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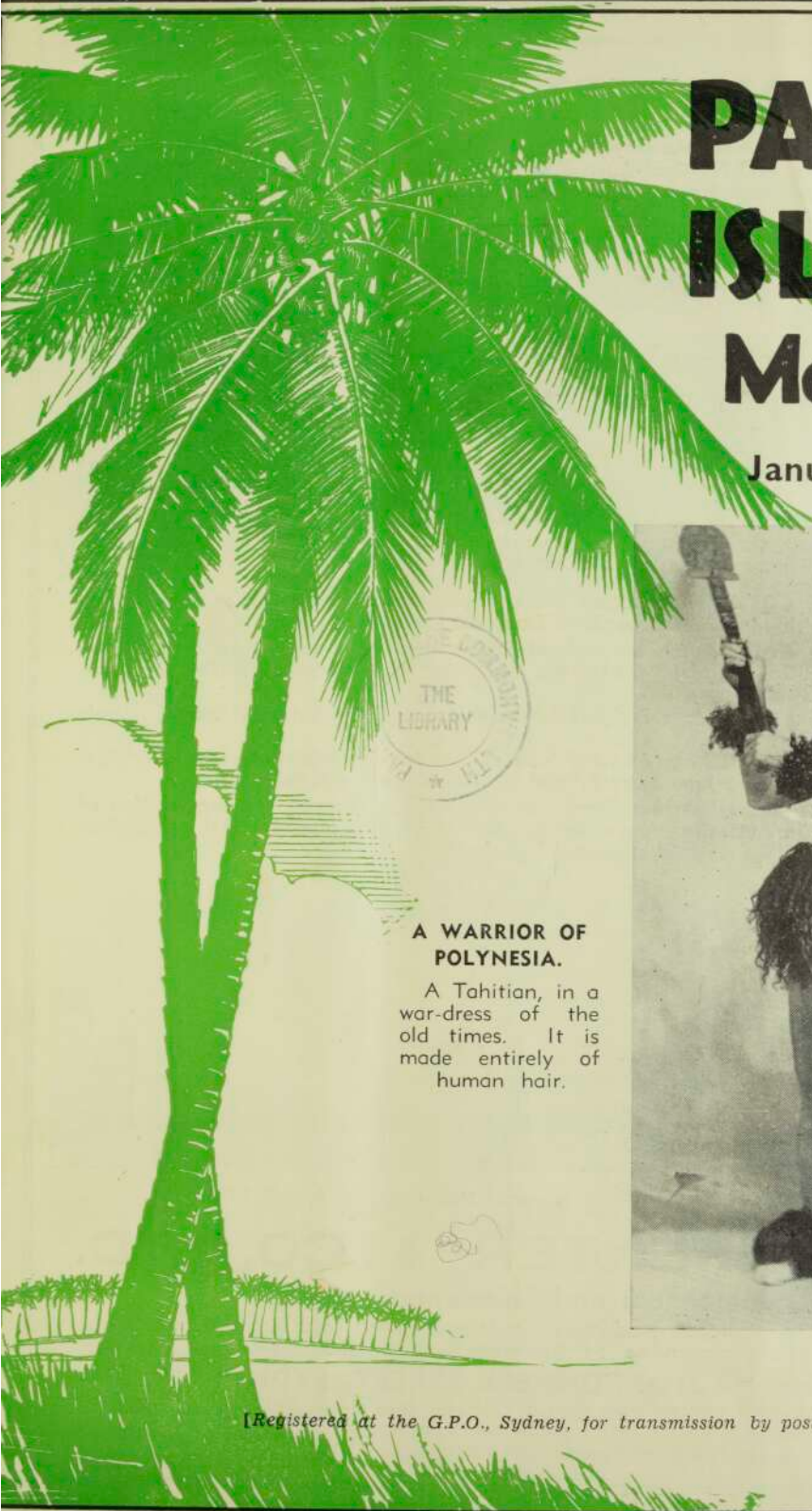
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Vol. VIII. — No. 6.

PACIFIC ISLANDS Monthly

January 24, 1938



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A WARRIOR OF POLYNESIA.

A Tahitian, in a war-dress of the old times. It is made entirely of human hair.

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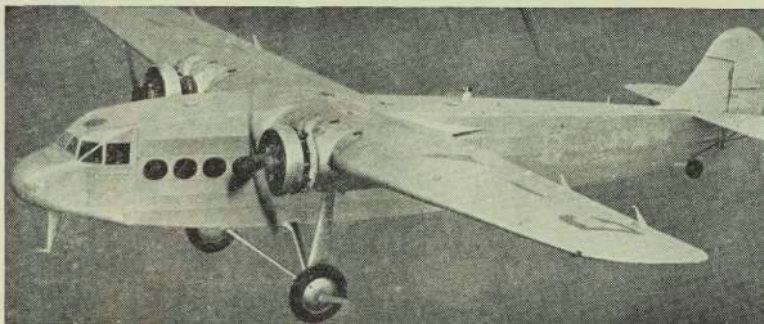
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Pacific Islands Monthly, January 24, 1938.

AERIAL TRANSPORT

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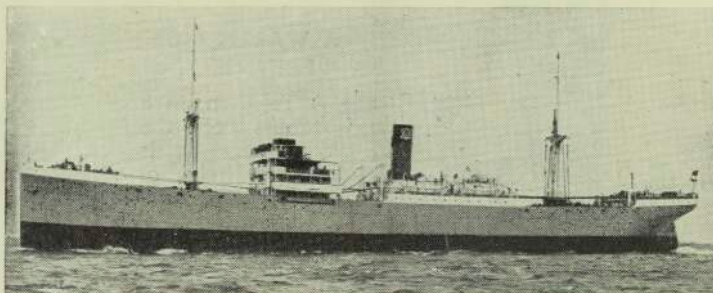
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Pacific Islands Monthly, January 24, 1938.

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PACIFIC ISLANDS TRAVELLERS

PASSENGERS PER VAN REES WHICH SAILED FROM SYDNEY FOR PT. MORESBY, PAPUA, ON DECEMBER 22: Mr. and Mrs. F. A. Bensted, Mr. and Mrs. A. van Bochove, C. E. Dixon, Mrs. H. G. Nicholson, W. Nicholson, Misses J. and M. Nicholson, Miss J. Watson, A. Wyborn.

Passengers per Morinda, which sailed from Sydney for Lord Howe Is., Norfolk Is., and New Hebrides on December 22:—Messrs. Armstrong, Bray, Caddy, Carew, Creer (2), Christian, Durie, Deasey, Dillon, Donaldson, Fitzgerald, Gill, Grootz, Gubbay, Hawkins, Holder, Julliard, Kalorib, Kelyack, Meares, Monaghan, Phillips, Roxburgh, Thompson, Woolley, Mesdames Armstrong, Creer (2), Grassick, Mueller, Monaghan, Thompson, Woolley, Misses Baldwin, Brunker, Collins, Chapman, Christian, De Mestre, Deasey, Fairbairns, Gubbay, Golding, Griffin, Hardman, Hindmarsh, Hopson (2), Jenkins, James, Little, McLean, Marshall, McDonald, Pryke, Rogers, Stout, Turnidge, Woodland, Wilson, Wren.

Passengers per Niagara, which sailed from Sydney for Suva, Fiji, on December 23:—Miss D. Ambramovich, Mrs. Bowman, Mr. and Mrs. S. I. Bossley, Mr. and Mrs. E. C. Banks, Judge and Mrs. Clancy, W. J. Cunningham, J. Donaldson, L. Doubleday, Mrs. C. Doubleday, Mr.

and Mrs. Finigan, Miss M. Finigan, S. C. Ford, Mr. and Mrs. W. R. Harwood, Miss L. Herrman, Miss W. Kearney, V. Kearney, E. Kilner, Misses R. and A. Lange, Mrs. S. Lange, Miss R. Morgan, Miss I. G. Minchin, J. E. Pimms, Father C. Verlingue, Mr. and Mrs. P. G. Peard, Miss D. Pryor, Miss L. Richards, G. E. Ross, Miss V. Roberts, Mrs. M. A. Sparks, Miss T. D. Sparks, W. F. Smith, R. Sinclair, R. R. Sinclair, Mr. and Mrs. E. P. M. Sheedy, H. B. Smith, S. G. Turrell, Miss O. Ward, Miss G. Walker, Miss R. Brown, Miss H. Brown, Mrs. T. Braden, Father J. Chene, Mr. and Mrs. C. H. Hunt, Miss E. Hunt, Mrs. C. K. Langdon, H. L. Sabben, W. Lela, W. F. H. Allan, Miss M. Clarke, Miss E. Day, Father A. Soubeyray.

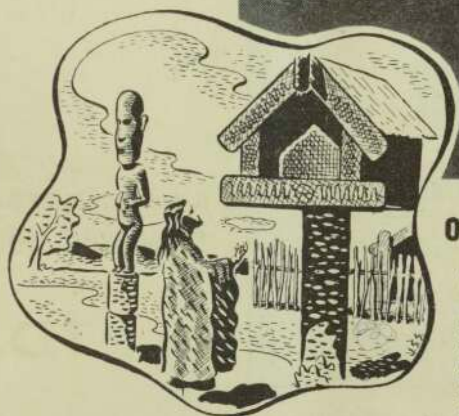
Passengers per Macdhuil, which sailed from Sydney for N.G. and Papua on December 23:—Messrs. Bilston, Clarke, Tudor, Stewart, Boileau, Turner, Harris, Saddler, Low, Mackay, Anderson, Moore, Dillon, Clay, Clarke, Banks, Hewitt, Nixon, Drayson, McKenna, Wagner, Becker, Zimmer, Sherman, Schraders, Hutchens, Stein, Costa, Dance, Dean, Shanks, Wilkinson, Hirst, Gillespie, Gartrell, Lyon, McPherson, Herald, Adams, Milson, Davies, Dunn, Wander, Horlock, Hyde, Waterhouse, Crawford, Snee, Stephens, Noack, Davidson, Hind, Smith, Miller,

Mowatt, Fogarty, Mesdames Bilston, Turner, Anderson, Banks, Drayson, McKenna, Brackam, Scotland, Austin, Sherwin, Wild, Low, Powell, Bilston, Crawford, Snee, Hyde, Stephens, Wilkins, Misses Wooderson, McGregor, Brenton, McLean, McCullough, Cook, MacArthur-Onslow, Swain, McMullen, Walker, Buckingham, Humphries, Ovens, Burston, Wilcocks, Simpson, Hanrahan, Ferguson, Scott, Kainz, Hyde, Davies.

Passengers per Malaita, which sailed from Sydney for N.G. and Solomon Islands ports on December 24:—Messrs. Callahan, Klibbe, Van Houle, Engberink, Stafford, Hiler, Stafford (2), Bird, Callahan, Summerland, Stronge, Isom, Beach, Robertson, Comber, Hicks, Leadley, Kidnie, Sherwin, Mutch, McLellan, Wong, Spencer, Miltrop, Jones (2), Darlington, Belkina, Kuper, Mesdames King, Callahan, Hicks, Klibbe, Stafford, Bird, Isom, Leadley, Kidnie, Misses Winning, Thornton, Miller, Knox, Field, Lindsay, Vivian, Wilson (2), Thomas, Chandler, Atherton, McColl, Doherty, Minchinton, Golden, Cronin, Safstrom, Semmons, Barrett, Holmes, Hesse.

Passengers per Montero, which arrived in Sydney from N.G. and Papua on January 16:—Messrs. Allan, Arnall, Ashcroft, Bell, Benham, Betts, Birrell, Black, Cannings, Champion, Clarkson, Dexter, Du Faur, Edwards, Elliott, Ewen, Fealy, Floyd, Gallaher, Hewitt, Hilder, Mason-Jones, Kennedy, Kingdon, Leck, Lowe, McNamara, Mitchell, Nowlan, O'Brien, Pollard, (CONTINUED ON PAGE 80.)

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Articles, Stories, and Photographs dealing with
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Sydney, January 24, 1938.

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Official and Non-official Considerations

IN this issue there are reports from three different territories in the Pacific, each indicating some difference of opinion between the official and non-official residents on matters affecting the salaries or living conditions of public servants.

One correspondent, writing about Papua, has complained that, while the territory urgently needs funds for the construction of certain public works—a water supply for Port Moresby especially is referred to—the Government has allotted some thousands of pounds of public money for the support of the public servants' superannuation fund.

Another report says that there is some feeling among residents of the Solomon Islands because the Government there has earmarked something over £2,000 for the "re-organisation of the public service"—although what is intended has not been disclosed. It is clear, however, that residents object on principle to plans under which public moneys may be used for the benefit of public servants, unless equal consideration is given to the needs of planters and traders.

The unfortunate incident in the Legislative Council of Fiji, which has

led to the resignation of Sir Maynard Hedstrom, had its origin in a controversy based upon the same thing—namely, the determination of the Governor to provide, out of public funds, certain privileges (free quarters) for public servants. There has been criticism of this plan in Fiji, and some interesting argument has been produced on each side.

These and other incidents suggest that the time is coming when the rights and privileges of officials who govern Pacific territories will need more careful consideration and clearer definition. Public servants in the territories are in a position very different from that of officials in countries where the public funds are directly controlled by elected Parliaments. If it is felt in an Australian State, for example, that civil servants are being given emoluments and powers in excess of what they are entitled to, the electors have the right, at regular intervals, of throwing out of office a Government which they think has permitted improprieties. In the territories there is no such remedy—petty bureaucrats may create an autocracy of an outrageous kind, and quite a long time will elapse before the pro-

tests of the oppressed classes can reach the Government in Europe, or Australasia, or America, which is responsible for the administration.

Most of the Pacific territories maintain "Legislative Councils". These are only advisory bodies—in every case, without exception, the "official members", who are the heads of Government departments or nominees of the administrator, out-number and out-vote the non-official members (who may be either nominated or elected). The non-official members in these various councils have the opportunity of protesting against the acts of officialdom—and they frequently do so protest—but the proceedings are dominated entirely by the official members, who almost invariably vote en bloc, in accordance with the wish of the administrator.

It is clear, therefore, that the success or failure of the system, and the future of the individual territories, depends very much upon the quality of the particular administrator. Where he is a man of strong character, sound experience, clear vision and tactful undertaking, we usually have an efficient administration, which guards the natives during their critical change-over from primitive to European conditions, and guides the growth and development of the territory along sound lines. He will be especially careful in seeing that the civil servants are

not given privileges which are in harsh contrast with the condition of the non-official European residents.

An unwise or inexperienced administrator may get these matters out of focus, and, in regard to the public service, may soon arouse the ill-will of the non-official Europeans. In the present instances, however, it is worth remembering that both Papua and Fiji have been notable in the past for good and wise administration.

It should be remembered that in the British Pacific territories we see two administrative systems in operation: There is the British Colonial Service, wherein the highest and most responsible posts are filled by selections from among men who are trained and tested over long years. Men are trained and selected for appointment as administrators, to exercise autocratic powers, just as they are trained to be admirals, or postal directors, or railway superintendents. Then there is the system followed by Australia and New Zealand, under which the trained men of the administrative services are passed over when the post of administrator must be filled, and a political appointment is made—usually, a politician or ex-politician, who is without any experience of tropical government. It is a vicious, rotten system, which inevitably must reflect back upon Australian and New Zealand records in the South Seas. Many administrators have been appointed by Australia and N.Z. in the last five years; but in only three cases (Captain Garsia, at Nauru; Captain Pinney, at Norfolk Island; and Mr. Smith, at Cook Islands) were men selected from the trained services.

The administrators themselves, in seeking extra emoluments and privileges for their corps of officials, urge that it is most necessary that everything within reason should be done to make the services attractive. Only in this way, they say, can they hope to attract a class of men competent to exercise the almost autocratic powers necessarily conferred upon officials in these Parliament-less territories. The point is well taken. It is a pity that it is ignored by Canberra and Wellington who, in successive appointments, practically have said that their public services have failed to produce competent administrators.

Mr. and Mrs. Rodney Weaver arrived in Australia from New Guinea by the "Malaita" on December 17. They were married at St. George's Church, Rabaul, on December 9, the bride being Miss Patsy Bryant. A member of the staff of the Bank of N.S.W., Mr. Weaver has been transferred from Rabaul to Sydney, where the couple now will make their home.

Mr. L. N. Tribolet, Islands inspector for Burns, Philp and Co., Ltd., departed from Sydney for Rabaul, New Guinea, by the "Montoro" on January 15.

Rev. N. G. Pardney, L.Th., principal of the Methodist Mission's Piula College, Western Samoa, is at present spending leave in Australia, with his wife.

NEW VESSEL FOR NEW HEBRIDES.

MESSAGERIES Maritimes, Ltd., have purchased a new vessel, the "Polynesian", for the New Hebrides inter-island trade. She was formerly the "Mygreta", and was built in Shanghai in 1930. She is of 1,388 gross tons, with length of 217 ft., breadth, 35 ft. and depth, 20 ft. She is a twin-screw vessel, and has a speed of 10 knots.

At present being refitted in Brisbane, the "Polynesian" will have a cargo capacity of 700 tons of copra. Provision is being made for 10 passengers, as well as accommodation for natives.

She is expected to leave Australia for Vila about the middle of March.

Mr. and Mrs. William McCreadie, of Suva, Fiji, arrived in Australia by the January "Aorangi". Before his departure from the Colony, Mr. McCreadie was given a send-off by the Government Printing Office.

Mr. J. B. Marillier, chief surveyor of the New Caledonian Mines Department, arrived in Sydney from Noumea by the January "Pierre Loti".

RAIN AT LAST!

From Our Own Correspondent.

PT. MORESBY, Jan. 6.

HEAVERY rain has fallen at last to relieve the serious shortage of water in Port Moresby.

On December 24 a cloud burst over the town and torrential rains fell throughout Christmas Day and intermittently during the following week, registering over six inches. The reservoir, supplied by a catchment on the hill above the town, which was recently cleaned, filled up well. With rapidly-filling tanks, residents were glad that the anxiety over the water shortage had ceased.

The relief measures organised by the Government since November 1, by which each resident was supplied with fresh water from tanks on lorries, carted from the Loloki River, 16 miles distant, were appreciated by residents.

The death occurred recently of Mr. John Williams, a grandson of the late Mr. J. Williams, for 25 years Consul in Samoa, and the great-grandson of Rev. John Williams, pioneer missionary of the London Missionary Society in the South Seas.

THE PROVERBIAL HOSPITALITY OF FIJI.



(The public service of Fiji has been reorganised and divided, with the result that British-born members of the British Colonial Service receive the important promotions and larger salaries, while those lucky Fiji-born men who may enter the Fiji public service have more limited opportunities, and a maximum salary of around £400 p.m.).

OLD MAN FIJI: Hail; Government servants both! To the black-coated visitor within our gates, I shall give the large white pig. The humble son of our people shall have the black pig—if he is lucky.

AIR TRANSPORT TO PLANTATIONS.

Interesting Development In Papua.

From Our Own Correspondent.

PT. MORESBY, Jan. 2.

ONE of the most interesting and significant developments in connection with aerial transport in the South Seas occurred here recently. It is indicated that aeroplanes may take the place of motor-launches or lorries in maintaining communication between Islands plantations and the various shipping centres.

On December 14, a Guinea Airways Stinson plane, with Pilot Ross, inaugurated an aerial transport service between Port Moresby and Ellogo Plantation, the coffee and rubber estate owned by the well-known planter of Papua, Mr. G. A. Loudon, 30 or so miles, in behind the capital.

Twenty trips to and from the plantation enabled all stores and produce in and out to be handled satisfactorily; and, as each trip occupied only a few minutes, the advantages of the service can be easily understood.

