

WHERE TO STAY IN PORT MORESBY**The PAPUA HOTEL**

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.

HOTEL MORESBY

NEAR THE WHARF

COMFORTABLE ACCOMMODATION ONLY THE BEST BRANDS OF WINES, SPIRITS AND BEERS IN STOCK

LICENSEE:
Hotel Moresby Ltd.



Licensee: Papua Hotel, Ltd.

First-class Accommodation. Parties Arranged.

Solomon Islands-N.G. Service

Subject to alteration without notice.		
M.V. Malaita		
Sydney	Oct 2	Nov 13
Brisbane	Oct 4	Nov 15
Townsville	Oct 7	Nov 18
Cairns	Oct 8	Nov 19
Tulagi		
Makambo	Oct 12-13	Nov 23-24
Gavutu		
Domma	Oct 14	Nov 25
Mamara		
Tasavarong	Oct 15	
Aruligo		
Lavaro		
Mamara		
Tasavarong		Nov 26
Aruligo		
Meringe		Nov 27
Hivo		
Yandina		
Banika		
Ufa	Oct 16	Nov 28
Faiani		
Younger		
Pepesala		
Lingatu		
West Bay	Oct 17	
Somata		
Gizo	Oct 18	Nov 29
Faisi	Oct 19	Nov 30
Kieta	Oct 19	Nov 30
Arigua	Oct 20	Dec 1
Numa Numa		
Teopasino	Oct 21	Dec 2
Rabaul	Oct 22-23	Dec 3-4
Soraken	Oct 24-25	Dec 5-6
Kieta	Oct 25	Dec 7
Faisi	Oct 26	Dec 8
Gizo	Oct 27	Dec 9
Tetipari		
Russell Is.	Oct 28-29	Dec 10-11
Gavutu	Oct 30	Dec 11
Makambo		
Brisbane	Nov 4	Dec 16
Sydney	Nov 6	Dec 18

BURNS, PHILP & CO., LTD., Agents.

Fiji Inter-Island Services

S.S. Malake, 736 tons (Burns Philp (South Sea) Co. Ltd.), under contract with Fiji Government. Regular four weekly itinerary comprises: Two trips Buca Bay, returning by same route to Suva—trip occupying 8 days. Two trips each Suva to Lautoka, returning to Suva direct or via Ellington—trip occupying 3 or 4 days.

A. K. Helena (Burns Philp (South Sea) Co. Ltd.) makes regular trips from Suva to Labasa, via Levuka and Macuata ports, then returns to Suva. Round trip occupies about 12 days.

M.S. Adi Rewa (Morris, Hedstrom Ltd.) makes trips from Suva to Levuka and Labasa via Macuata ports—trip occupies 8 days. Leaves Suva and proceeds to Levuka, Nabouwalu, Lekutu, Dreketi, Naduri, and Labasa. Returns to Suva by same route. On alternative trips she returns from Labasa via Naduri, Nakalao, Dreketi, Naiserevaka, Lekutu, Galoa, Nabouwalu, and Levuka. The latter round trip from Suva occupies about 10 days.

M.S. Tui Kauvaro (Morris, Hedstrom Ltd.) operates from Suva to Levuka, calling at Lautoka and Ellington. Voyage takes 4 days.

M.V. Tui Cakau (Morris, Hedstrom Ltd.) operates from Suva and makes regular inter-island trips throughout the Colony.

N.G. Goldfields' Services

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.

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.

Sydney - N.Z. - Fiji - Hawaii

Subject to alteration without notice.		
Aorangi Niagara		
Honolulu	Sept 8	Oct 6
Sydney	Sept 17	Oct 15
Auckland	Sept 20-21	Oct 18-19
Sydney	Sept 25	Oct 23
Sydney, dep.	Sept 30	Oct 28
Auckland	Oct 4-5	Nov 1-2
Sydney	Oct 8	Nov 5
Honolulu	Oct 15	Nov 12
		Dec 10

UNION S.S. CO. LTD., Agents.

QUEEN SALOTE OPENS TONGAN PARLIAMENT

From a Special Correspondent

NUKUALOFA, July 6.

THE 37th session of the Tongan Legislative Assembly was opened by Her Majesty Queen Salote on June 15 and is still in session.

The estimates of expenditure for the current year (July 1, 1937 to June 30, 1938) amounting to £63,297, have been passed. This is a rather formidable sum for a country suffering from the effects of a serious hurricane (full recovery from which cannot be much before the middle of next year) and the lower price of copra.

Mr. A. W. Ottawa, sales manager of Riverstone Meat Co. Ltd., sailed from Sydney by the Montoro on August 12 on a "round-trip" business visit to Papua and New Guinea.

Mr. Algernon John Chicester, Sub-Inspector in the Fiji Constabulary, died in the Colonial War Memorial Hospital, Suva, on July 13, at the age of 39. Born in England, he served in the Great War and was for a time in the N.Z. Police Force before going to Fiji in 1921. Mr. Chicester left a widow and three young children.