Mr. Loudon is the first planter in Papua to take advantage of aerial transport. He recently made an excellent landing ground on his property, and it is understood he arranged a satisfactory contract for the carrying in of all plantation supplies and the carrying out of all produce, to meet incoming vessels, each month.

It is reported that other planters in this Territory, impressed with the service, are contemplating similar arrangements in the near future. It may be that the problems of transport, which have been uppermost in the more remote districts of Papua will have their solution in aerial carriage.

MAY TOUR NEW GUINEA.

Prime Minister of Australia.

IT is reported that the Prime Minister of Australia (Mr. J. A. Lyons) may make a tour of the Australian territories in the coming winter, going to the Northern Territory, Papua, and the Mandated Territory of New Guinea in that order. It is understood that Mr. Lyons definitely will go to Darwin, and the extension of his tour to Papua and N.G. is being urged. It even has been suggested that while in New Guinea he might inaugurate the construction of the new capital.

(It does not seem to occur to anyone that the new capital has not been selected yet; and in fact the committee to select the new capital has not been appointed.—Ed., "P.I.M.")

Mr. N. Hagen, of Noumea, New Caledonia, who was in Sydney in January, stated that his company's new motor vessel "Le Phoque" was functioning quite satisfactorily in the service between New Caledonia and the Loyalties. The "Le Phoque" is the vessel of 200 tons which was brought to Sydney recently from Holland as deck cargo on a large steamer.

NO NEW LINERS!

Trans-Pacific Plan May Be Affected by Far East Situation.

A GOOD deal of political and newspaper snarling is going on over the fact that, apparently, the plan to build two ultra-modern 22,000-tons liners for the trans-Pacific service (to replace the "Niagara" and "Aorangi") has been abandoned.

It was agreed that Britain, Canada, Australia, and New Zealand should jointly find £3,000,000 to "maintain British shipping prestige in the Pacific". A well-known London writer says that the plan has broken down because the N.Z. Labour Government insists on imposing certain embarrassing labour conditions in connection with the shipping service. The impeachment has been sharply and angrily denied by the New Zealand Prime Minister (Mr. Savage). He says that the cause of the delay is the huge increase in ship-building costs.

Meanwhile, it is indicated that the Matson Line may build new ships for the Pacific service.

It is beyond doubt that the position is dominated by certain international considerations relating to Japan. Obviously it is far more important that there should be Anglo-American co-operation in maintaining the status quo in the Pacific, rather than that British and American shipping interests should squabble over trans-Pacific transport and the "prestige" of either the Red Ensign or the Stars and Stripes.

Fiji's SOUND FINANCES

From Our Own Correspondent

SUVA, Jan. 1.

THE sound position of the finances of Fiji was disclosed at the last session of the Legislative Council when the Budget for 1938 was approved. After a full discussion of the estimates the following were the final figures arrived at:—

Estimated Revenue	£831,594
Estimated Expenditure	782,374
Surplus	49,220
Expenditure from Surplus Balances ...	200,989
Excess of Expenditure over Revenue, to be met from Surplus	151,769

"THAT ARCHAIC TRINITY"

Governor's Remark Causes Stir In Fiji

From Our Own Correspondent

SUVA, Jan. 7.

SIR MAYNARD HEDSTROM has resigned from the Legislative and Executive Councils of Fiji, in circumstances which caused something of a stir.

At the end of November, there was a debate in the Legislative Council on the Government's estimates. Certain of the Indian members criticised the Governor's proposal to spend public money in providing free quarters for public servants; and, in support of their arguments, they quoted speeches made in other years by European members. In reply the Governor (Sir Arthur Richards) said this:

"The right to free quarters is not a newly created one."

"I was interested to hear that archaic trinity, Sir Henry Marks, Sir Henry Scott, and Sir Maynard Hedstrom, quoted once more in this Council, whose views on this subject are so notoriously out of date. They have an antiquarian interest, it is true, but it seems to me nothing more than that."

"It is a duty of Government to provide officers with quarters; it is a duty which has not been generally admitted in this Colony, but I hope that it is now admitted as a goal towards which we should strive, and so long as I am Governor of this Colony I shall continue to strive to provide Government officials with suitable quarters. It would be different if there were any houses sufficiently good for renting in Suva, but there are no such houses. Therefore, it is necessary for Government to undertake a burden which private enterprise has not found suitably profitable, or possibly has neglected because of other better opportunities of investing its money."

Sir Maynard Hedstrom saw a report of this in Honolulu, on his way home from the Orient; and, in Suva, on December 22, he wrote to the Governor protesting strongly against "the contemptuous tone" of the remarks made by the King's representative, when speaking from his place in the Legislative Council. He said: "I believe it is without precedent in this Colony for a Governor publicly to criticise in this

"SEPTEMBER MORN" IN CENTRAL NEW GUINEA.



—Photo by W. Korn.

Prospectors have no privacy in Central New Guinea. A white man is a great curiosity to the swarming tribes, and they follow him around tirelessly and studiously his every action. In this picture, Mr. Joe Bourke of the Ward Williams expedition, is shown taking a bath, indifferent to his fascinated audience.

UNKNOWN HEART OF NEW GUINEA

Source of the Sepik and the Fly

manner a member of the Legislative and Executive Councils. If I had been in my place in the Council, with an opportunity to reply, I would not have regarded the matter so seriously."

The Governor replied, on December 24, that Sir Maynard had read into his remarks much that was not there.

"There was nothing contemptuous either in the tone or the matter of what I said in Council. I can find nothing contemptuous even in the 'Fiji Times' account, which you quote, taken out of its context and not professing to be a verbatim report. Nor was there anything contemptuous in my intentions. I wanted to make clear my opinion that certain views publicly enunciated some years ago by certain gentlemen are out of date to-day. . . ."

His Excellency declared that his remarks were not contemptuous or of derogatory to anyone.

Sir Maynard replied on December 30:

"I regret I cannot accept the interpretation which you give to your words, but must accept rather the meaning placed upon them by my friends and the public generally. The remainder of Your Excellency's letter is irrelevant.

"I have served the Colony for 29 years as a member of Legislative Council, and for over 20 years as a member of Executive Council, and during that period I have always received courtesy and respect from successive Governors. I am not now prepared to serve a Governor who, during my absence from the Colony, has spoken of me publicly in the way your Excellency has done.

"Therefore, I tender my resignation from the Legislative and Executive Councils and request that the correspondence on this subject be placed before the Right Honourable the Secretary of State for the Colonies at the earliest possible date."

His Excellency replied accepting, with regret, Sir Maynard's resignation, and he thanked him for past services.

EDITORIAL NOTE.

Sir Maynard Hedstrom is head of the big firm of Morris Hedstrom Ltd.; Sir Henry Scott is Fiji's leading lawyer; Sir Henry Marks is a merchant and has been 50 years in Fiji. All three men have given most notable services to the Colony, in all kinds of offices. During 40 years, Sir Henry Marks filled practically every position in public life to which the Government could appoint him. He is now a man of advanced years, and he is in poor health. The other two are robust men of middle age, capable still of rendering valuable public service.

In the circumstances, His Excellency's choice of words was a little unfortunate. He surely was entitled to say that the views quoted by the Indian Members were out of date; but, "that archaic trinity"—! The words have only one meaning, and they would strike 95 per cent. of people as having been used contemptuously.

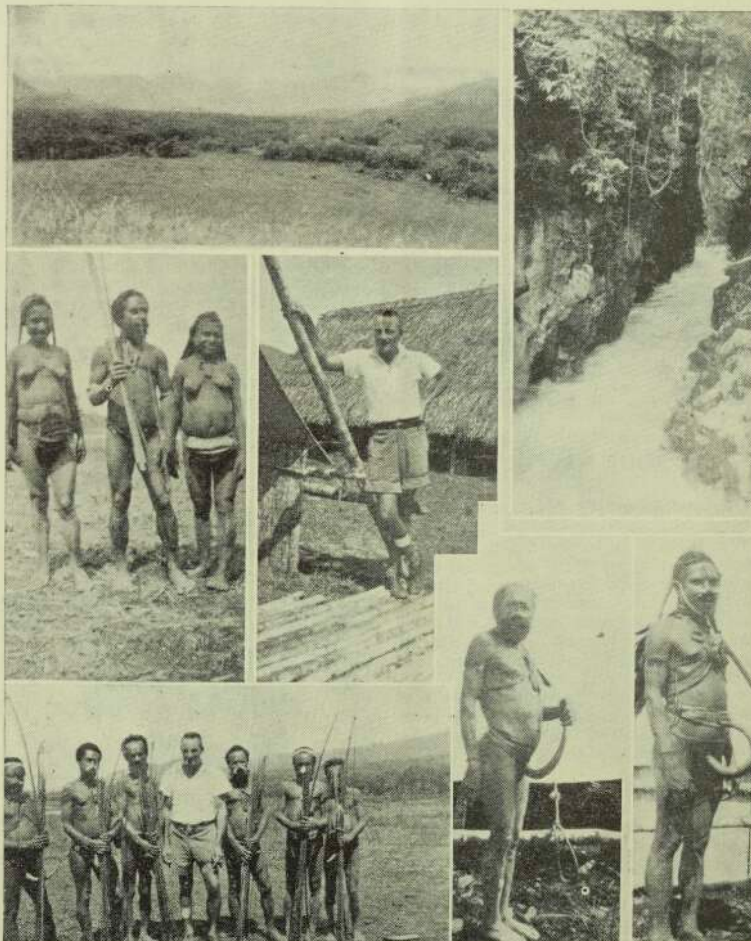
There are features of the incident which are puzzling. One could understand that this young and new governor was trapped by a liking for a happy phrase; but, having once recognised the very natural resentment of Sir Maynard and the other men dubbed "archaic," he easily could have secured a mutually honourable peace by explanation and apology. For some unknown reason, he took the opposite course.

A VAST region of extensive valley systems, lying at an average height of 5,000 feet, surrounded by high mountains, and very numerous inhabited by many tribes of clean-skinned, healthy, intelligent, friendly natives, is how Mr. W. Korn describes the centre of New Guinea—a huge and practically unmapped area lying around the intersection of the boundaries of Dutch New Guinea, Papua and the Mandated Territory of New Guinea. Mr. Korn, in 1936-7, spent many months in this region, as a member of the Ward Williams gold prospecting expedition.

In a saucer-like depression among the ranges, just within the borders of the

Mandated Territory, Mr. Korn and his companions found a small stream which they proved to be the actual source of the mighty Sepik River. A few miles away, southwards, there was another small stream, which is the beginning of the equally mighty Fly River. They estimated that from that point the Sepik flows 850 miles north to the Pacific, and the Fly some 600 or 700 miles south to the Gulf of Papua.

Mr. Korn, after lengthy furlough in Australia left Sydney for Wau, New Guinea, in January. He knew Wau in other days—he it was who "pegged" Golden Ridges about 1927.



TOP LEFT: The basin which is the actual source of the Sepik River, in the lands of the Fera-min people. The photograph was taken late in 1936, looking east. TOP RIGHT: The Sepik at its beginning—a mere mountain torrent, a few feet wide, passing through a limestone gorge at an altitude of 4,500 feet. MIDDLE LEFT: A chief of the region, with his two wives. MID-

DLE CENTRE: Mr. Korn, in a native village. LOWER LEFT: Mr. Korn, with typical fighting men of the region. LOWER CENTRE: Tamal, chief of Bolivip, Eastern Fly River and (lower right) a chief of the Fawolmin (Western Fly River)—two mortal enemies who are always at war with each other. (All photos. by Mr. Korn.)

SAMOANS IN N.Z.

"GOODWILL MISSION" FROM THE MAU.

A PARTY of Samoan representatives left Apia in January to place before the Government of New Zealand certain requests that have been made during the past year by the Fono of Faipule and which have been refused.

The delegation consists of Taisi (Mr. O. F. Nelson, Faatonu of the Samoans); Tamasese, President of the Mau; Alipia, Speaker of the Fono; Leiataua Mana, Faipule; Faalavaanu, Secretary to the Mau; and Malienafau (Miss O. V. Nelson, LL.B.), Legal Advisor.

The delegation has been described as a "Goodwill Mission from the Samoans to New Zealand". Actually, it is merely a "mission" from the Mau organisation (which dominates the Faipule) to the N.Z. Labour Government.

There is now a very large section of the Samoans which definitely does not associate itself with the Mau, and which maintains a separate organisation.

The expenses of the delegation will be borne by the Samoans themselves; but the N.Z. Government has appointed Mr. Ralph Tattersall as an interpreter to accompany the delegation, and it will pay his expenses.

The delegation will spend 17 days in New Zealand and then will sail from Auckland on February 7.

The "Western Samoa Mail" on December 31, in a prominent article, declares that "the Mau organisation and the Fono of Faipule have every confidence in the present Government and will remain loyal to it". That is a surprising declaration. The Mau and its puppet-show, the Fono of Faipule, for a year or more, have nagged at the N.Z. Government and embarrassed it with unreasonable agitation when, in the circumstances, the least they could have done was to attempt to work in

COUNT VON LUCKNER.

THE famous German ex-naval officer Count Felix von Luckner, with his wife, was in Tahiti in December. He was cordially greeted there, and his friendliness and charm of manner—so well remembered from the war years—made him many new friends in the French Colony. He went on to Western Samoa in his auxiliary yacht "See Teufel", and arrived in Apia, via Pago Pago, on January 8. He intends to make a long stay in Samoa. The Countess von Luckner is petite, fair-haired, and charming, and she appears to be as popular in the Islands ports as her distinguished husband.

helpful harmony with the Labour Administration, which, in 1936, gave recognition to the Mau and Mr. Nelson in so sensational a manner.

LABOUR PROBLEM IN SAMOA.

New Zealand newspapers continue sharply to attack the policy of the N.Z. Labour Government, in Samoa, where planters—as a result of the Government's action in deporting Chinese labourers—have been left with a maximum of 259 Chinese coolies with which to work their plantations.

The Minister responsible for this policy (Mr. Langstone) in a statement early in January said the Government saw no necessity for the employment of imported Chinese as domestics or artisans, and felt that it was entitled to the co-operation of local employers in the provision and training of suitable labour in the territory.

This is a statement which is quite in accord with the degree of statesmanship exhibited by the N.Z. Government in relation to Samoa, and with the knowledge of tropical Islands conditions displayed by the same Minister when he visited Samoa in 1936 as one half of the famous "Goodwill Mission".

George Robinson, an employee of the Colonial Sugar Refining Co., Ltd., died on December 25, as a result, it is alleged, of a fight at Nausori. Aged 35, he was married and had two children. Another employee at the C.S.R. mill, Charles Streeter, has been arrested in connection with the affair.

AIR DISASTER

P.A.A. Flying-Boat and Crew Lost Near Samoa

THE destruction of Pan-American Airways 19-tons flying-boat "Samoa Clipper," off the coast of American Samoa, on January 11 (Eastern time) has seriously dislocated arrangements that had been made for the inauguration of the air-mail service between the United States and New Zealand. The project is not abandoned, of course—it probably will take shape during the current year.

It was stated in this journal, in December, that an American flying-boat was expected to leave Honolulu about December 20 on a survey flight to Auckland; but that, owing to the refusal of the U.S. Government to provide a mail subsidy, there was some uncertainty about the actual date of commencing a regular service.

On December 23, the Sikorsky S-42B flying-boat "Samoa Clipper" (formerly the "Hong Kong Clipper"), left Honolulu for N.Z. in charge of Captain Edwin C. Musick, who had flown 1,500,000 miles in the service of Pan-American Airways and was regarded as their No. 1 pilot. The flying-boat proceeded via Kingman Reef and Pago Pago (American Samoa) to Auckland, without incident, arriving there on December 26.

An interesting feature of the visit was the arrival in Auckland at the same time of Imperial Airways flying-boat "Centaurus"; and the two great machines lay in Auckland Harbour together for a day or two.

On January 1, carrying 375lb. of air-mail and 8lbs. of express freight, the "Samoa Clipper" left Auckland and flew back to Hawaii. The trip was made without incident.

There was still some uncertainty regarding the date of the commencement of a regular service; but it was reported, apparently with authority, that a fortnightly service between Honolulu and Auckland, connecting at Hawaii with the North Pacific service of P.A.A. for San Francisco, would be commenced early in the New Year, carrying mails and cargo. It was thought that passenger traffic would have to await the introduction to the service of the huge Boeing flying boats now being built.

On January 10, Captain Musick left again for Auckland in the "Samoa Clipper." The previous flight had been essentially a survey flight; but on this

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The "Samoa Clipper" moored in Pago Pago (American Samoa), on a previous survey flight.

occasion the flying-boat carried a quantity of urgent cargo (especially cinema films) for New Zealand and Australia. She flew without incident to Kingman Reef and Pago Pago; and left Pago Pago at dawn on January 11 for Auckland. Then disaster occurred.

The "Clipper" maintained radio communication with Pago. Thirty-eight minutes after departure, Captain Musick reported that an oil line feed on one engine had broken; that the engine had stopped; and that they were returning to the base. Thenceforward the "Clipper" and the land base exchanged constant messages; the "Clipper" apparently, for some unknown reason, took a circuitous course; the captain then reported that he was dumping his petrol preparatory to landing; and he asked that the ground crew get ready to receive him in Pago in a few minutes; and then there was complete silence.

The "Clipper" was momentarily expected, but she never appeared. After an hour or two, much alarm was felt, and the U.S.S. survey ship *Avocet*, which fortunately was in Pago Pago, went out to make a search.

Rumours of disaster gathered. Natives on an outlying island said that they had seen an aeroplane descend into the sea in clouds of smoke.

Within a few hours of commencing her search the *Avocet* found heavy oil on the water at latitude 18.8 South, longitude 170.51 West. A motor launch from the *Avocet*, following up this trail, quickly found clear evidence that the "Samoa Clipper" had been blown to pieces and the remains burned. Only very small pieces of wreckage and scorched clothing, of all descriptions, floated on the water.

Seven men lost their lives, including the famous Captain E. C. Musick, his first and second officers (Messrs. C. G. Sellers and B. Brunk), and Messrs. F. J. McLean (navigator), T. J. Findley (radio operator), J. W. Stickrod (engineering officer), and J. A. Brooks (assistant engineer).

There are many theories to account for the disaster, but what actually happened never will be known. There were appliances on the "Clipper" to permit of the dumping of petrol in an emergency, with reasonable safety; but it is believed that the escaping petrol was either ignited by a fire caused by the hot lubricating oil on the crippled engine, or by static electricity.

The accident caused dismay throughout the Central Pacific, and especially in Honolulu, where the successful operation of these flying-boats on the weekly service between Hawaii and Asia during the past two years had created great confidence in the safety of air transport.

Offers of help came from all directions when the "Clipper" was reported missing. Count von Luckner, the famous German navigator, who was in his yacht at Apia, immediately offered his services. The British authorities offered the services of the flying-boat "Centaurus," which by that time had returned to Sydney.

There is much sympathy for Mr. Harold Gatty, who has worked indefatigably to organise and establish a Central Pacific air-mail service. His plan is not lost, however, only delayed.

The belief is growing that there soon will be a regular service across the Central Pacific in which both P.A.A. and British Imperial Airways will take part.

An interesting idea was given publicity during the month—namely, that instead of the South Pacific air-mail going north-east to Honolulu and North

America, it should take a more easterly course and travel via some of the Eastern Pacific islands (Christmas Is., Henderson Is., Ducie Is., or some of those) to Central America, and thence via Bermuda or some other of the West Indies to New York. If this idea were to be seriously considered it probably would be part of a plan for providing an Australian air-mail connection with North America through New Guinea and Guam (which is an important station on the North Pacific air-mail service, between Hong Kong and San Francisco).

AIR SERVICE TO NEW GUINEA.

THE airmail service from Sydney to New Guinea, to be operated by Messrs. W. R. Carpenter & Co., Ltd., should begin about the end of March. The route is: Sydney, Brisbane, Rockhampton, Townsville, Cairns, Cooktown, Port Moresby, Salamaua, and Rabaul. One trip will be made weekly in each direction.

The big De Havilland machines to be used in the service have arrived in Australia, and it is probable that one will make a survey flight in February, or early in March. Messrs. Carpenters are ready to commence the service at any time—they are awaiting the provision of aerodromes and of necessary radio and meteorological equipment by the Commonwealth Government.

MR. NASON JONES.

MR. J. NASON-JONES, well-known in Papua and New Guinea as a geologist and prospector, arrived in Australia early in January. He said that he intends to settle down upon a sheep property in New South Wales. He told reporters that he had mapped 15,000 square miles in the Territories while searching for oil and gold. He does not think that any new goldfield will be discovered in Papua, but he does believe that a big goldfield will be found in the Mandated Territory. He would not indicate the locality he had in mind, but he said that it was in the "uncontrolled" area.

"MONTORO'S" STEERING GEAR BREAKS IN STORM.

EARLY in the morning of January 19, when steaming through a cyclonic storm on her way to Port Moresby, and when 200 miles north of Brisbane, the liner "Montoro" reported by radio that her steering-gear was damaged, and she urgently asked for help.

Radio inquiries showed that every ship in the vicinity was sheltering from the storm. Brisbane then made hasty preparations to send a powerful tug to the "Montoro's" assistance.

At 4.10 a.m., however, Captain Rothery radio'd that repairs had been made, and that the "Montoro" would continue her voyage to Townsville. It was apparent that the officers and crew of the popular Islands steamer had spent a very lively and anxious two hours.

RABAU'S FUTURE.

Extraordinary Delay In Selection of Committee.

WHEN the Administrator of New Guinea (Sir Walter McNicoll) sailed from Sydney for Rabaul on December 15, it was clearly understood that the Federal Government, within a day or two, would announce the names of the committee which was to be set up to select a site for a new capital for the Mandated Territory.

The terms of the report made by the expert vulcanologists allowed neither of argument nor delay. They strongly emphasised the danger of maintaining the administrative capital in Rabaul. Canberra itself acknowledged that nothing more was to be done, except to find another Administration site.

Weeks passed, and nothing happened. Finally, about January 10, someone began to ask questions. It was then discovered that the new Minister for the Territories (Mr. W. M. Hughes) was resting at Palm Beach and expected that his colleagues would nominate the committee. His colleagues said they were waiting on Mr. Hughes.

The Prime Minister (Mr. J. A. Lyons) gave some indication of annoyance, and proceeded forthwith to select a committee. It was stated in "Sydney Morning Herald" of January 11 that the committee probably would consist of Mr. R. Halligan (Prime Minister's Department), Mr. W. C. Thomas (formerly Custodian of Expropriated Properties), and another—probably a surveyor-engineer from New Guinea.

A number of leading residents of New Britain and New Ireland are strongly protesting to the Federal Government against the proposal of removing the Administration from Rabaul. Their views are being presented to the Government by Mr. W. E. Grose, an influential New Guinea planter.

Mr. Hughes announced on January 22 that the committee would be appointed on January 27.

However, there is no official announcement to indicate the cause of the extraordinary delay.

Meanwhile, Vulcan has given Rabaul a further reminder of present-day conditions. There was a sharp earthquake at 1.25 a.m. on January 8, which was felt in Rabaul, Kerevat, Toma, and Kokopo. Though lasting less than a sec., its intensity was severe. There was a smaller tremor at 5.30 a.m.

In the meantime, there is speculation concerning the merits of Salamaua, Madang, Gasmata, and various other expected and unexpected places. One tip, "right out of the horse's mouth", is the tableland at the back of Madang—Madang to be used as the port of the new capital, while the new capital itself, placed in or near the famous Ramu Valley, will serve to open the way to the rich central N.G. tablelands.

B.S.I. NATIVE MEDICAL PRACTITIONERS.

—Photos. by May Moore, Sydney.

TOP: Geoffrey Kuper, N.M.P., has returned to the Solomons after an excellent record in the Suva Medical School, and probably will practise on Malaita. He is a young man of attractive personality, and speaks good English. His father is a well-known trader in the Group.

BOTTOM: William Tela, from Maravovo School, Guadalcanal, Solomon Islands, is the first Malaita boy to be selected for training at the Suva Medical School.

These are the type of young men who are being trained in Suva for medical work among the natives of Fiji, Solomons, New Hebrides, Cook Islands, etc. Australian newspapers, with characteristic complacent ignorance, referred to them recently as "Dr." So-and-So. They may not call themselves "doctor", but they are entitled to place after their names the letters "N.M.P." (Native Medical Practitioner).

The system is working admirably, and is supported by all the Administrations, except those controlled by Australia. Australia, for some reason, remains coldly aloof. A few young natives have been sent from Papua to Sydney Medical School for instruction; but the New Guinea Administration, in the manner so typical of it, appears to have done nothing whatever to train young native men for regular work in the native villages.

FIRST N. HEBRIDES N.M.P.

ANOTHER N.M.P., Daniel Kalorib, the first New Hebrides native to graduate at the Central Medical School, Suva, was in Sydney in December. He left for Vila on the 22nd by the "Morinda" to begin work in the Condominium as a Government medical assistant.

Kalorib, who has just completed a four years' course at the Fiji school, is a fine type of his race—modest and shy about his achievements, but full of enthusiasm for the work ahead. Receiving his early training at the Tangoa Presbyterian institution, he became a school teacher, and later transferred to the J. G. Paton Hospital at Vila, as an assistant. On the recommendation of the British Resident (Mr. Joy), he was sent to the Medical School at Suva. His father is a teacher on the island of Malekula.

Tragic Deaths at Wau.

From Our Own Correspondent

WAU, January 1.

THERE have been three tragic deaths here recently, all men well-known and well-liked.

Mr. Frank McKee, formerly of Port Moresby, Papua, was drowned in the Lower Watut River at Maralinan, while attempting to swim the river. His body was carried eight miles down stream. The Ashton brothers rendered great help in recovering the body, and in assisting Mrs. McKee.

Mr. Alex. Hoath, of the Administration Services, recently passed away in Wau hospital. The cause of death was "Japanese river fever," and the end came suddenly. He was very popular in Morobe district and always joined in all social and sporting activities.

Mr. Reg. Moran, of New Guinea Goldfields staff, at Golden Ridges, died in hospital on December 22. He had been ill for some time with internal trouble and had entered hospital on numerous occasions. About a week ago he left the hospital feeling particularly well. Taking part in a cricket match on Sunday last, he suffered a relapse, and died in hospital during a spasm of violent retching. A sad feature of his death was that he had just made arrangements to join his wife and little girl in Australia.

It is reported that Mr. Gus Davoren, who has been missing for some weeks now, was last seen swimming in the Watut River. Residents fear that he has been drowned.

Mr. Fred. R. Isom, of the Melanesian Mission Press, Guadalcanal, Solomon Islands, returned to the Group with his wife and small daughter by the "Malaita" on December 24. They spent their furlough in England.

THE SOLOMONS**Some Reasons Why Australian Rule is Wanted**

VISITORS to the Solomon Islands have been surprised to find among non-official residents there a very strong wish that the Solomons shall be brought under Australian administration; and have been more surprised to learn that the reason is that the Solomons residents are envious of the better conditions enjoyed by residents in the Mandated Territory of New Guinea, just to the north of them.

"We admit that there has been much criticism of the New Guinea Administration", say the Solomon Islands residents, "but, for all that, the N.G. Administration is so much better than ours that we would prefer it".

Which leads to the reflection that the Solomon Islands Administration must be lacking in certain respects. Critics of the B.S.I. Administration certainly have something to say. In general terms, they describe the Government simply as a loose organisation of English-born officials, who have no particular interest in the development of the territory and whose main concern is to carry out the day's routine conscientiously, and get away to a better climate at the earliest possible moment.

The Coconut Pest.

One critic, for example, has pointed to the coconut pest, which has ravaged the Solomons—a mysterious thing called "nut-fall", which destroys young nuts. A few years ago, a sum of £10,000 was provided from various sources for a scientific investigation of this thing; and the scientists finally tracked the trouble down to a small insect. Having found the cause of the trouble, the next logical step was to discover a parasite which would control and perhaps destroy the pest, in the way that has been done in Fiji, Hawaii, Java, etc., with other insect pests.

But the remaining entomologist left the Solomons nearly a year ago and, although there is still a substantial sum remaining in the special fund, nothing has been done to deal with the pest that has been identified. The Solomon Islands planters say: "The officials are just too tired!"

The Public Service.

There is criticism, too, because of certain action taken by the Resident Commissioner last year. He told the Advisory Council that a sum of £2,700 had been put aside for reorganisation of the Public Service—but no other information was given. It is believed that the money actually is being earmarked to provide the Public Service with some privileges which it now has not got—probably the payment of official salaries in sterling instead of Australian currency, which rules in the Group—but no details whatever have been given out.

The Administration, it is reported, is trying to obtain £300 from an American institution wherewith to build a school in Tulagi for the training of natives as Government clerks, etc. The establishment of such a school, of course, will mean an expenditure running into some hundreds of pounds. The critics ask why such a procedure is necessary at all. They point out that a number of first-class Missions are operating in the Group and that the mission schools are quite capable of turning out, if necessary, any natives trained

in the manner proposed.

Another subject of criticism is the legal authority given to young officials who are in charge of districts. These young men preside at the lower Court sittings. Usually the charges dealt with are against natives; but now and again a European is involved, and these officials, who either have had no legal training or only a few hours' tuition, must give important decisions. There is no machinery provided for an appeal against their decisions.

Recent arrivals from the Solomons tell with malicious glee of the consternation caused there not long ago by a Miss Hackett, an Australian solicitor, who spent some time in Tulagi. She took over the defence of natives in a few cases and, with her alert mind and legal knowledge, she made some prominent officers of the Administration look rather ridiculous. Miss Hackett returned to Australia recently, but it is believed that she is going back to settle on a plantation somewhere near Tulagi. The critics of the Administration hope so, because they feel that a person with sufficient legal knowledge to stand up to the official adjudicators in the Group would be of considerable value.

Britain or Australia?

The whole situation, of course, resolves itself into this: That the Solomons are comparatively a very little Territory; that the British Colonial Office is obliged to administer the Territory as economically as possible; and that, so far as Britain is concerned, there is no reason why money should be spent there in encouraging settlement and development. The officials, who have been the subject of criticism, probably are as good officials as may be found anywhere in the Service—and the British Colonial Service is notable throughout the world for its efficiency and the fine character of its personnel. They are simply carrying out their job in the Solomons as they would carry it out in any other little isolated country.

The Group, however, is of great and growing importance to Australia in a strategic sense, and as its economic structure and activities already are 90 per cent. Australian, it seems to be a logical thing that the administration should be taken over by the Commonwealth Government.

New B.P. Hotel at Port Moresby.

From Our Own Correspondent.

PT. MORESBY, Jan. 8.

MESSRS. BURNS, PHILP and Co. Ltd.'s new hotel, which is to be erected shortly in a prominent position overlooking Pt. Moresby, and close by what is known as the Lower Hotel, will within a few weeks show signs of the imposing structure that will grace the town frontage. Plans and specifications already have been completed, and residents are looking forward eagerly to its establishment.

GUEST HOUSE AT WAU

From Our Own Correspondent

WAU, Jan. 2.

THE popular Wau hostess, Miss Alice Allan, has returned from a quick holiday trip to Sydney, and has taken over the management of the large new guest house which has been completed at Wau. It should be a success, for it fills a much needed want, providing board and residence for single men.

Messrs. G. Leg and M. R. Metzger, members of the Conseil-General of New Caledonia, arrived in Sydney by the "Pierre Loti" from Noumea on January 7.

HIDES EXPEDITION

Return of the Drilling Party

THE drilling party sent to the Strickland River, Papua, under Mr. Dufaur, to examine the dredging claims pegged in May last by Mr. Jack Hides and the late Mr. David Lyall, on behalf of Investors Ltd., returned to Sydney in January. No report has been made to shareholders, but it is believed that the results of the examination by drill were disappointing.

It is understood that Mr. Hides will return to New Guinea shortly, to continue his work for Investors Ltd.

LATE MR. DAVID LYALL.

Mr. David Lyall, who died at Daru, Western Papua, on September, left an estate valued at £5,785 to his mother and younger brother.

MISSIONARY KILLED IN FIJI

From Our Own Correspondent

SUVA, Jan. 1.

A CAR containing six people skidded when rounding a bend on the Tallevu road on December 19, and fell 60 feet down a bank. Mr. H. A. Adrian, recently appointed secretary of the S.D.A. Mission in Fiji was killed; Mr. H. M. Lansdowne, head of the Wainibuka Mission School was slightly and his wife seriously injured. The car was driven by Pastor W. T. Cooper, of the S.D.A. Mission. Mr. Adrian, who was 34, had been only 3 weeks in the Colony.

Mr. and Mrs. G. A. Marshall departed from Sydney for Papua by the "Montoro" on January 15. He is a plantation manager at Aroa, Kairuku District.



THIS wedding group was photographed in Rabaul, New Guinea, some three months ago. The bride was Miss Jean Robson, daughter of Mr. and Mrs. A. G. Robson, of Holbrook, N.S.W., and the bridegroom was Mr. G. F. Gee, of Stanmore, Sydney, who is a member of the

staff of the Department of Agriculture of New Guinea.

The photograph was taken at the Hotel Rabaul, where Mrs. Bignell had carried out tasteful decorations for the reception. Members of the Department's staff—in-

cluding the Director, Mr. G. H. Murray—are prominent in the photograph. The guests were received by Mrs. J. L. Froggatt and Mr. E. C. D. Green (Mrs. Green being prevented by illness from being present). (Photo. by Hawnt.)

TROPICALITIES

SALAMAUA must have been a little startled to see itself described in Australian newspapers by a recent visitor as "a cool and healthy place", with strong claims to be the future capital of New Guinea.

IT was siesta time in Rabaul—that hour when the tottery capital sweaters and sweats. The opulent business man was relaxing. The phone rang; the secretary answered, and then turned to her employer.

"Long distance calling, sir," she said. "It's a radio-phone call—Sydney on the wire."

"Let's see," murmured the B.M. "That's about 2,000 miles from here."

"Just about that, sir," agreed the secretary.

"Then hang up," ordered the employer wearily. "I'm too tired to talk that far!"

MR. A. J. MARSHALL, described as a scientist, was interviewed recently by the Melbourne *Herald* concerning the New Hebrides, and talked the usual poppycock about conditions there. This, for instance:—

"If that were the whole story, the condominium might be tolerated. But its effect on the natives and native life make it essential for something to be done immediately, unless the story of the Tasmanian aborigines is to be repeated on a grander scale."

"On top of this is brutal exploitation under which the natives are being exterminated. The population of the largest island, Espiritu Santo, has dropped from 70,000 to 4,000 within 100 years."

The suggestion that the French and British are exploiting and exterminating the New Hebrides natives is grotesque, and show how much reliance is to be placed upon Mr. Marshall and the books he is supposed to be writing about the Pacific Islands. There was an enormous decrease in the populations of all the Pacific groups between 1800 and 1900—the inevitable effect of the impact of European "civilisation" upon primitive people—but in practically every group the process has been reversed, and for two decades the natives, especially the Polynesians, have been increasing. In the New Hebrides, the position is obscure; but if these primitive tribes are not increasing the fact certainly cannot be attributed to "exploitation." If they are decreasing, the rate of decrease now is very slow, and the basic causes are psychological rather than physical.

"LINDBERGH of the Pacific"—that was the title Captain Edwin C. Musick, who perished in the "Samoa Clipper" disaster, had won by his record and exploits in commercial aviation. A modest, unassuming gentleman, there was nothing of the back-slapping trumpet-blowing American about this famous airman, who probably was the most experienced flying-boat officer in the world. In addition to pioneering the N.Z. service, he made the first commercial crossing of the North Pacific, from San Francisco to Manila. He received the Harmon Trophy of 1935 as "the world's most outstanding aviator."

A tragic revelation of the accident was that the ill-fated trip was to have been Captain Musick's last. On the previous trip he had with him Captain W. D. Culbertson and on his final trip he was

accompanied by Captain Sellers. These two pilots were to take command of the "Clipper" on alternate flights in future.

Captain Sellers, first officer of the "Samoa Clipper," had had extensive service with P.A.A. in the Orient. In 1936, as pilot to General Chiang Kai-shek, the Chinese leader, he flew Madam Chiang with ransom money to Sian, when the dictator was kidnapped by Chiang Hsueh-liang. Sellers' widow is recovering from a serious illness—a few days before the "Clipper" took off from Honolulu he gave her a blood transfusion.

The assistant engineer (J. A. Brooks) lost his life because he wanted to spend Christmas with his family in Hawaii. Normally, he would have been on another "Clipper" and so missed the fatal trip; but he asked for a month's leave at the end of November in order to be with his wife and two young children during December. Reporting back to work, he was assigned to the N.Z. route instead of his usual job.

Messrs. McLean (navigator), Findley (radioman), and Stickrod (chief engineer) all had flown down to Auckland in the "Samoa Clipper" on previous flights. Mr. B. Brunk, the second officer, had just joined the Pacific service after being on P.A.A.'s Miami route.

A WELL-KNOWN merchant of Tonga does not like the outlook there. This is what he says in a letter to the Editor, dated December 17:—"Things are pretty bad here again, owing to the effects of the hurricane, the low price of copra, and the rapacity of the Government and the Wesleyan Mission. There is no sign, so far, of any Christmas trade."

MOST Islands people are familiar with the history of the Bulolo goldfield, T.N.G., and how, owing to its inaccessibility, it was necessary to transport all the plant, machinery, stores, and men by aero-

plane and to maintain regular communication with the coast. In December, Mr. Charles A. Banks, managing director of Bulolo Gold Dredging Ltd., was in Sydney on his way to New Guinea to inspect B.D.G.'s workings, and he recalled that it was exactly seven years ago (December 29, 1930) since the first of the two huge cargo-carrying Junkers G31 planes landed at Salamaua to commence carrying in parts for the first dredge.

Concerning this aeroplane, Mr. Banks told an interesting little story. Mrs. Banks was with her husband in Germany when he bought the two all-metal Junkers planes for this service. They were in the company of Professor Junkers, who asked what names it was proposed to give to the machines.

My wife without hesitation replied "Peter" and "Paul", Mr. Banks said. I asked her afterwards why "Peter" and "Paul", and she reminded me of the ditty which runs—

Two little dicker birds sitting on a wall,
One called Peter, the other called Paul;
Fly away, Peter, fly away, Paul—
Come back, Peter, come back, Paul.

The machines were named "Peter" and "Paul", concluded Mr. Banks. They have flown away many times since then—and they have always flown back again.

"THE article 'Vicissitudes of a Car-Engine,' giving the 'auto'-biography of Papua's first motor car, reminds me of former times in Papeete, when the mania for speed had not as yet disturbed the calm graciousness of life in Tahiti," writes a correspondent, "Mahaena." "There were, indeed, two motor cars. The one, a modest little tonneau car whose single cylinder valiantly transported its owner over One Tree Hill once a week; the other, a thing of sound and fury (whenever, after much heaving, priming and profanity, it could be induced to function) that shook Papeete to its foundations, but was always giving up the ghost at places distant from its home port. Our dependence for going and coming was on the horse. Ordinarily, it took three days to travel around the island. If, however, four or five days were required for the journey, no one was very much concerned."