Pacific Is. Travellers

(CONTINUED FROM PAGE iii.)

Bowen, Byrne, Boland, Brown, Burgess, Burns, Cahill, Crane, Dixon, Davies (2), Doran, Dillon, Ellis, Egan, Fredericksen, Freeman, Forsyth, Grabowsky, Gibbons, Gibson, Guest, Gallagher, Gullidge, Gau, Grieve, Harris, Hadley, Hooper, Hanahan, Hindman, Korn, Ladbury, Levein, Lee (2), Lindblom, McAviney, McEwan, McFarlane, Miskin, McColl, Murray, Newman, Newell, O'Dea, O'Kelly, Priest, Parrott, Rant, Rosser, Shay, Sullivan, Sandes, Savage (2), Scherps, Shaw, Simpson, Tuckey, Turner, Verey, Waldron, Way, Wauchope, Wilkinson, Williams, Wilson. Mesdames Batze, Bawden, Beaton, Chapman, Davies, Davidson, Davies, Freeman, Foley, Gee, Garlick, Hayles, Hadley, Harslett, Hotz, Johansson, Mackay, Munro, Morgan, McKenna, Richardson, Simpson, Sutcliffe, Stewart, Studd, Sinclair, Shay, Priest, Villiers, Wilde, Wilkinson, Woodhouse. Misses Aldis, Baldwin, Byron, Evans, Gribben, Gau, Head, Hobler, Kerr, Matthews, O'Kelly, Perkins, Pritchard, Rothwell, Villiers.

PASSENGERS PER MONTORO WHICH SAILED FROM SYDNEY FOR NEW GUINEA AND PAPUA ON AUGUST 12: Messrs. Ash, Amos, Blencowe, Boileau, Briggs, Boreham, Ballantyne, Bourke, Boettcher, Bergin, Borrow, Burchill, Boyan, Couzens, Clift, Davis (2), Dix, Ditton, Done, Ellis, Feldt, Frerichs, Fraser, Green, Garden, Guest, Hendrick, Hislop, de Hesselis, Hunter, Jones (2), Jillett, Bowen-Jones, Lewis, Middleton, McCulloch, McLean, MacDermuid, Milne, Mason, More, Mayos, Nolan, Noakes, Owen, O'Farrell, Ottawa, Pockley, Peterson, Provis, Quinton, Ross, Richards, Russell, Ringel, Rowlands, Reilly, Robinson, Rae, Reid, Swanson, Smeeton, Tully, Munnell-Turner, Toohill, Timewell, Wilkins, Williams, West, Yeomans, Mesdames Bellamy, Brodie, Bourke, Brown, Burchill, Borrow, Ballantyne, Cunico, Carstens, Clarke, Couzens, Chambers, Feldt, Hammond, Hawat, Haigh, Hill, Jones, Keith, Kuter, Greenough, Gladstone, Lewis, Mackay, Middleton, McFarry, Pangrazzo, Ross, Sinclair, Smeeton, Timewell, Vaughan, Williams, Woods, Zimmer. Misses Bennett, Burchill, Cooper, Cherritt, Hunt, Jones, McLean, Richardson, Salas, Thompson, Vaughan, Woodman.

PASSENGERS PER MALAITA FROM N.G. AND SOLOMON IS. PORTS WHO ARRIVED IN SYDNEY ON AUGUST 14: Messrs. Aitken, Allen, Ault, Bennett, Bridges, Broad, Cruise, Dixon, Dunn, Dawe, Freeman, Gorrle, Gills, Green, Groom, Irvine, Kearney, Lucas, Mantel, Newman, Neilly, Pease, Peacock, Philipp, Roberts, Shearwin (2), Sloane, Smith, Stokes, Strathearn, Sutton, Wilson, Winton-Brown, Weigall, Wheeler, Mesdames Aitken, Bennett, Broad, Cruise, Dixon, Dunn, Farrow, Francis, Green, Harris, Lucas, Moore, Newman, Parker, Pease, Turner, Wilson, Weigall. Misses Campbell, Clemens, Common, Cunningham, Dawes, Devir, Egan, Fitzgerald, Fry, King, Lemon, Lewis, McBride, Riley, Radcliffe, Svensen, Sister Claudin.

PASSENGERS PER MORINDA WHICH ARRIVED IN SYDNEY FROM LORD HOWE IS. AND NORFOLK IS. ON AUGUST 16: Messrs. Cotton, Dibbs, Gall, Grubb, Jones, Phillips, Price, Spark, Stevenson, Syder, Turnbull, Utick, Wells, Worling, Mesdames Gall, Harstena, Phillips, Price, Spark, Misses Clapham, Croker, Doyle, Eason, Graham, Hawkes, Healy, Jones, Kaibel, Le Pettit, McAndrew, Miller, Moreland, Newton, Noble, Wright.