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Mr. W. E. Ryall, a director of Messrs. Nelson and Robertson Pty. Ltd., and of Rabaul Hotel Ltd., will make a business visit to Papua and New Guinea by the Swartenhondt, sailing from Sydney on January 25. He will leave the boat at Port Moresby, fly over to the N.G. gold-fields, and then visit Kavieng, Madang, Rabaul, and other ports, before returning to Sydney.

Mr. Wilbur T. Bell, of Burns Philp and Co. Ltd., Wau, New Guinea, married Miss Jean Drosten, of Waverley, N.S.W., at Wesley School chapel, Sydney, on January 11.

Mr. Richard Hetherington Carruthers, only son of Hon. I. H. Carruthers, of Samoa, married Miss Joy ("Billie") Rosabel Nelson, daughter of Mr. O. F. Nelson, at Apia at the end of December.

Rev. W. T. and Mrs. Taylor, of the New Guinea Mission at Wanigela, Papua, sailed from Sydney for Samarai by the Montoro on January 14. They now will be stationed at Boianai.

Miss E'len ("Nel") Jean Donkin sailed from Sydney by the Aorangi on January 20 for Suva, where her marriage to Mr. Trevor Mune, of Fiji will take place shortly.

Hon. E. C. Harris, Treasurer of Papua, arrived in Sydney by the Montoro on January 10. He will go on to England shortly, and then visit Europe. Mr. S. Smith is relieving at the Treasury.

Mr. George Step, a director of C. Sullivan Ltd., well-known Islands merchants of Sydney, departed from Australia by the Pierre Loti on January 15 on a business trip that will embrace New Caledonia, New Hebrides, and the Banks Group. He will return to Sydney at the end of February.

Miss I. Emert, who has been stationed temporarily at the Methodist Mission's Ballantine Memorial School for Girls in Suva, returned to Australia from Fiji by the December Niagara.

Mr. T. G. Aitchison, Assistant District Officer, of Ramu, New Guinea, spent furlough in Melbourne and Canberra in December.



Mr. Carl R. Vasey, the recently-appointed manager of the Methodist Mission's plantation at Ulu, New Britain, arrived at Rabaul by the "Neptuna" on December 24 to take up his new duties. A Victorian, he is a graduate of Longerenong Agricultural College.

—Photo: "Mission Review".

Mr. K. H. Waters, B.A. (Cambridge), has accepted a position as resident master at Newington College, Sydney, where a number of Islands boys are being educated. Mr. Waters obtained a First Class in the Classical Tripos, and subsequently in the Modern Language Tripos obtained a First Class in Spanish and a Second Class in French, and since has been teaching in England. He arrived from London early in January.



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ABOUT ISLANDS PEOPLE

Mr. W. T. Hyder, Dental Officer to the N.S.W. Department of Education, sailed from Sydney for Norfolk Island by the January Morinda to make an examination of the health of N.I. school children.

Mr. W. H. Petch, owing to pressure of other duties, has resigned the trusteeship of the Pacific Islands Club, Sydney, of which he is a foundation member. At one time Mr. Petch was schoolmaster at Pitcairn Island, and he also has resided at Nauru Island, Rarotonga, and Tahiti.

Mrs. India Nemaia, a Samoan nurse and teacher, arrived in Sydney by the Montoro in January from Samarai, where she has been teaching at Lawes College for several years. Mrs. Nemaia is the first Samoan woman to qualify fully as a nurse. About 18 months ago, Mrs. Nemaia's husband, who was with her in Papua, died. Mrs. Nemaia has spent about 13 years in that territory and she is now returning to Samoa, where she will continue teaching.

Mr. C. J. Pocock, who has been in charge of the Travel Department of the Bank of New South Wales at Suva for some time has been transferred to Head Office, Sydney, as assistant accountant.

Mr. L. C. Bentley, who has been in the service of Burns Philp (S.S.) Co., for the past 28 years, and who until recently was merchandise and sales manager in Suva, Fiji, has resigned and joined Pearce and Co. as a director. **Mr. A. E. Waddingham**, B.P. manager at Labasa, has been transferred to Suva to take Mr. Bentley's place.

Rev. W. B. Seaton, who has been in the Solomon Islands with the Melanesian Mission since 1921, and who is at present in England on furlough, has been advised by a London tropical disease specialist that he cannot return to the Pacific for at least two years, owing to his continued ill-health. In recent years, he has been in charge of the senior native boys' school at Ugi, B.S.I.

Mr. R. B. Ackland, of the Treasury staff in Suva, Fiji, accompanied by Mrs. Ackland, arrived in New Zealand on leave by the Niagara in December.

Major A. H. Stafford and **Captain Ratu J.L.V. Sukuna** have been appointed Honorary Aides-de-Camp to the Governor of Fiji (Sir Arthur Richards).

Sir Maynard and **Lady Hedstrom**, of Suva, returned to Fiji by the December Mariposa, after a visit to the Far East.

Mr. H. R. Greening, of Morris Hedstrom's staff in Fiji, accompanied by Mrs. Greening, arrived in Auckland, N.Z., on holidays by the Mariposa on December 24.

Mr. L. McMillan, field research officer of the Museum of Natural History, of New York, U.S.A., is at present working in New Caledonia. Three crates of bird skins, animal skins, insects, eggs, and other specimens collected by him were despatched to America by the Monterey from Sydney on January 24.

Mr. Alport Barker was a passenger from Fiji for Auckland and Sydney by the December Mariposa.

Nurse V. L. Brown, of N.Z., has joined the staff of Apia Hospital, Western Samoa.

Dr. H. J. B. Stephens, formerly Resident Medical Officer at Ocean Island, Central Pacific, departed from Australia for England by the Jervis Bay in early January.

Rev. J. Gillan, grandson of Rev. John G. Paton, pioneer Presbyterian missionary in the New Hebrides, arrived in Sydney with his wife and two children by the "Pierre Loti" on January 7. They later went on to Victoria. Mr. Gillan has been stationed on Tangoa Island for the past six years, in charge of the Native Teachers' Training Institution.

Mrs. G. A. Bonney, wife of the Port Medical Officer at Samarai, joined the "Montoro" at Brisbane on January 17,

en route to her home at Samarai, Papua.

Mr. W. F. Hayward, accountant in the Post and Telegraph Department, Fiji, has been promoted to Postmaster-General.

NOTICE OF THANKS.

Mrs. G. V. Hoath, of Cairns, wishes to thank the District Officer and his Staff, also all residents of WAU, who came to her aid and showed her kindness and sympathy in her recent sad bereavement.

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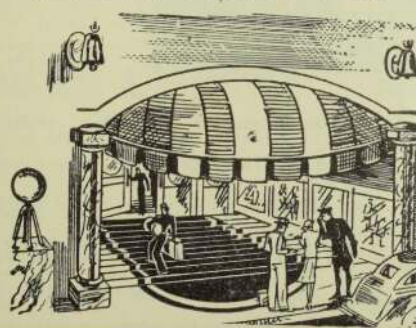
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THE COPRA MARKET PUZZLE

DURING the month, the copra market has been quiet. Prices rose slightly at London sales immediately prior to Christmas, but returned to early December levels in the New Year.

A year ago copra was up around £20 per ton sterling, due, it was stated, to "the world-wide economic recovery and an increasing demand for war material." Observers were a little premature with "world-wide recovery"—the price of the staple South Seas commodity gradually subsided at the rate of £1 per ton per month until it finally settled down around £12 per ton.

Pacific Islands planters must be puzzled by recent quotations, following a year in which there has been little or no economic set-back, and a feverish galloping in the armaments stakes, culminating in a colossal waste of war material in China and Spain. But they are not the only ones puzzled.

Reference to the December report of

WILLIAM FINAU

Photographer

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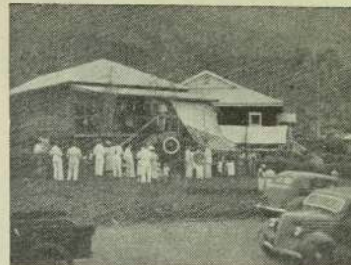
Messrs. H. M. F. Faure and Co., of London, whose market bulletins generally are regarded as a pointer to what is happening, pins the cause of low commodity prices on to acute pessimism. It adds that "though there has been a good deal of activity in the various markets, consumers are following a hand-to-mouth policy. If this is persisted in, it should follow that any further declines will meet with strong resistance." Which is all so very encouraging!

The Faure report continues:

"In the political field there have been no startling developments to upset calculations, but, on the other hand, there have been a few factors which may have steadying effects on markets, such as the reduction in the Rubber quota from 90 to 70 per cent., in the Tin quota from 110 to 70 per cent., and the speech by President Roosevelt announcing plans for an enormous building campaign in the U.S.A. Although the building plans in themselves have failed to raise any great enthusiasm, it has become clear that the U.S.A. Government have fully realised the extent and the danger of the recent business recession. On December 10 the House of Representatives passed a bill for compulsory crop control for cotton, wheat, corn, and a few other crops. It was stated that this measure is likely to pass the Senate at an early date. It is probable that the glut of oils and oilseeds will also be only temporary and that in the distant future supplies may again be more in conformity with requirements. A feature of the past month has been the continued decline in freight rates, especially from India and the Far East, and these reductions have largely contributed to the drop in prices."

We have seen nothing of these lower freight rates in the Pacific.

BAZAAR AT WAU.



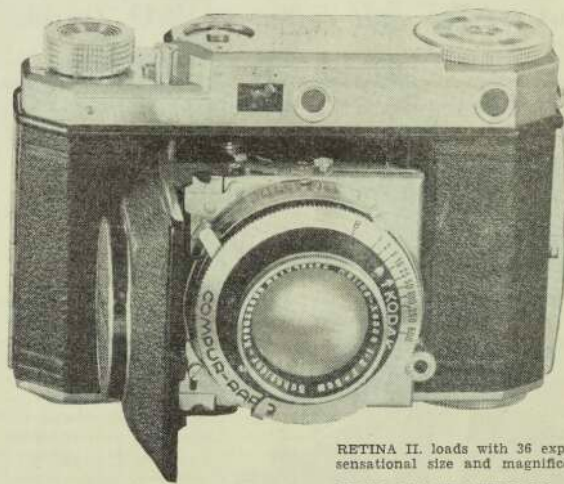
The scene outside the Masonic Hall, Wau, New Guinea, on the occasion of the St. Augustine Church of England Bazaar, in December.

PACIFIC ISLANDS CLUB

THE next social gathering of the Pacific Islands Club will be held at 8 p.m. on February 2 at the Hotel Carlton, Sydney. The guests of honour will be Miss Beatrice Grimshaw, the well-known Islands novelist, and Hon. George H. Murray, M.L.C., Director of Agriculture in New Guinea.

Miss Grimshaw, whose books are known to all interested in Pacific adventure, was for many years a resident of Papua, and will speak of her experiences when in search of material in the South Seas. Mr. Murray has a highly specialised knowledge of agriculture in the tropics, and will lecture on "Agriculture, Native and European, in the Mandated Territory."

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BISHOP VESTERS, OF RABAUL.

Receives Belated Award in New Year's Honours.

THREE Islands men were included in the New Year's Honours list, announced by the Commonwealth Government on January 1. They were:

His Lordship, Bishop G. J. Vesters, of the Sacred Heart Mission, Vunapope, New Guinea, who received the award of Honorary Officer of the Civil Division of the Most Excellent Order of the British Empire "for services rendered in the recent volcanic eruptions at Rabaul".

Sergeant-Major Naduba, of Kavieng, New Guinea, and Company Sergeant-Major Omeli, of Nauru, who each received the King's Police Medal.

There will be satisfaction in the Mandated Territory at the belated honour bestowed upon Rt. Rev. Gerard John Vesters, D.D. A Dutchman, he has won the respect of all creeds and classes by his



Bishop G. J. Vesters, O.B.E.

unfailing devotion to the spiritual, mental, and physical needs of the 90,000 native adherents of the Catholic church in his province, which includes New Britain, New Ireland, and the adjacent islands.

Dr. Vesters was consecrated Titular Bishop of Diocletianopolis and Vicar Apostolic of Rabaul in August, 1923, succeeding the first bishop, Dr. L. Couppe. Bishop Vesters is a benevolent and accomplished scholar—in addition to his



Dr. E. P. Ellison, with Matron Butler, of the Avarua Hospital staff, Rarotonga, Cook Islands.

own language, he speaks English, French, German, Spanish, Italian, and Latin, plus a number of native dialects. He has proved an able leader and administrator in Vunapope, the Sacred Heart Mission's headquarters 20 miles from Rabaul, where there is a self-supporting community and a very fine cathedral.

Long years of travelling, mostly by sea, have given His Lordship a commonplace outlook on adventure—voyages of hundreds of miles in 30-footers have ceased to mean danger to this mild, earnest missionary whose heart and soul are wrapped up in the stupendous job of caring for his flock.

O.B.E. FOR COOK IS. MEDICAL OFFICER.

THE award of Officer of the Most Excellent Order of the British Empire was conferred upon Dr. Edward Pohau Ellison, M.B., Ch.B., Chief Medical Officer and Deputy Resident Commissioner of the Cook Islands, in the N.Z. New Year's Honours.

A member of one of the best-known Maori families in the South Island, Dr. Ellison was born in 1884, and, after attending Te Aute College, qualified in medicine at Otago University. Appointed medical officer and Deputy Resident Commissioner of Niue Island in 1919, he performed such sterling work that he was promoted to R.C.

Later he served temporarily as Resident Magistrate and Medical Officer in the Chatham Islands, and after taking a post-graduate course in surgery made a study of tropical diseases in Western Samoa and other Pacific Groups. He also made an extensive investigation of the modern treatment of leprosy at the Makogai settlement, Fiji.

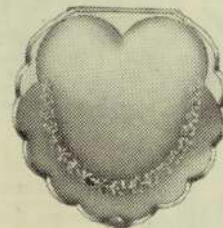
In 1926 he was appointed Chief Medical Officer and Deputy Resident Commissioner for the Cook Islands. The follow-

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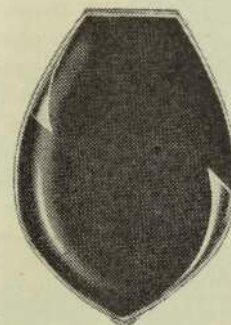
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ing year he returned to New Zealand to take the post of director of Maori Hygiene, in succession to Dr. P. H. Buck. This he held until 1930, when he took up

his former duties in the Cook Group, with headquarters at Avarua Hospital, Rarotonga.

OFFICIALS HONOURED IN FIJI.

From Our Own Correspondent.

SUVA, Jan. 4.

TWO Government officials received New Year Honours in the Colony of Fiji. They were:—

Mr. F. R. Charlton, Commissioner of Lands and Surveys, and

Mr. H. H. Vaskess, Secretary to the Western Pacific High Commission.

Both were created Officers of the Most Excellent Order of the British Empire.

Mr. E. A. Lang, mining engineer on the staff of New Guinea Goldfields, Ltd., left Sydney for Wau, T.N.G., by the January "Montoro".

Mr. C. J. Easton, one of the best-known men in the Ba District, died in Fiji in December. A surveyor, he had spent 40 years ago in the colony, much of which was in the service of the Colonial Sugar Refining Co., Ltd.

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N.G. Director of Agriculture Visits Sydney.

ONE of the best known men in New Guinea, Hon. George H. Murray, M.L.C., Director of Agriculture, is at present in Sydney, on leave. Mr. Murray, who is a recognised expert on tropical agriculture, usually spends his furlough gathering scientific information in the Dutch East Indies or some other similar territory, but on this occasion he has come to Australia for a leisurely holiday.

Son of Rev. J. D. Murray, a pioneer Presbyterian missionary in New Hebrides, he went to the condominium as a child, and practically his whole life, first as a planter and later as a public servant, has been spent in the Pacific. Mr. Murray went to Papua in 1910 on the staff of Papuan Industries Ltd., subsequently taking charge of the co.'s operations there.

In 1916 he joined the Papuan Public Service at the request of Sir Hubert Murray. At first, he was in charge of the Armed Constabulary in the Delta Division, but later was made Resident Magistrate of the Gulf Division. In 1920 he was appointed Controller of Native Plantations, a post that gave him scope for his life interest in entomology. In 1928, he accepted an appointment as Director of Agriculture in New Guinea.

PAPER FROM COCONUTS.

A YOUNG Madras graduate, Mr. S. R. K. Menon, claims to be able to make paper from coconut husks.

His experiments were carried out in Ceylon, the price of coconut husks there being cheaper than in Travancore, the important coconut-growing centre of India, where the coir (coconut fibre) industry is highly developed.

Mr. Menon's process consists in reducing the husk to a brown pulp and then bleaching it. He declares that 10,000,000 acres of coconut plantations in India and Ceylon could supply the world with cheaper and better paper. According to his scheme, husks to the value of 3/- could produce paper worth 36/-, and he has asked for aid in his researches.

WEDDING AT WAU

From Our Own Correspondent

WAU, Dec. 20.

A WEDDING of local interest took place here on November 27 when Mr. A. R. ("Bob") Hall was married to Miss Irene Haigh, of Chatswood, Sydney. The bride was charming in a wedding ensemble of pink angelskin lace, with a matching veil of pale pink tulle. She was given away by Mr. Frank Leydin, and was attended by Miss Heather Leslie, who was gownned in pale blue organdie with large hat to match.

The reception was held at the guest house of New Guinea Goldfields Ltd., one room of which was completely filled with a wonderful array of gifts.

JAPANESE PEARLING COMPANIES AMALGAMATE

THE various Tokyo pearl-fishing and distributing companies have been amalgamated into the South Seas Pearl Corporation, with a capital of 10 million yen (£750,000), said the Japanese newspaper *Yomiuri Shimbun*, at the end of December. Operations will start next season, the aim being to develop the industry as rapidly as possible.

CONTROL OF MELANESIAN NATIVES.

French Experience In New Caledonia.

From Our Own Correspondent.

NOUMEA, Dec. 30.

AUSTRALIA might with advantage take into consideration the French system of handling natives in New Caledonia and the Loyalty Islands.

The French Colonial Service is administered from France. All public servants, including the medical profession, are sent out to do a term of colonial service, and in the case of doctors they have the right of private practice. These doctors are appointed to districts right through the islands, and inspect regularly the native tribes and watch their general health and well-being.

These natives are on the whole a fine body of men, both physically and mentally. They grow most of their own food—taro, manioc, coffee, etc. They also have an abundance of fruit, such as bananas, mandarins, oranges, pineapples, pawpaw, mango and, of course, their individual groves of coconuts.

Prior to the revolution of 1887 the natives could wander and settle at will, all over the country. It was found advisable in order to keep control, to divide the natives of each district into various tribes throughout the island. The Government provided each tribe with a small area of fertile land and in most cases, with easy access to the sea. In some districts where the tribes are in the hills it is their custom to visit the seafront for short periods, and exchange their inland

products for salt, fish, crabs, tortoise, etc., with the tribes directly inhabiting the seafront, thus obtaining a balance of diet.

Each tribe has its own chief and he is the man responsible to the Government for the behaviour generally of his tribe. All unmarried men have to give fifteen days' service each year, the days being reduced in the case of married men with families. A native with a large family only does half the time. If, during the monsoon, there are a series of road washaways, this labour is always available at short notice, the men receiving a ration only.

Though they are practically independent, there is always a certain amount of native labour available at busy times for the stations and settlers.

The liquor problem is rigidly under control and it is a breach of the law to sell wine or spirits to a native. This is under the supervision of the local gendarme.

Statistics show that the native population of New Caledonia is increasing—some families comprise 10 and 12 children.