PASSENGERS PER MORINDA FROM SYDNEY WHO LEFT FOR LORD HOWE IS., NORFOLK IS., AND NEW HEBRIDES ON AUGUST 19: Messrs. Bate, Borwick, Crossan, Coleman, Campbell, Campbell, Changmook, Donaldson, Ewington, Earles, Eedy, Johnson, James, Kissella, Moses, McLennan, Nicholson, Ottway, O'Brien, Park, Pinch, Pettingell, Pople, Ross, Reynolds, Sutherland, Smith, Stone, Sinsbury, Sergeant, Shaw, Thomas, Withers, Mesdames Coleman, Cuttle, Eedy, Fox, Hamilton, Hart, Hurley, Lawton, Mullen, Podmore, Purdy, Quintal, Thomas, Thomas, Misses Austin, Broose, Chastun, Campbell, Drake, Cooley, Haddad, Hardy, Heard, Johnson, Munro, Munnely, Percival, Steel, Sharpe, Shackleton, Thew, Virtue, Wilkinson, Woodhart.

NORDDEUTSCHER LLOYD, BREMEN

Hongkong — New Guinea — British Solomon Islands Service

REGULAR SAILINGS BY
S.S. "FRIDERUN"

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COLYER, WATSON & CO., N.D.L. Agents, Rabaul, New Guinea.
GILCHRIST, WATT & SANDERSON, LTD., N.D.L. Agents, Sydney.

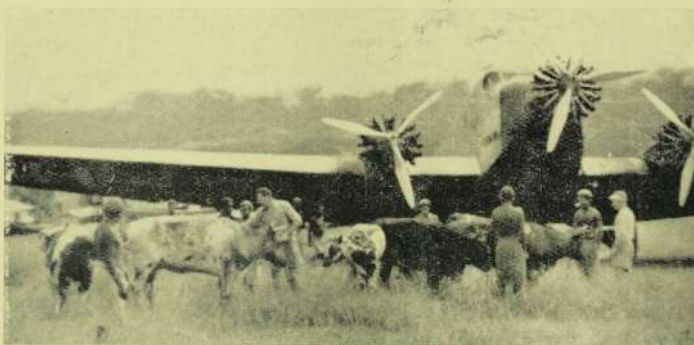
WHAT AERIAL TRANSPORT HAS DONE FOR NEW GUINEA

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	Tonnage	Passengers
Feb. 28	Transported	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	6,102	9,721
1936	6,476	12,137
1937	6,705	11,869
Totals	35,783	51,499



The above photograph shows how aerial transport is assisting in the establishment of a pastoral industry on the Morobe tableland in New Guinea. These dairy cows have just been unloaded from one of Guinea Airways' freight-carrying aeroplanes after being transported from the coast for a dairy farmer near Wau.

—Photo: Thos. A. Olsson.

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

LAE - SALAMAUA

HEAD OFFICE:
BROOKMAN BUILDINGS
GRENFELL STREET
ADELAIDE, S.A.

NEW GUINEA OFFICE:
LAE
MANDATED TERRITORY OF
NEW GUINEA

BRANCH OFFICES AND AGENTS AT WAU, SALAMAUA, PORT MORESBY, AND SYDNEY

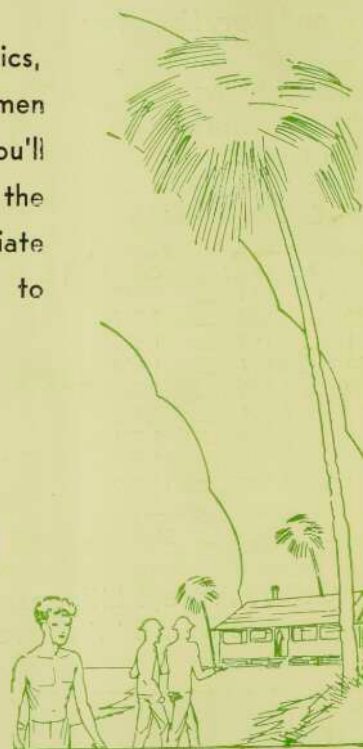
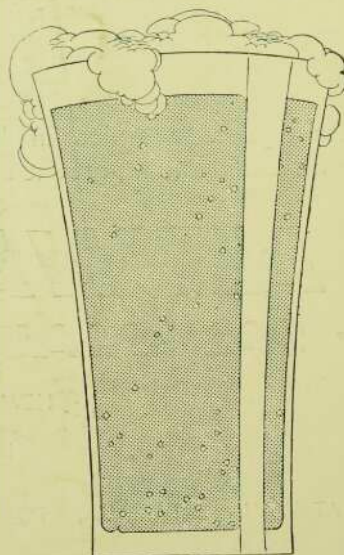
Pacific Islands Monthly, August 25, 1937

A Tropical Thirst demands a Satisfying Drink

*that's why **K.B.** is so popular
south of "the Line"*



All through the tropics,
wherever there are men
who like good beer, you'll
always find K.B. It's the
drink that men appreciate
—a drink just made to
satisfy a tropical thirst!



TOOTH'S **KB** LAGER