Australia, in her control of New Guinea, should recognise that the only sound native policy is to see that each native keeps in contact with his own tribe, and each tribe should be compelled to make itself self-supporting by planting its land. Men should not be indentured for longer than one or two years; and no man should be allowed to re-indenture before he has visited his own tribe and lived with them for a time.

Mr. L. G. Selwood, of the Mines Department, Wau, arrived in Sydney from New Guinea by the December "Macdhui" on five months' leave. He was accompanied by Mrs. Selwood and their two small daughters Janet and Pamela.

SEAPLANE MAY HAVE LANDED ON CROCODILE.

THE Sikorsky seaplane, which Papua Oil Developments, Ltd., have been using in their search for oil in Western Papua, was wrecked when landing on the Kikori River on December 27. Pilot Davis and the three passengers were uninjured.

It is believed that the amphibian struck a submerged object when alighting at 60 m.p.h. The fact that something lashed out of the water at the side, smashing a float and one wing, gave rise to the belief that the hull of the plane struck a crocodile which lashed out with its tail, damaging the float.

Fearing a wreck in the swift-running river, Mr. Davis took to the air immediately after the mishap and circled around while men from the P.O.D. camp launched a boat. Skilfully making a sideways landing close to the shore, he ran the machine on to the mud flats. The Sikorsky was later taken to Port Moresby on board the Co.'s vessel "Angas".

Mr. W. G. Staley, who accompanied Captain Kingdon and two companions to Papua in Steamships Trading Co.'s new vessel "Chinsurah" (which recently was built in Sydney), return to Australia from Port Moresby by the "Van Rees" on December 20.





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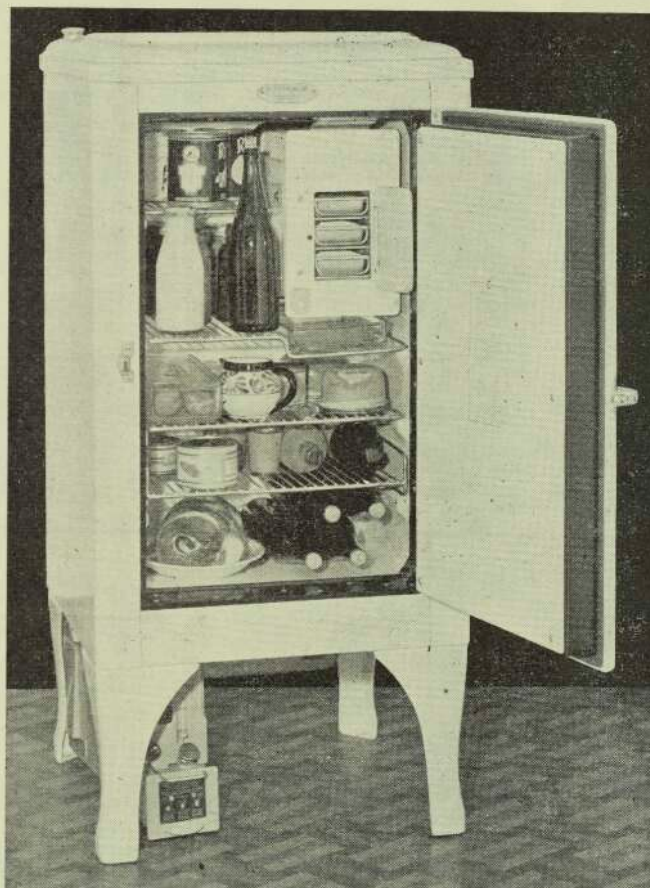
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TRAGEDY OF CHOUNG CHONG.

Sidelight On The Anti-Chinese
Policy of N.Z. Labourites.

From a Special Correspondent.

APIA, Dec. 6.

CHOUNG CHONG, a respected Chinese resident, was buried yesterday. His tragic death may be laid directly at the door of certain political fools and faddists who direct the Samoan policy of the New Zealand Labour Government. I do not know the early history of Choung Chong, except that he was born in South China, and came under British influence at an early age. When the war broke out, he was a young man, with a natural aptitude for mechanics. He went with the British forces to India and Mesopotamia, and his genius with engines was such that he was always employed on aeroplanes and submarines. He served with bravery and distinction, and the British awarded him with four war decorations, and a meritorious discharge. After the war, Chong somehow found



Some of the Chinese labourers recently deported from Samoa by the N.Z. Labour Government, being towed on a lighter from Apia wharf to the waiting transport. Samoan planters have been embarrassed by the withdrawal of these labourers, some of whom had been many years in the Territory. There is talk of bringing in the industrious natives of Niue Island to take the place of the Chinese.

his way to Western Samoa, and was employed as a mechanic by the public works branch of the Administration. In later years, he was on the staff of the Gold Star Motor Transport Co., Ltd., where his work was considered valuable and his services irreplaceable. As a workman and citizen, he had an exemplary record in Samoa.

Many years ago, Chong married a Samoan wife, and he had three children. His domestic condition was quite happy.

Then came the New Zealand Labour Government, and the never-to-be-forgotten "Goodwill Mission". The two missionaries—two very well-meaning but practically uneducated labour members of Parliament, with no prior knowledge of Samoan conditions—regarded with horror the presence of indentured Chinese labourers in Samoa. They said this was a shocking arrangement, socially, economically, ethnologically—only they did not use those words—probably they would not have been able to pronounce them, anyway. But that was what they meant.

They were particularly upset about the appearance in the Samoan community of Chinese half-castes. They need only have asked the then Director of Education in Samoa, Mr. Rutherford, a New Zealander, and they would have been told that

Chinese-Samoan half-castes are usually the cleverest, brightest, prettiest, and strongest children in Polynesia. If they doubted Mr. Rutherford, they could have had the opinion of the Bishop Museum experts, to the same effect.

The missionaries were also told, by a deputation of pleading planters, that Chinese labourers were absolutely necessary for the proper working of Samoan plantations—that Samoans will not work—they have no need to. "Tut, tut!" said the "Goodwill Mission". "You must learn to do without Chinese. They are most undesirable people—they work far too hard, and they do not demand enough wages. You say you cannot carry on if you have no Chinese? Well, isn't that just too bad!"

The two futile old gentlemen took a leading part in a fantastic "Welcome Home" to Mr. O. F. Nelson; and then

they paddled back to New Zealand, and the ukase went forth that all Chinese were to be repatriated within twelve or eighteen months. Entreaties and arguments and curses have not moved the Labour Government—except that it was decided that Chinese coolies employed on cocoa plantations might remain a little longer. All others were to go.

For Choung Chong this was sheer, black calamity. In Apia, he had an important job, European and Chinese friends, and a happy little home. In China, he knew no one, and he had no job, and he was now past middle age.

Chong begged to be allowed to remain in Samoa, if not as a mechanic, then as a cocoa-plantation labourer. His plea was supported by various Europeans. The Chamber of Commerce included him among several Chinese artisans and cooks whom they considered necessary in Sa-

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mca, and who would suffer cruel hardship under repatriation.

But the gentlemen who rule in Wellington were adamant. They said the Chinese must go. Choung Chong was ordered to embark on the "Sagres" for China on December 1.

Chong was in despair. A few days before the arrival of the boat, he fled into the bush, and he remained hidden in the hills until the departure of the transport. Then he crept back to his little home, and his wife and children. But he knew that the evil moment was only postponed—that already Authority was reaching out for him.

Next day, his distracted Samoan wife reported that he was dead. At first, it was thought he had taken poison, but an autopsy revealed no cause of death what-

ever. Chong, literally, died of a broken heart.

A party of 168 Chinese coolies, gathered in from various plantations, were embarked on the "Sagres" on December 2. There were many pathetic scenes as some of the older Chinese said a final Goodbye to their Samoan wives and children. Six children accompanied their fathers to China.

The "Sagres" had a large British flag painted on each side—a sign of what she expected to meet in Far Eastern waters. She ran on the reef when leaving Apia Bay, but eventually was hauled off, undamaged; but, in being hauled off, a wire rope broke and fouled the propeller, and divers worked for two days before the trouble was remedied. She finally got away on December 4.

ROMANTIC HISTORY OF PAPEETE'S PALACES.

How The Town Got Its Name.

BY W. W. BOLTON, M.A.

THE First Pomare (Ariirahi, or High Chief of Pare-Arue) was not content with a single residence in the district over which he ruled. The records show that he raised native homes for himself and family, one at Matavai, one in Papaoa and yet another in Pare.

And there was no mistaking where he lived. They were known by two lofty posts opposite the home, which was always nigh the beach, with the head of a man (a Tiki) carved atop on them, placed on the trail some 70 to 80 yards apart. Wherever he had a home it was so dignified, and the etiquette so strict, and the punishment for non-observance so severe, that all must bare themselves to the waist, both men and women, as they walked past, from the one post to the other.

But the Second Pomare, as he drew near his end, discarded the lot—and not without good reason.

When he returned from exile on Moorea, in 1812, where he had been since 1808, great changes had taken place in his district. Matavai was no longer the rendezvous of shipping. Another and an infinitely better harbour had been found. Matavai was but an open roadstead, yet had had to suffice; for the Papeete of to-day, with its spacious barrier-reefed lagoon, had far too dangerous a Pass for the white pioneers, such as Wallis, Cook and Bligh.

Whalers, however, had come upon the scene from the Sous-le-Vent Group, which was on the whale track from the North to the Antarctic; and whalers dared anything. They were not content with the unsheltered Matavai; they tried the Pass, and made it. They were quickly followed by the traders, who set up storehouses on the unnamed beach, and all vessels, even to men-of-war, sailed in and cast anchor where wind and sea could be contemned.

The old homes therefore were no place for Pomare, nor the old etiquette attending them. He had passed that stage. Where white men gathered he would be; the place where the vast Nanu once had stood would claim him as a resident. Here, for untold years, had stood the "Long House", the "Nannoo" of the earliest maps, the social centre of the district, the outstanding feature of the entire waterfront, and the name on every tongue when mentioning the harbour. What went on within, besides debate (as first seen by white men in 1798), is best left to the imagination.

Pomare had property hard by, a fine, broad strip of land, family property from long years past, running down from the hills at the back (where a spring of purest water gushed up) to the placid lagoon. His strip was known as Vai-ete.

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He owned also the little islet in the lagoon, directly opposite, which was "Motootoo" to the white men chroniclers, but Motu-uta to him and his, and to us, to-day.

On Vai-ete, at the back thereof, Pomare II raised a native home, his "Palace", for himself, his two wives and his then only child, a daughter (later Queen Pomare IV). On his island, he raised a sort of summer-house, where he could retire, away from the crowd; for, unlike his father, he was very far from social and very partial to the rum flask. But Vai-ete as a name could no longer serve.

In those days, there were words which were Tapu to the common folk; there was a language for the Chiefs, and another for the rest. Chiefs and their kin would say "Good-day" to each other with "Maeva"; but ordinary Tahitians must use "Ia-ora-na". So with much else. As "Vai" was the Chiefs' word for "water", it could not be used in the daily converse of the common herd. There was nothing for it but to

use the general word for water—"Pape". The last portion of the name was not Tapu: "Ete" meant "basket" for all (the contrivance to hold the gourds containing water).

Thus Vai-ete became Pape-ete; and, being the property of Pomare and shortly to become right royal property, when kingship was at long last won (1815), it absorbed all other names of the various family properties on the extensive quarter-moon waterfront—Fare-ute, Arupa, Paofai and others (though still used freely by residents, both white and native), these leading only to confusion in trade. A town was in the making. One name alone must needs suffice, the Royal one naturally the most fitting. Thus arose a town and a name arose, wholly unknown to old Tahitians.

The site of that home of Pomare is in a vacant space to-day, though hard by it are to be seen the huge foundation stones which carried it, recognised but by few. Its builder dead (1821),



The site of the original palace (1815-1880) at Papeete was in the centre of this photograph. On the left is the Governor's office and on the right, the Treasury building, which formerly was the palace of the last Pomare. —Photo: F. Simpson.

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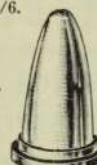
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his baby son (born 1820), dwelt there on and off till he was borne off to school on Moorea, to be brought back in 1827, there to die.

Now a Queen inhabited it, though but a girl of 13 years, and it was to be her home for 50 years—though forced to flee from it for a while when her sovereignty was seized ruthlessly from her by Dupetit-Thouars, and she fled for protection first to the British Consulate, hard by along the waterfront, thence to the ketch, "H.M.S. Basilisk", and thence to "H.M.S. Carysfoot", which bore her off to Raiatea till her sovereignty was returned to her. Then

she lived once more under its roof, though the Protectorate held sway.

When the Queen fled from her home in November, 1843, the French Commandant (Bruat) calmly appropriated her residence for himself, and remained there till a ready-made house was shipped out to him from France, which he erected at one side of the Queen's nigh where now the Governor's Office stands. When the Queen returned, Bruat offered her, as one of the terms of submission to the Protectorate, a new "Palace", to be reared for her as a residence, but this she refused—she much preferred to dwell under the old roof.

It was falling into disrepair, and already in 1838 she had renovated it, but nothing could wean her away from her girlhood home. There she lived and there she died in 1877.

Her son, Pomare V, succeeding, remained on until in 1880 he decided for various reasons (needless of mention here) to sell his sovereignty and his people to France. Besides an annuity of 60,000 gold francs, he stipulated that the "Palace", which—despite the Queen—the French authorities had started erecting in 1860 on the other side of her home from Bruat's dwelling (but had ceased work upon when but half done) should be completed and furnished for his use.

Here, he dwelt alone, but for his entourage of kindred spirits. A large, roomy, two-storied building of wood, a cupola atop, and wide verandahs on all sides, gave him what he sought, space for dinners and entertainments, and all the wild accompaniments of a dissipated life. Here, in 1891, a physical wreck, he died, and the last Royal home changed its character; there were no longer kings and queens on Tahiti. It is to-day the French Treasury building.

So fell the final curtain upon Papeete's Palaces. Only their memory abides.

H.M.S. "WELLINGTON" ON A PACIFIC CRUISE.

THE N.Z. warship H.M.S. "Wellington" sailed from Auckland on January 4 for Suva, Fiji, en route to Central Pacific to visit some of the islands under the jurisdiction of the High Commissioner for the Western Pacific. It was officially stated that there was no international or political significance attached to the cruise.

After taking supplies and relief personnel to several of the small, important British islands where radio bases are maintained, the "Wellington" will return to Suva, leaving for N.Z. on January 28. At Canton Island, Mr. T. Manning will be left to relieve Mr. G. V. Langdale, as officer in charge.

N.G. MISSIONARY DIES ON WAY BACK TO WORK.

REV. FATHER OTTO MEYER, of the Sacred Heart of Jesus Mission, who had been stationed at Wantona Island, New Guinea, died in his cabin at Brisbane on board the "Nellore", en route to Rabaul, on December 14. He was returning from a visit to Sydney where he had been recuperating. Father Meyer, who was a native of Germany, was 61 years of age.

Mr. J. G. Mulvey arrived in Samoa from Wellington in December to relieve Mr. K. Gunn in the office staff of the N.Z. Reparation Estates.

Dr. and Mrs. H. C. Hosking, of Rabaul, arrived in Sydney by the "Neptuna" on December 12 on six months' holiday.

Mr. S. D. Morton, of Koitakinum rubber plantation in Papua, arrived in Australia from Port Moresby early in December to spend a few months' holiday.

300 Performance AT 200 C.P. COST.

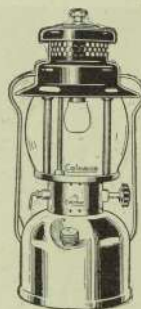
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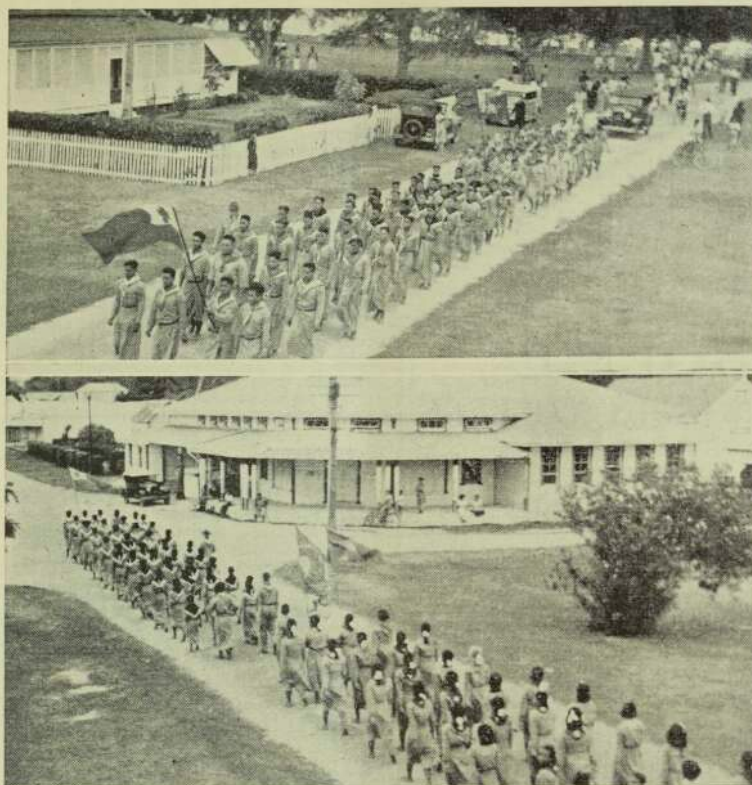
This ever popular Hallstrom model has, over a number of years, stood all tests under all conditions, and may be ordered direct from the factory, or is obtainable, at the new price, from all branches of

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BOY SCOUT MOVEMENT IN TONGA.



Boy Scouts and Girl Guides (Tongan) parading the streets of Nukualofa, Tonga. This is a new Scout movement, organised by the Mormon Mission in Tonga. —Photo by Hettig.

Corsican Castaway's Encounter With Sir Wm. MacGregor in Papua.

THE article entitled 'Corsican Castaway In Papua', telling the story of the life of Joseph Augustin de Paoli (later known in Papua as Joe Austen), published in the October 'P.I.M.', was very interesting", writes a resident of Port Moresby.

"Reference was made to Austen's encounter with Sir William MacGregor in 1889; this incident is touched on by Sir Hubert Murray (the present Lieutenant-Governor) in his Annual Report for 1922-33. Sir Hubert met him at Thursday Island when he was on his way to Daru, at the end of 1922".

"He was wrecked on Kiwai Island in

the 70's", wrote Sir Hubert in the 1922-23 Annual Report, "and he lived there for some time unmolested by the natives, who, it appears, killed all his companions. Thence he drifted to Parama (Bampton Island) where he had a passage-of-arms with Sir William MacGregor, in which Joe, according to his own account, came off with flying colours.

"Sir William did not arrive in the Territory till 1888, and long before that date Joe's scanty wardrobe was exhausted, and he was reduced to pura naturalia and barely that, as the story goes. Sir William, Joe avers, rebuked him for the deficiencies of his toilet, but Joe replied 'I have no money to buy clothes, and if I had the money there are no clothes to buy!'. Sir William, it is said, then threatened to deport him; but Joe again was

ready. 'Deport me, will you?' said he, 'I was here before you came and I will be here after you have gone!'.

"Probably", continued Sir Hubert, "the interview never took place at all, but it is a pity that these old-timers cannot

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LOVES
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TWO TYPES: { PABST EXPORT BEER—A light Lager Beer.
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● Packed in Cartons containing 24 x 12 oz. cans and sold throughout the Pacific; but, in case of any difficulty in obtaining supplies write to:

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Stamp Collectors residing in any part of the Pacific Islands upon replying to this advt. will receive absolutely free enrolment in "The South Seas Stamp Club". All members will receive regularly the well known Bi-monthly Journal "The Australian Stamp Collector". This offer is made with the object of increasing Island membership in the club.

Apply W. HORNADGE, Manager,
Catherine Hill Bay, N.S.W., Australia

tell their story in an intelligible and credible form. Joe must have much to tell, if one could only get sense out of him; but he is too old, and probably was too unobservant".

Mr. N. ("Tibby") Hagen, of Messrs. Hagen Brothers, Noumea, who is well-known in New Caledonian and Australian commercial circles, arrived in Sydney by the January Pierre Loti on business. He returned to Noumea by the same vessel on January 15.

Miss C. McMillan, of St. John's Melanesian School, which is conducted by the Anglican Mission at Suva, Fiji, has resigned after two years' service. She will leave shortly for England.

N.Z.—Fiji Flight Cancelled

Imperial Airways Alter Itinerary of Airboat "Centaurus."

AT the last moment, when the giant British flying-boat "Centaurus" was in New Zealand, the proposed flight from Auckland to Suva, Fiji, was cancelled by Imperial Airways.

Officials announced that the flight had been called off because plans have now been completed for an Empire airboat to make a round-the-world flight in 1938. The "Centaurus" was also required to remain in N.Z. longer than had been at first anticipated.

It is likely that the flying-boat "Cambria" will be made available for the forthcoming world flight. She is one of two airboats which are specially equipped for long range work, and can fly non-stop for more than 3,000 miles.

After flying to Australia on a route yet to be decided, the boat would proceed to N.Z., and from there make a survey of the Pacific Ocean to Vancouver. Flying across Canada, the boat would make another Atlantic crossing to complete its voyage round the world. The journey across the Pacific would be a leisurely survey with a view to establishing the most practical route for the trans-Pacific service.

Details of the flight, to take place probably in April or May, will be issued in March.

U.S. WARSHIPS SURVEY PACIFIC.

EN ROUTE to Sydney to attend the 150th Anniversary Celebrations, four United States cruisers carried out an aerial survey of portions of Central Pacific in January. The ships—"Louisville", "Trenton", "Memphis", and "Milwaukee"—carried 10 seaplanes. They visited Hawaii (January 9-11) and American Samoa (January 17-19), and are due in Australia on January 25.

OVERLAND TREK TO LAKE KUTUBU.

From Our Own Correspondent.

PT. MORESBY, Jan. 4.

PATROL OFFICER C. J. ADAMSON, attached to the Police Camp under Mr. Ivan Champion, A.R.M., at Lake Kutubu, has travelled overland through Central Papua from the Kikori River by way of the Mubi. He arrived at the Lake camp on December 14, accompanied by 30 native carriers. The journey was made in good time and under excellent conditions.

The capital of Morobe Gold Developments, Ltd., New Guinea, has been increased from £5,000 to £7,000 by the creation of 2,000 new shares of £1 each.

By establishing a new agency at Vatu-koula (Tavua), the Bank of New South Wales now has three branches—Suva, Lautoka, and Levuka—and four agencies in the Colony of Fiji.



"FAIRHOLME" PRESBYTERIAN GIRLS' COLLEGE

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SCHEDULE OF FEES:

	Tuition.	Incidentals.	Board, including Laundry.	Total per Quarter.
	£ s. d.	s. d.	£ s. d.	£ s. d.
12 and over	3 13 6	12 6	15 15 0	20 1 0
Under 12	2 12 6	12 6	15 15 0	19 0 0
Kindergarten	1 10 0	2 6	15 15 0	17 7 6

NOTE: The fee charged under the heading of incidentals as above covers Sports, Class Singing, Physical Culture and ordinary school stationery. A reduction of 10% on all charges other than special subjects is allowed for sisters, and in all cases fees are chargeable from date of entry only.

COURSES AS PRESCRIBED FOR QUEENSLAND UNIVERSITY PUBLIC EXAMINATIONS (Academic, Home Science, Commercial)

Provision is made for the accommodation of boarders from distant parts during short vacations.

NEXT TERM COMMENCES 1st FEBRUARY, 1938

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Portable Typewriter
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A beautiful, compact and sturdy machine. It does almost everything a big typewriter can do. Every possible modern feature giving better speed, accuracy, simplicity, durability, and quieter operation. Contained in a handsome case. The best value you can buy.

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TARO BREAD.

Why Should Not New Hawaii Industry Spread to South Seas?

From Our Own Correspondent.

HONOLULU, Dec. 7.

NEW uses for taro, the ancient staple food of many Pacific native peoples, are being found by research workers in the Hawaiian Islands which to-day import at least 85 per cent. of their food-stuffs.

The U.S. Army and Navy Forces in Hawaii, for better-defence reasons, aim to make the islands more self-supporting in the produce of diversified farming.

To show what can be done with an old food like taro, Major-General Andrew Moses, who commands the army in Hawaii, invited civic leaders to a luncheon this week at which every food eaten was an extract of taro.

The demonstration luncheon featured: Taro hotcakes, taro rolls, cookies, dough-nuts, pudding, pie (crust and filling), raisin bread, cup cakes, various kinds of taro bread, taro ice cream and taroco, a taro drink flavoured with chocolate.

About 30 guests participated in the meal and pronounced the new flavour a distinct culinary victory for Uncle Sam.

In a speech covering the activities of the army in developing taro products, General Moses said:—

"It appears that the development of a local taro products industry is valuable from an economic standpoint, is entirely practicable, will be beneficial to the health of all who may use it, and is a very important step in the development of this island to a greater degree of self-sufficiency.

"This, in my opinion, is absolutely essential to the business stability of this community and, most important, will assist greatly in providing for the sustenance of the civilian population of this island in case of a major emergency.

"The feeding of the civilian population of Oahu is a matter which has given me much concern, for regardless of peace or war, the people must be adequately fed. I have therefore watched with great interest all developments leading to an increase in the production of diversified food crops in the islands."

Taro bread, incidentally, is made from a blend of 15 per cent. of taro flour and 85 per cent. regular white flour.

Army doctors pointed out that some 20,000 soldiers in the islands eat taro products every day, especially taro bread. The flour is milled at a new Honolulu factory. The taro bread served among the army equals one-third of each day's bread rations.

Taro has been recognised in many scientific experiments in the islands for promoting proper growths, especially in children. Taro is rich in calcium and vitamins. It is an ideal starch food.

Some day, some enterprising person will start a taro industry in Queensland.

Mr. A. L. Armstrong, formerly Principal Assistant Colonial Secretary in Fiji, arrived in Nukualofa, Tonga, by the December "Matua" to take up duties as British Agent and Consul, vice Mr. J. S. Neill, who is now Administrator at Dominica (West Indies). Mr. Armstrong was accompanied by his wife.

Mr. Eric Chater, N.G. general manager for Guinea Airways, Limited, is at present spending three months' leave in Australia, with his wife.

NAURUAN SCOUTS EDUCATED IN AUSTRALIA.

HAVING completed a 15 months' course of semi-technical education at a Geelong school, Victoria, a party of Nauruan Boy Scouts sailed from Sydney for their homes in Central Pacific at the end of December. Mr. H. Hurst, a Geelong Scout Commissioner, accompanied the lads, and will return to Australia in February with another party.

This development is part of the Nauru Administration's policy to send selected youths to Australia for intensive education and training for leadership. The plan is carried out in conjunction with the Scout movement.

The Handbook of the Fiji Government is on sale in Sydney, at 2/- per copy, by Messrs. Dalgety & Co., Ltd.

PAPUA'S UNCONTROLLED AREA.

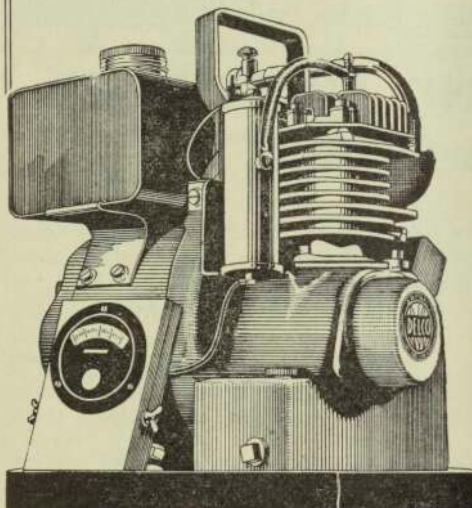
From Our Own Correspondent.

PORT MORESBY, Jan. 5.

A GOVERNMENT proclamation, in the Gazette issued to-day, suspends the Uncontrolled Area Ordinance in respect to persons entering the area in aircraft. It is provided, however, that neither persons nor aircraft may land within such area.

Mrs. Harold Taylour, wife of the manager of Enterprise of New Guinea Gold and Petroleum N.L., arrived in Sydney from Wau by the December "Neptuna" to spend Christmas with her husband and young son, who already had come South.

DELCO - LIGHT



Electric Light for Your Bungalow

Here's a rugged and highly efficient lighting plant that will provide electricity to light your bungalow, camp or boat, also power for your radio.

Generating 200 watts, this remarkable 2B12 Delco-Light plant will brilliantly light your home. It supplies power for eight 25 watt lamps from the generator or five from the 105 A.H. battery for 10 hours when fully charged. Economical, too, for on one gallon of petrol it will run for 16 hours.

Delco-Light is a product of General Motors Corporation, an institution whose reputation for fine mechanical products is world wide.

Write to-day to desk P1 for complete informative literature regarding this 40 lb. "Package of Power".

PRICES OF PLANTS—IN BOND, SYDNEY.

- 2B12 (12 volt)—£26/10/—, with 83 A.H. battery (car type.)
- 2B12 (12 volt)—£29/10/—, with 105 A.H. battery (individual cells.)
- 2B6 (6 volt)—£27, with 105 A.H. battery (individual cells.)

Distributors:—

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MELBOURNE

BRISBANE.

Mr. R. J. Stephen, manager of Messrs. W. R. Carpenter & Co.'s hardware department at Rabaul, T.N.G., arrived in Sydney in December by the "Montoro", on leave.

Mr. and Mrs. H. Warne Nicholls, of Solovi Estate, Nadi, Fiji, are at present in Victoria spending two months' holiday.

Mr. Charles Banks, managing director of Bulolo Gold Dredging, Ltd., and Placer Development, Ltd., sailed from Sydney for New Guinea on a visit of inspection by the "Maedhui" on December 22. He was accompanied by Mr. L. V. Waterhouse, a director of both companies.

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(Established 1913)
Union House, 247 George St., Sydney
For all Island Requirements.
Island produce sold.
Prices right. Enquiries welcomed.

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CRISP and delicious, oven tinted to a rich but tender brown, baked to that final fraction of a second which holds perfect flavour without loss of protein or vitamin content.

Made of whole fine selected wheat grains. These appetising SHREDDED WHEATMEAL BISCUITS are the most tempting form of health food and **extremely easy to digest.**

TRY THEM WITH BUTTER,
CHEESE, JAM OR HONEY

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FAMOUS

SHREDDED WHEATMEAL BISCUITS

Always ask your Grocer for Arnott's
"THEY ARE BETTER THAN EVER"

AUSTRALIA AND THE NEW HEBRIDES.

The Story of a Forgotten Gift of Land.

(The following article, by R. W. Robson, editor of the "Pacific Islands Monthly", was published in the "Sydney Morning Herald" on December 16.)

THOSE acquainted with the history of the New Hebrides must have been glad to see the admirable leading article in the "Sydney Morning Herald" of November 27 and to realise that at long last the Commonwealth Government may take some part in the future development of this group.

Your article outlined the history of the Condominium; but did not state one of the important reasons why Australian influence should be extended in that territory. It is a fact—though probably not a score of people here know it—that the Commonwealth Government of Australia is the largest single landowner in the New Hebrides. The story is an interesting one.

Over fifty years ago the late Sir James Burns, founder of Messrs. Burns, Philp and Co. Limited, with that vision

and initiative that won him his conspicuous place in Australian history, saw that the New Hebrides would be lost entirely to Britain unless vigorous action were taken. He failed to induce the Governments concerned to do anything; so, with that energy characteristic of him, he personally interviewed a number of his friends, leading men in Sydney and Melbourne, and among them they formed the original Australasian and New Hebrides Co. Limited.

This company commenced trading and planting in the New Hebrides. Its first manager was the late Mr. J. G. Laing, for many years a leading executive of Messrs. D. and W. Murray Limited. Another early manager was Mr. Joseph Mitchell, now a director of Messrs. Burns, Philp and Co. Ltd. The new company did not flourish. It was reconstructed two or three times and finally was controlled by Messrs. Burns, Philp and Co. Ltd. and carried on for a few years. Finally it was wound up and its assets taken over by Burns, Philp and Co.

By then, it was the owner of large areas of good land on practically all of the islands of the New Hebrides. Right from the commencement of its operations, this company set out to acquire good plantation land, which, for the most part, it purchased from the native owners. It was stated subsequently that it was the need for finding so much cash for its purchases that caused the financial collapse of the company. The land was obtained in various ways, but the transactions were all open and above-board, and the Co.'s titles to the various areas were as clean as was possible under the conditions which ruled in those days.

When the Co. was wound up, Sir James Burns handed over the whole of the land interests acquired by the Australasian and New Hebrides Co. Ltd. to the Commonwealth Government. The action was characteristic of the long vision of this notable man. He knew that eventually Australia, if only for defence reasons, must take an interest in the control of the New Hebrides; and he saw that if Australia were actually a landowner in the group, she would be all the more likely to act. It is probable, also, that he saw that if Australian settlers were encouraged to go to the New Hebrides, the trading and transport business of his big firm would be assisted. At any rate, the fact is that the Commonwealth Government accepted those large land interests.

The Condominium Government began to function in the New Hebrides on November 2, 1907, and for the last 25 years the Joint Court of this government has been slowly and painfully scrutinising land claims and issuing titles. It is a colossal task, and only a very little part of it has been completed. For the last 25 years, a solicitor appointed and paid by the Commonwealth Government has lived in Vila, his duty being to prosecute the Commonwealth Government's land claims before the Joint Court and also to protect the Commonwealth Government's land interests on the various islands against all sorts and conditions of people, who have sought to take possession of the choicest areas. For about 20 years, Mr. F. E. Wallace was the solicitor, residing in Port Vila, who carried out this duty, but he retired recently and another solicitor now represents the

Commonwealth Government there.

Between 1905-1912 some scores of Australian people, encouraged by the Commonwealth Government, went to the New Hebrides and settled there on the Australian land; but gradually Australia seemed to lose interest in the project and in the settlers. The reason that has been given is that planters in the New Hebrides cannot carry on successfully unless they have the assistance of indentured Asiatic labour. The native labour is unsuitable and unreliable. The French, realists always, brought in large numbers of Tonkinese as indentured labourers and the French planters, assisted and encouraged in many ways by the French Government, flourished and became soundly established. The unfortunate British-Australian settlers got no such help. There came into power in Australia a series of Labour Governments, to whom the very name of indentured labour was anathema, and they rejected all plans for helping the planters in New Hebrides.

Then came the War; and after the War Australian interests and Australian planters in the New Hebrides were virtually forgotten. Within the first ten years after 1918, Australia sent a commission to the New Hebrides to enquire concerning the vexed question of indentured Asiatic labour; but by the time it had submitted its report (which was definitely in favour of Asiatic labour) there had been another change of government in Australia, and the report was pigeon-holed and has not been heard of from that day to this.

It is a tragic story of political stupidity and muddle. Several times in the last few years—notably in January, 1932, and in October, 1934—a few of us brought the foregoing facts before certain members of the Federal Parliament, and tried to get something done; but it was like hammering against a stone wall. It is indeed gratifying that, at last, the Commonwealth Government is inclined to act—even if the reason for action is the need for building up strong defences against a potential foe in the North Pacific. Actually, if Australians would only realise it, all the facilities exist (including the ownership of large areas of valuable land) for providing young Australian men with a field for active and profitable enterprise.

EDITORIAL NOTE.—Commenting upon this article, Mr. Graham Kerr (of Messrs. Kerr Bros., Sydney) challenged two statements that had been made. He said that the Commonwealth Government is not the largest landowner (or land claimant) in the group; that title goes to the Societe de Nouvelles Hebrides. He said also that Australia cannot be blamed for the fact that British planters have been left without adequate labour—that the situation was controlled by the High Commissioner for the Western Pacific, at Suva. The point that Mr. Robson intended to make—although he left it obscure—was that, while Australia had no authority whatever in the Condominium, Australian Labour influence was strongly and actively against Asiatic indentured labour—just as it is in Western Samoa to-day.

A wireless telephonic set has been installed at the headquarters of the New Guinea Mission (Anglican) at Dogura, Papua, making possible communication with the A.W.A. station at Samarai and with the various other Government and mission outposts.



The demands of the day's work require vitality — body and mind refreshed and energised during sleep.

If you wake tired, it is impossible to concentrate properly or to do justice to your own capacity for good work.

Doctors describe this condition as Night Starvation — that is, failure to replace energy which is used up while you sleep.

If you wake "tired" — Start taking Horlicks.

Horlicks taken regularly at bedtime, stores your body with the necessary vitality to meet the demands of the most exacting climate.

Horlicks already contains milk — so where milk is scarce you may use water only — but use rather more Horlicks to bring out the full flavour.

Horlicks may be taken either Hot or Cold according to your own taste.

Ask your Chemist or Storekeeper to-day for a bottle of Horlicks. (14½ oz. size costs 3/- in all main towns throughout the British Pacific Islands.)



HORLICKS
GUARDS AGAINST NIGHT-STARVATION

Mr. and Mrs. Fred Godson, of Sogeri Plantation, Papua, were recently in California, and called upon Mr. George C. Dromgold, the American scientist, who visited Papua a couple of years ago. Mrs. Godson, formerly Miss Gladys English, will appear in the pages of Mr. Dromgold's new book.

Rt. Rev. L. S. Kempthorne, M.A., Bishop of Polynesia, will leave Suva, Fiji, early in February on a visit to Tonga and Samoa.

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Practically Borer Proof and Everlasting,
also Spotted Gum Timbers—Prices Right.

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Pyrmont, N.S.W.

BRITISH CONSULS IN TAHITI.

BY ERIC RAMSDEN

THE interesting account of the British Consuls in Tahiti, which appeared in the December issue of the "PIM," by Mr. W. W. Bolton, M.A., of Papeete, filled in several blanks. However, as the writer himself admitted, the list was incomplete.

The British Foreign Office, at the request of Consul-General F. G. Gorton (our present official representative in Tahiti) has since supplied a detailed list of Consuls and Vice-Consuls and their periods of service, a copy of which has been made available through the courtesy of the Mitchell Librarian at Sydney (Miss Ida Leeson, B.A.). The list, which was despatched from London on October 25, 1937, is the first to be compiled and, coming from such a source is, nat-

urally, of historical importance. It is as follows:

Richard Charlton: Appointed Consul for the Sandwich, Society, and Friendly Islands, on September 23, 1824. The district was reduced to exclude Tahiti on February 14, 1837.

Thomas Elley: Appointed honorary Vice-Consul in May, 1826. Resigned December, 1827.

George Pritchard: Appointed Consul, February 14, 1837. Transferred in 1844. (This brief biographical note, by the way, makes no mention of the historical importance of Pritchard's services in Tahiti. No other British official there was ever such a controversial figure as Pritchard, who occupied a unique position as confidential adviser to Pomare IV.)

C. B. Wilson: Appointed Acting-Consul in the absence of G. Pritchard, June, 1841, to September, 1842. (Wilson was, of course, the son of one of the early missionaries. Herman Melville in "Typee" has left a most amusing portrait of him.)

William Miller: Appointed Consul-General for the Sandwich, Society, and Friendly Islands, and other Islands in the Pacific (resident at Honolulu) with supervision over Tahiti, August 16, 1843, until December, 1855, when his district was reduced to exclude Tahiti. Appointed his son

George Charles Miller to be Acting-Consul on January 1, 1845. G. C. Miller remained Acting-Consul until April 9, 1850, when he was given the substantive appointment. He retired on pension on February 10, 1886. (It was Consul Miller who, from the outset, looked with disfavour on the Atimaono cotton growing project, under the direction of William Stewart, from the middle 60's until the failure of the Tahiti Cotton and Sugar Plantation Co., Ltd., in 1872. Stewart made repeated efforts to have Miller dismissed. Much of the correspondence relating to that period is now in the Mitchell Library.)

Andrew Gibson: Appointed Acting-Consul during Miller's leave from January 20, 1859, to June 25, 1859.

John Brander: Acting-Consul from April 5, 1864, to April 3, 1865, during Miller's leave. (Brander was one of the leading British commercial men in his day, and married a daughter of Arl-Taimai and Alexander Salmon. He has descendants in Tahiti.)

George Miller: Appointed honorary Vice-Consul on August 18, 1884. Acted as Consul from February 10, 1886, to June 9, 1886.

Captain C. A. P. Talbot: Appointed Consul November 24, 1885. Transferred October 1, 1889.

Albert G. S. Hawes: Appointed Consul, October 1, 1889, and transferred July 1, 1894.

Arthur J. Brander: Appointed honorary Vice-Consul, December 17, 1890. Acted as Consul from May 16, 1891, to November 1, 1891, and from June 11, 1894, to January 4, 1895. Resigned March 19, 1897. (After residing abroad for many years, Mr. Brander has now returned to Tahiti, where he acts as secretary for the Papeete Tourist Bureau. He is a son of John Brander, mentioned above.)

Robert T. Simons: Appointed Consul, September 27, 1894. Transferred August 19, 1908.

John Hart: Appointed honorary Vice-Consul, March 19, 1897. Acted as Consul from May 22, 1898, to December 29, 1898. He died on January 25, 1900.

John Augustus Phillips: Appointed honorary Vice-Consul, December 17, 1900.

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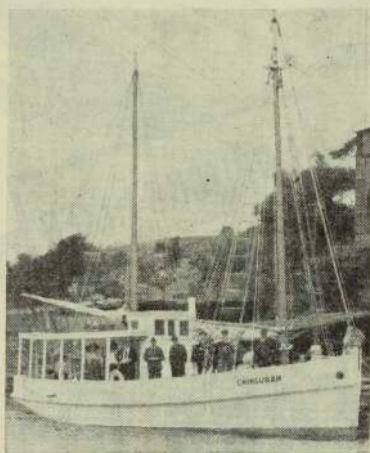
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A. J. Du Temple: Appointed honorary Vice-Consul March 26, 1906. Acted as Consul in 1905-6-7-8. The Vice-Consulate was abolished on July 14, 1910.

Arthur L. S. Rowley: Appointed Consul, December 11, 1908. Transferred on January 8, 1912.

Herbert Arthur Richards: Appointed Consul on January 8, 1912. Transferred July 19, 1916.

Godfrey Arthur Fisher: Appointed Consul, February 18, 1920. Employed in Foreign Office from July, 1921.

Isaac Ernest Walker: Appointed honorary Vice-Consul on September 28, 1922. Consul in 1926-28. Resigned December 2, 1934.

Dr. W. J. Williams: Acted as Consul from 1916 to 1920, from May 11, 1921, to April 30, 1923, and from June 30, 1923, to March 5, 1928. Appointed Consul July 1, 1928, and resigned October 4, 1935.

Samuel Russell: Appointed honorary Vice-Consul on January 15, 1935. Acted as Consul that year, and died on December 28, 1936.

F. G. Gorton: Appointed honorary Consul with the rank of Consul-General March 2, 1936, and still in office.

Japanese Firm Expands In Central Pacific.

From Our Own Correspondent.

NUKUALOFA, Dec. 15.

MR. Banno, the young Japanese who established here the well-known Japanese trading firm of Banno Brothers, which was recently formed into a limited company, arrived by the "Matua" from Auckland, N.Z., where he has been carrying on a flourishing import business for some time.

The main purpose of his visit to Tonga was in connection with the proposed enlargement of his premises at Nukualofa. A plan for a modern two-storied building has been approved. A large workshop and a garage are also to be erected. Mr. Banno will proceed to Samoa and Fiji where, it is rumoured, he will establish further branches.

These increased activities on the part of this fast-growing Japanese concern are viewed with no small alarm—especially when the whole civilised world is shocked by the manner of Japan's attack on China.

MISSED A GOLDEN OPPORTUNITY.

From Our Own Correspondent.

RAROTONGA, Dec. 16.

THE local postmaster, Mr. R. L. Horn, has returned to New Zealand, after serving his three years' term. If his farewell by the Bowling and Tennis Clubs was indication of his popularity he has left a place in the community's esteem that will be hard to fill.

During his term, Mr. Horn handled something more valuable per ounce than platinum, namely, the Cook Island issue of the King George V. Jubilee stamps. It will be an everlasting regret with him that he sent £400 worth back to New Zealand to be destroyed. That amount of stamps to-day has a market value of £3,750 sterling!

O. F. NELSON IN REPLY.

Long Letter In Honolulu Journal.

COMMENT upon Samoan affairs, that is mostly sweeping and sometimes fierce, is contained in a long letter to the editor of the Honolulu "Star-Bulletin", by Mr. O. F. Nelson, published on December 7.

Mr. Nelson challenges statements made in the "Star-Bulletin" by Mr. A. M. Gurau, and, incidentally, traverses the whole field of Western Samoan politics. As Mr. Nelson in November took legal action against Mr. Gurau, based on the latter's article in the

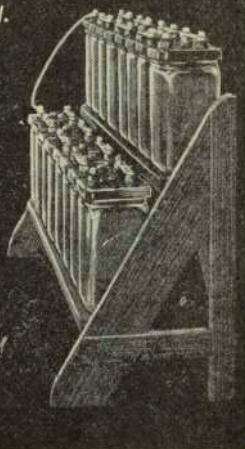
Honolulu paper, the publication of this letter on December 7 is surprising. It most clearly is sub judice—so much so that we cannot here summarise its most interesting points, much as we should like to do so.

The actions (two) which Mr. Nelson took against Mr. Gurau—one based on statements he was believed to have made in the "Pacific Islands Monthly", and the other based on an article contributed by Mr. Gurau to the Honolulu newspaper—were adjourned in November until January 25, 1938. The editor of the "Pacific Islands Monthly" has sent to Apia a sworn declaration, to the effect that he, and not Mr. Gurau, wrote the words published in the "Pacific Islands Monthly", and complained of by Mr. Nelson.



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Miss Geraldine Hogan, daughter of Hon. Gerald Hogan, Crown Law Officer in New Guinea, and Mrs. Hogan, arrived in Sydney by the December "Marella" after an absence of two years, the first part of which was spent with her parents in Rabaul and the last 10 months with relatives in Singapore.

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RADIO FOR TORRES STRAIT MISSIONS.

HIGHLY successful tests were made in December with the first of a group of 16 radio stations being installed on Torres Strait Islands by Amalgamated Wireless (A/sia), Ltd., for the Queensland Chief Protector of Aborigines.

A.W.A. has fitted radio equipment at 15 Mission stations and posts where Government officials come in contact with the natives, and also on the Government ketch "Melbidir". A central station has been provided at Thursday Island, from which the outlying stations are at distances varying up to 400 miles. Low-powered transmitting equipment, which derives its energy from small engine driven generators, is used. The trials revealed that one of the new stations can be heard quite clearly at Sydney—a distance of 1,600 miles—on an ordinary three wave band radio receiver.

A Hardworked Missionary on Holiday.

MISS ETHEL McMILLAN, a nursing sister on the staff of the Methodist Mission, in the British Solomon Islands, arrived in Sydney on nine months' furlough by the "Malaita" on December 17.

Miss McMillan has completed 23 years' service with the Mission—most of the time on Choiseul, in charge of the Maternity and Girls' Homes. In her earlier days on Choiseul it was the native custom to burn the newly-born infant when the mother died in childbirth. Sister McMillan rescued many of these unwanted infants, having on occasions as many as 17 in the home at one time. This gruesome custom has been abandoned, but the children are



Sister McMillan, with a group of her "unwanted" Solomon Islands infants.

still unwanted in the villages and are passed on to Miss McMillan's care. The girls in the home are trained in cooking, sewing, basket-making and in native crafts, and devote a certain amount of time daily to the cultivation of native foods. Naturally, on completion of their training, they are in demand in the native matrimonial market, particularly with the natives of the Mission staff.

Miss McMillan originally did most of her travelling by canoe, manned by girls from the Home; but, following a capsizing in a heavy sea, and a rescue by boys from the shore, the natives extracted a promise from her that in future men should be included in the crew. With the care of the infants, the girls' home and the maternity ward, her work has been strenuous and her long holiday well deserved.

C.I. SCHOONERS DELAYED.

From Our Own Correspondent.

RAROTONGA, Dec. 9.

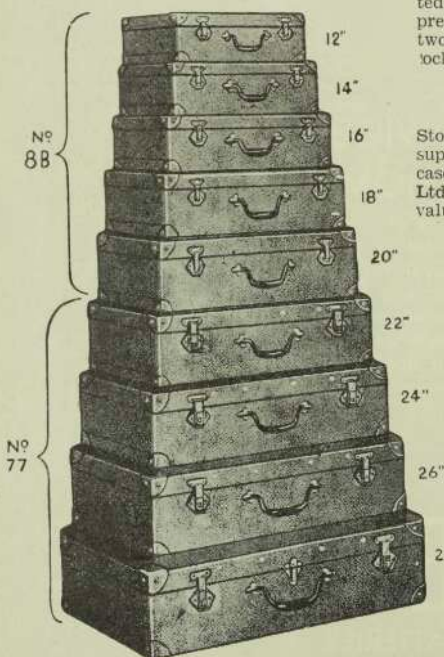
THE two Cook Islands schooners "Tiare Taporo" and "Tagua" are in port at present waiting for cargo due by the "Matua", which is a few days late on account of the watersiders' strike in Auckland. The "Tiare" is due to sail for the Northern Cooks, while the "Tagua" will make one more trip around the Lower Group before leaving for Puka-Puka, Nassau, and Mangarongaro. Both schooners remain in the Northern Cooks during the hurricane season.

Mr. Clarence E. Hart, manager of Lavo Plantations, B.S.I., was a visitor to Australia during the Christmas holiday season.

Mr. F. O. Moody, Copra Inspector in the N.G. Administration, reached Sydney in December on furlough.

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A SALUTE THAT WENT ASTRAY!

Douglas Fairbanks's Faux Pas At Papeete.

Letter to the Editor.

WITH reference to your Papeete correspondent's article, "Lese Majesty", I beg a little space to give your widely-scattered readers an explanation which if not exactly interesting, is nevertheless an authentic and accurate one.

Ambitious to become a "Big Shot" on the occasion of his second visit to Tahiti, Mr. Douglas Fairbanks chartered the yacht "Caroline", and with a brass "museum-piece" made a very big noise as the yacht entered Papeete Lagoon by firing a Royal Salute of 21 guns.

As your correspondent records, the French Government allowed the world-famous actor to risk dire consequences to his blood pressure, to his dignity and vocabulary, by coldly ignoring him.

Another incident, I wish to quote provides the surprising but quite natural explanation.

Early in 1936 the French sloop "Savorgnan de Brazza", visited Auckland, and a salute of 21 guns was given from the British Naval Authorities (New Zealand Squadron) in welcome.

Whereupon, to everybody's surprise, the Commandant of the "Brazza" went to the British Naval Authorities and demanded an apology for an insult to the French Republic. They had greeted him, he declared, with a Royal Salute, whereas a century and a half before the French people had had a revolution to abolish Royalty. They should have welcomed him with a Republican Salute of 11 guns. Apologies were duly given, the offenders berated for their error, and promises not to repeat the offence added.

Had Mr. Douglas Fairbanks known, as most citizens of a great sister Republic should be expected to know, that in an attempt to become a "Big Shot", it is the quality of the shots that tells, rather than the quantity, undoubtedly Republique Francaise would have greeted him with something more cordial than the crushing coldness of stony silence. The only possible effect Mr. Douglas Fairbanks' cataclysm of noise could have had (besides shaking Papeete and re-echoing down the verdant slopes of Oroheno) would have been to raise a sardonic and superior smile on the face of the British Consul for the compliment to himself, and the blunder to the Republic.

After the Assistant Chief of Police had explained these facts to me at Papeete last July but one:—

"What could we do?" he asked, with a gesture of contempt. "He come here in the yacht 'Caroline' and behave like that . . . perhaps the British Consul . . . he like it. . . ."

I am, etc.,

EDWARD C. SNOW.

Pacific Islands Club,
Sydney.

Rev. Robert Leck, who has been priest-in-charge and business agent for the Anglican New Guinea Mission at Samarai, Papua, since 1926, arrived in Sydney with Mrs. Leck by the "Monitor" on January 10. Having reached the retiring age, he will not return for further work in the Territory.

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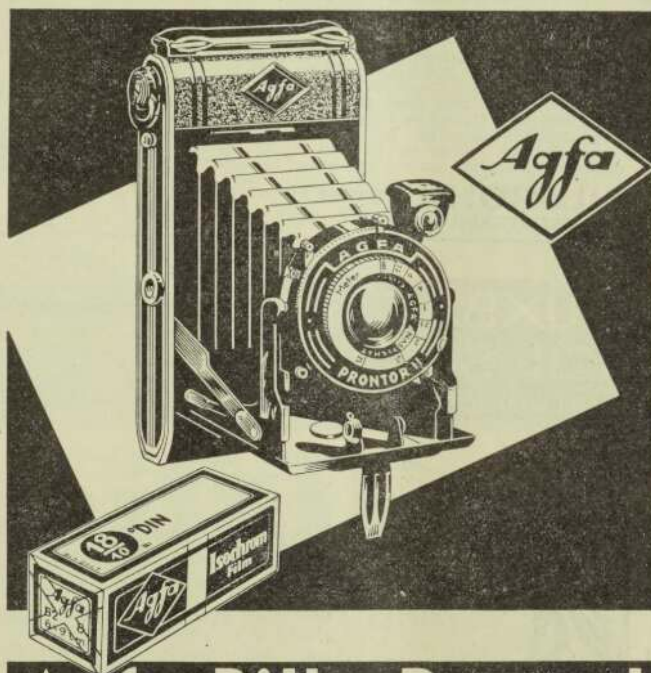
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NEW CALEDONIA'S TRADE.**Agreement with Australia Long Overdue.**

THE Australian tariff on goods from New Caledonia is unnecessarily excessive, in the opinion of M. L. Reverce, Premier of the Council-General of New Caledonia, president of Noumea, and mining engineer, who arrived from Noumea in the *Pierre Loti* on January 7 (says *Sydney Morning Herald*).

M. Reverce said that New Caledonia had additional quantities of kauri timber and manganese ore, which it could export to Australia if Australian tariffs were less. New Caledonia was a part of Australasia,

but its people were hardly made to feel that.

M. Reverce, who has interests in nickel and chrome mines in New Caledonia, said that business was brisk only in the nickel and chrome mines, because of the war in the East and the European situation. Other ore mines, in which he was interested, were lying dormant.

EDITORIAL NOTE: The trade position between Australia and New Caledonia is an outstanding example of political stupidity—on both sides. Each needs the products of the other, and New Caledonia is a large buyer; but each, as a matter of political habit, sets a ferocious tariff against the other. The negotiation of a trade agreement between the two is long overdue.

PACIFIC EDUCATORS**And Some Who Were Not So Pacific!**

From Our Own Correspondent.

HONOLULU, Dec. 16.

FOR five long weeks in the American summer of 1936, some 66 educators and social scientists gathered at the University of Hawaii, in Honolulu, and, excluding the press—because they declared the press does not "understand"—talked about social problems in countries bordering upon the Pacific.

Of course, there was plenty of back-slapping and entertainment, and lots of epigrams and puns and familiar theories. After all, what is an anthropologist?

There are some 1,400,000,000 peoples bordering upon the Pacific, so the educated gentlemen had plenty to talk about.

Most of what they talked about is summarised in "Education in Pacific Countries", which was written by Dr. Felix M. Keesing of the University of Hawaii, who was one of the stage-managers of the conference. (Dr. Keesing is British-born, but for long knocked round in educational circles in Australia and New Zealand.)

Dr. Keesing has done a good job of condensed reporting. He has reduced five weeks' hodgepodge to 266 pages of readable material, a fine cross section of the 23 countries represented at the much-quoted conference.

Strangely enough, the book was published in war-torn Shanghai, by the firm of Kelly and Walsh, Ltd. It retails for six shillings.

The book does not tell the entire story; worthy of another book is the jealousies among the pet theorists, the politics, how there was much corn side-stepping. Why the book was published in Shanghai would make a readable instance of how even 66 "educated" men cannot agree.

And they want to educate the natives of the great Pacific!

DEATH OF CAPTAIN J. R. MACKAY.

CAPTAIN JOHN RONALD MACKAY, who, 40 years ago was a well-known identity in the recruiting trade between Queensland and the South Seas, died at Brisbane on December 23, aged 78.

As chief mate of the *Sybil* and subsequently as commander of the *Hector*, Captain Mackay was engaged in recruiting native labour for the Queensland canefields. In 1896 he joined the Queensland Pilot Service in which he remained for five years. Later he went to Fiji, where as commander of the *Amrah*, he carried on an inter-island mail service.

During his years of recruiting in Melanesia, Captain Mackay had many adventures. Once on Malaita he was made a native chief, and solemnly invested with the insignia of royalty—a shoulder strap of teeth and shells.

Mr. R. B. Jackson, Warrant Officer at Rabaul, New Guinea, has been appointed to take charge of the Administration's new motor vessel "Leander", which will be stationed in the New Ireland District for patrol work.

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Mr. Wallace H. Smith, chairman of Emperor Mines, Ltd., and a director of Loloma (Fiji) Gold Mines, N.L., has returned to Melbourne, after a six months' comprehensive tour of the most important mining fields in the world.

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School-children in Port Moresby, Papua, photographed in November, 1937.

Samiuela Fonua, a young Tongan, and Fuata Taito, of Rotuma, Fiji, who have been in Australia for nine months giving weekly Church talks on the work of the Methodist Overseas Mission in Polynesia, have now returned to their homes in Central Pacific.

PACIFIC AIRLINES.

Suspensions of U.S.A. and Japan.

From Our Own Correspondent.

HONOLULU, Dec. 20.

DECEMBER, according to present indications, will see important aviation developments within the Pacific.

America proposes to make more survey flights over the route from Hawaii to New Zealand, via Kingman's Reef and Pago Pago, Samoa; but, of more international import, is the announcement by the Japanese Government that Japan's long-planned commercial airline, tightening her connections with her mandated islands, will come into existence late in December.

There will be only airmail at first, and then, early in 1938, passenger traffic will be started. There will be fortnightly trips between Tokio and Palao, in the Carolines, a distance of some 2,000 air miles. One stop, en route, will be at the island of Saipan, which is almost within sight of Guam, the closed-port island maintained by the U.S. navy.

A Japanese admiral recently publicly declared that Japan will keep the mandated islands "at any cost", despite what the League of Nations might say.

This new air venture is Japan's latest move in making a firmer grip upon the islands. Of course, American observers see more than a commercial significance to the project, in the same way as the Japanese were suspicious about the American North Pacific air service cutting right through the mandated islands, en route to Manila.

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"Highest Jobs Withheld from Trained Men"

Letter to the Editor.

IN your journal, in October, there appeared a letter with the heading, "Highest Jobs Withheld From Trained Men". The writer expressed his dissatisfaction with the appointment of administrators to Islands Governments, from sources outside the Islands services.

This, according to your correspondent, appears to be the settled policy of the Commonwealth; and it may be of interest to quote from a recently published work of Sir Reginald St. Johnston, K.C.M.G., "From a Colonial Governor's Note-book", in which the author touches on much the same grievance, in relation to an appointment in the Colonial Service some years back:—

"I had made an application for the governorship of the Seychelles," writes Sir Reginald St. Johnston, in referring to the time when, in May, 1922, he went on leave to England after three strenuous years' work in the tropics, as Colonial Secretary and Acting-Governor in the West Indies, "but I gathered on reaching England that a selection had already been made for this; and, soon afterwards, Sir Joseph Byrne's appointment was gazetted. He had done good work as the head of the Royal Irish Constabulary, in a difficult period, and one could not grudge him this prompt governorship, though in principle it was very disheartening to the men in the Colonial Service, who had—to use a much worn expression—'borne the burden and the heat of the day', to have outsiders put over their heads when approaching the time when they might justly expect a reward for their labours.

"In late years, however, there has been a change for the better, and a definite pronouncement, satisfactory to the Colonial Service, was made on the subject at the Colonial Conference of 1930 in London."

In view of this vexed question in the Islands services to-day, it would perhaps be helpful to discover what definite pronouncement, satisfactory to the Colonial Service, was made at the Colonial Conference in 1930.

At present, as your correspondent justly remarks, "there is no great inducement for highly qualified young men to enter the service of either territory". It certainly seems, as he adds, "unwise to render these services more unattractive by withholding the highest positions from the trained men".

I am, etc.,

FAIR PLAY.

Rabaul, New Guinea.

Editorial Note: The circumstances to which our correspondent refers are these. Within the last three years, the

Commonwealth Government has appointed three administrators to fill highly paid jobs in the Pacific—Sir W. R. McNicoll, to New Guinea; Mr. Abbott, to the Northern Territory; and Sir Charles Rosenthal, to Norfolk Island. Each of these men was either a member of Parliament, or an ex-member, and not one had had any special training in

tropical administration. On the other hand, there are several men in the Islands services who, apart from training, are qualified by character and personality to occupy the major positions.

Pastor S. W. Carr, of the S.D.A. Mission in Fiji, arrived in Sydney from Suva by the "Niagara" on December 18.

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BY CAPTAIN A. MIDDENWAY, F.R.G.S.

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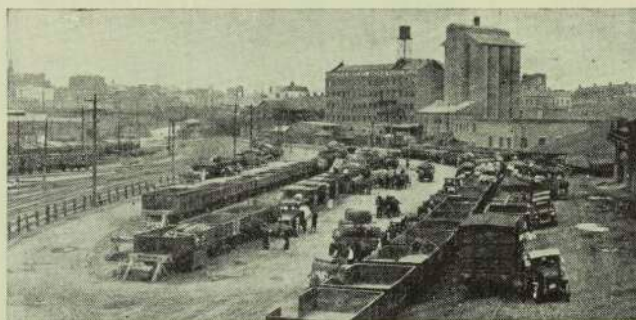
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SYDNEY - AUSTRALIA

ONE hundred and fifty years ago today, on Saturday, January 26, 1788, as Jean Francois, Comte de La Perouse, in command of the two frigates "Boussole" and "Astrolabe", anchored in Botany Bay, New South Wales, the English ships under the command of Governor Phillip, already at anchor, got under sail and left for Port Jackson.

An officer from the English frigate "Cyrus" was sent on board the "Boussole" by Captain Hunter to congratulate the French navigators on their arrival. The compliment was returned by an officer from La Perouse's staff, and despatches were handed to Governor Phillip, to be forwarded to France.

The two French frigates left Botany Bay a few days later; and, until May 13, 1826, thirty-eight years later, their fate was unknown.

IN 1812 or 1813, Captain Dillon, then an officer on the Calcutta ship "Hunter", trading between Bengal and the Fiji Islands, when passing the island of Tikopia, put ashore Martin Bushart, Bushart's Fijian wife and a Lascar named Joe. This was done at Bushart's request, owing to his wife's pregnancy.

On May 13, 1826, when passing from Valparaiso and New Zealand to Bengal, Dillon again sighted Tikopia. Several canoes pulled out from the island to his ship, and one had Bushart on board, and another the Lascar.

Dillon discovered that the Lascar had disposed of a sword to the armourer of his vessel. This aroused his curiosity and, on making enquiries, he learned that eleven years earlier Bushart had seen, in the possession of the natives, several iron bolts, chain plates, etc. At the time, Bushart thought they had come from a vessel that had been wrecked in the vicinity of the island; but, some two years later, he discovered that the articles, together with a sword guard, had been brought by canoe from Vanikoro, where two large ships similar to the "Hunter" had been wrecked.

The Lascar confirmed Bushart's statement, and added that on a visit to Vanikoro he had conversed with two old men from the wrecked vessels. Eventually, the sword was identified with La Perouse and, on January 6, 1827, Captain Dillon made preparation for a trip to Vanikoro in the "Research", with the object of further investigation.

On September 13, 1827, Dillon arrived

at Vanikoro and anchored inside the eastern point of Bailey's Bay. He came into contact with natives from the east coast of the island and from them received details of the wrecks.

The natives stated that the survivors settled at Peu and there built a small vessel, which left the island to seek assistance.

Owing to conflicting statements in Dillon's report, the number of men left behind is indefinite, but I think it is quite probable that, as stated in one portion of his report, "as many as could get room departed and the remainder remained behind". Accommodation would hardly have necessitated the exclusion of two only, particularly as the destination of the ship would have been Botany Bay, the nearest known inhabited land.

However, it has been established that at least two of the survivors remained on Vanikoro, one of these an officer and the other his servant. These two were seen by the Lascar some 32 years after

experts, I left Tulagi, the headquarters of the British Solomon Islands Protectorate Government, in the schooner "Vella Lavella", for Vanikoro; but, owing to adverse weather conditions, did not reach that island until January 19, when we anchored in Peu Bay.

During eleven days spent on the island, I visited every village and settlement, and a census taken revealed a population of between 180 and 190 natives. Captain Dillon's estimate of 1,000, in 1827, and larger figures given at later dates, were purely estimates; though the natives told me that at one time the population was very much larger, and attributed the depletion to a "big sickness" which lasted for some time. This was evidently a particularly severe epidemic and, as the natives stated that it was not introduced by foreigners, it possibly had a malarial basis.

The natives I saw on my visit were of very poor physique, and unhealthy, malaria and elephantiasis being prevalent.

On questioning the natives with regard to La Perouse and his crews, I found that although they were in possession of a quantity of old iron, bolts,



Photograph (exact size) of both sides of the Spanish dollar found on Vanikoro.

the departure of the two frigates from Botany Bay. The natives reported that the servant died in 1824, three years before Dillon's visit, and that six months later the officer accompanied a native chief who was compelled to flee from the island.

After spending 25 days on the coast of the island, Captain Dillon left on October 8, 1827.

THE island of Vanikoro is approximately ten miles in length, from the extreme eastern to the extreme western points, and about seven miles in width. It rises to a height of 3,031 feet, is thickly timbered, and is practically surrounded by reef, with a main entrance opposite Peu. Other breaks in the reef are on the northern and eastern sides, while a mile or so north of Peu is an irregular break known as Wreck Passage, where the ships of La Perouse were wrecked.

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old hammers and ship's gear, they could give no information at all of the fate of the survivors. They, however, could show me the spot where the vessels had been wrecked, and stated that they themselves had recovered some of the articles they had in their possession. They also produced a number of Spanish Pilor dollars, one of which, dated 1784, I was fortunate enough to secure (see illustration). They informed me that some of the coins had been handed down to them by their own people, and others had been found at Peu, and on the banks of a river on the Tenua coast, where once had been the largest village on the island.

IN September, 1926, I returned to Vanikoro as an administrative

officer of the Protectorate Government, and remained there until October, 1927. By this time, the Vanikoro Timber Company had established themselves at Peu, where, in putting down the foundations for their plant, they unearthed further coins and relics of La Perouse. Precautionary measures were being taken, but the island was decidedly unhealthy and badly infested by mosquitoes and sandflies—so much so that, to avoid these pests, the residential buildings of the Timber Company were erected on the shore reef some sixty or seventy yards from the beach.

During my residence on the island, I visited the site of the large village at Tenua. There were indications of a large settlement having been on this

site. I also visited the reef, at Wreck Passage. The natives stated that, in calm weather, wreckage could still be seen; and on several occasions I visited the spot in a canoe, but could not definitely identify any wreckage. I was taken to five mounds of stones in the vicinity of Peu, and to two prominent mounds at Tenua, below the village site, which the natives claimed were the graves of white men. These mounds were in no way connected with the native burial grounds and their condition supported the natives' contention that they were very old.

DURING the short period spent by Captain Dillon at Vanikoro, he appears to have left most of the investigation to his ship's officers, who were assisted by an interpreter from Tikopia.

In a letter of instruction to one of his officers, dated September 18, 1927, when he was leaving the ship for the village of Denimah, Dillon wrote: "At no time place confidence in the Tikopian who answers in a way that he thinks will please". Apart from this lack of confidence in the interpreter, there is no similarity in the languages of Tikopia and Vanikoro, the former having a Polynesian and the latter a Melanesian basis, and contact between the natives of these two islands must necessarily have been very limited owing to distance (some 120 miles of open sea), prevailing weather conditions and transport difficulties.

It is, therefore, more than probable that Dillon did not receive thoroughly reliable information. His report is decidedly incomplete and in parts contradictory, and it would appear that he made no effort to discover the names of the two white men who were seen by the Lascar, which would no doubt have been given in mutilated though recognisable forms of the correct names, nor does he appear to have visited the site of the wrecks his investigations seem to have been confined to the east coast of the island, and to the identification of the wrecked vessels.

Confirmation of the details of Dillon's report is, of course, impossible at the present time. I am quite certain that any information concerning the wreck of the vessels or the survivors that can be gathered from the natives of the present day has been acquired by them from other than natives sources. Neither native legend nor song has reference to the incident. Nevertheless, some of the statements in Dillon's report can be reasonably disputed.

Referring to the disposal of the body of the white man who died on the island in 1824, Dillon states that the body was not buried but was thrown into the sea in accordance with native custom. I was assured that burial at sea was never the custom of the people, and I was shown many of their burial grounds and skull houses, as well as the graves of the white men. They told me that head-hunting had never been practised on the island, and this is confirmed by Dr. Codrington in his book, "Melanesians, their Anthropology and Folk-lore". The heads in the skull houses were all in perfect condition and in striking contrast to those in the Western Solomons,

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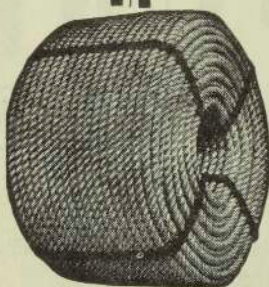
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where many bore testimony of having been trophies of the hunt, and their statement that the heads preserved were those of deceased persons of rank and were kept as memorials of affection is undoubtedly correct.

In addition, I was informed that it had always been the practice to bury personal effects with the body, as is done in other parts of Melanesia, and that in this way many coins and relics of the wrecks had been disposed of. Again, that the officer who remained behind after the departure of the locally constructed vessel left the island in the company of a native chief, who was compelled to flee for safety, is also improbable. There is no record of inter-tribal strife on the island, and apparently there has always been one paramount chief. The size of the island would hardly permit of other conditions. The two white men apparently lived at Tenua, which was the headquarters of the paramount chief, and, not only is it unlikely that this chief would be compelled to flee for safety, but there is no record of the incident on Vanikoro, or on any of the adjacent islands. It is more than probable that the departure of the white man was a story, concocted by the natives, superstitious where death is concerned, to avoid questionings or complications, and Dillon appears to have accepted it without confirmation.

It is unfortunate that Dillon did not make any effort to identify the two survivors who were seen by the Lascar and who were on the island to within three years of his arrival, but that La Perouse could have been one of them is most improbable.

La Perouse was born on the 23rd August, 1741, and with the unusual and trying conditions under which he would have been compelled to live on Vanikoro, it is unlikely that he was alive in 1824 at the ripe old age of 83 years. There is, of course, the possibility that he left for Botany Bay with the party in search of assistance, but the fact that so many of his personal belongings, including his sword, were in the hands of the natives would suggest that he either did not reach the shore, or, having done so, died in a comparatively short time.

The two survivors seen by the Lascar in approximately 1820 evidently died on the island and were buried there, possibly in the graves at Tenua.

Dillon does not appear to have interested himself in the whereabouts of the ships' records. Whether these were taken away or remained in the custody of the officer in charge of the shore party would, to an extent, depend on the seniority of the officer. If by any chance they remained on Vanikoro they would have been of no interest to the natives, and in all probability, in accordance with native custom, would have been buried with the last survivor.

While recognising the value of Captain Dillon's report, it is to be regretted that the investigation was not more thorough, and one views those two mounds of stones at Tenua with reverence and with an excusable speculative curiosity.

The Trees the Tourist Sees in Suva.

WHEN tourists are in town, one often is met by the question: "What is the name of that splendid tree?" or "What do you call this flowering shrub?"

Very often there is no answer ready, because after all, in this land of Malua, folk are inclined to put off the study of the trees, shrubs and creepers that beautify the gardens (public and private) until a more convenient season!

For brilliancy of colour, few can surpass the great red tulip-like flowers of the so-called Tulip tree (*Spathodea campanulata*). There are some very fine specimens of this imported tree, opposite the Government Buildings in McArthur Street. It is not indigenous, but comes from the tropical forests of West Africa.

The Tulip tree has taken very kindly to its new home in the Southern Pacific, however, and is now growing apace in many directions. It can be raised, either from seed or a cutting. To world-wanderers it may be known under its other name of Fountain Tree.

On the other side of the street there is a *Cassia fistula* (Sub. Ar. *Caesalpinaeae*) with long racemes of yellow flowers, which is reminiscent of Labur-

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num and, though it is quite a different flower, it also belongs to the great family of the Leguminosae.

There are many good specimens of the Traveller's Palm (*Ravanala madagascariensis*), in the same piece of land. It is needless to say that this palm has been extolled by travellers in waterless deserts, because it has so often quenched the thirst, or, at any rate, wetted the dry lips of some wayworn explorer. In some tropical countries these palms are called the "Builders' Tree", because so useful for hut-roofs, etc.

A few steps, back to Gordon Street, take us to the Public Works' Office, and here the gaze will be drawn to the smooth, glossy leaves of the Dilo tree (*Calophyllum inophyllum*). According to the time of year, we shall see the waxen white flowers with their golden eyes—or the round nuts, from which the now world-famous dilo oil is extracted.

For countless generations, the Fijian knew its theurapeutic values, and at last it has been acknowledged as valuable by the medical profession, as a splendid cure, or alleviation, in certain cases of stubborn rheumatoid-arthritis and other kindred maladies.

As an ornamental tree, it may be given pride of place, when properly cared for, and well grown. It is partial to the coast, and at one time might be admired on the littoral of many islands in the Group. But the spoiler's hand has not, we hear, spared even this attractive tree; it has not been granted immunity, any more than have those useful fruiting trees of the lighter forest-land, where Wi and Kavika are being destroyed for no apparent reason. (The Dilo belongs to the Guttiferal Order.).

At the corner made by the intersection between Hercules Road and Gordon Street all that remains of a magnificently large and radiantly beautiful Flamboyant (*Delonix regia*) comes into view. It is but the ruined remnant of its former gorgeous splendour—so has Nature everywhere to shrink away before the onrush of Science; and Utility quickly fills the place of age-old Beauty!

Telephone wires, and wires for lighting are responsible for the disfigurement of many a fine tree, which had begun its life before such novelties were even thought of.—H.B.R.P.

Rev. James F. Barge, of the Melanesian Mission, arrived in Sydney by the "Malaita" from the Solomons on December 17. He is stationed at Maka, on Malaita Island, and has come South to spend three months' furlough in Australia. Accompanying him was a Solomon Islander, William Tela, of North Malaita, who has been an orderly at the Melanesian Mission's Fauabu Hospital, and who is on his way to Fiji to study for five years at the Central Medical Training School, Suva, to become a Native Medical Practitioner.

Dr. L. Swinnerton Duke, Government Medical Officer at Norfolk Island, arrived in Sydney by the December "Morinda" on leave.

GUAM ISLAND

Now Officially in the
Marianas Group.

ISLANDS scattered over the broad expanse of the Pacific draw a measure of their standing and status, historically and politically, from the groups to which they belong. Islands groups, be they well known, such as the Hawaiian, Samoan or Marshall, or little-known such as Tongatabu or the Isles Tuamotu, all possess this power. Many an age-old controversy has raged among geograph-

ers, cartographers, historians, and foreign department officials as to whether a particular island belonged to one group or to another.

It was the final outcome of these arguments which recently led to a change in the sign above the boat dock in Apra Harbor, Guam Island, which greets passengers as they step ashore from Pan American Airways trans-Pacific clippers and which read: "GUAM, L. I., Lat. 13 deg. 27 ft. N., Long. 144 deg. 39 ft. E.". Out came the "L" in the name and in went an "M", changing Guam's island group destination from Ladrone to Marianas. Action was taken after reference of the question involved to members of the Congress of Guam.

(CONTINUED OVERLEAF.)



MANY attractive pictures, similar to the above, were obtained by the editor of the "P.I.M." in Polynesia where, whatever may be the political differences among adults, the children of the different races mingle very happily together.

Top: This snapshot was taken near the tennis courts at Ba, Fiji, where an Indian girl and three European boys were having a merry game of hide-and-seek.

Bottom: This collection of healthy childhood was photographed at Matautu Point, Apia, Samoa. In the group were Europeans, Samoans, and European-Samoans; but, in the matter of chasing crabs in the wake of the receding tide (which they abandoned in order to be photographed) they were just a group of un-self-conscious kids.

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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.

Behind this small but significant change was a series of circumstances which makes Guam's island-group designation somewhat different from that involved in other Pacific island controversies.

It was due to a huff into which Ferdinand Magellan got over the original inhabitants of the islands, after he discovered them on March 6, 1521, that the group was given the somewhat opprobrious name "Ladrones", which might be freely translated (and so Magellan intended)—"A lot of robbers". Searles's "History of Guam" states, however, that in 1668 the name of "Las Marianas" was conferred on the group in honour of Maria Ana of Austria, widow of Philip IV. of Spain.

Despite the distasteful character of the original group name, the later designation failed to take particularly well, either in official or unofficial circles. The new name merely added a measure of con-

fusion. On January 5, 1912, Order No. 145 of the Guam Government directed that thereafter "Island of Guam, Marianas", be designated without further qualification as "Guam". That appeared to be a step in the direction of simplification, but the U.S. Post Office Department appeared to complicate matters subsequently with a post office designation, Guam, GUAM, at the same time declining to attach it to the Marianas group.

Since then, however, two recognised organisations have come to the support of the restoration of the second name given to the group. They are the Bernice P. Bishop Museum of Honolulu and the National Geographic Society, whose latest valuable map of the Pacific Ocean designates the group as the Marianas Islands. The findings of these two authoritative bodies were taken into consideration when the House of Assembly approved the change in Guam's trans-Pacific airway marker.

MALARIA CONTROL.

What Might Be Done In Pacific —Where Actually No United Effort Has Yet Been Made.

Letter to the Editor.

IN my letter relating to "Planes as Germ Carriers", precautionary measures (other than fumigation) and control measures in the event of yellow fever being introduced are suggested.

Possibly, the medical authorities in each service have plans, in the event of the introduction of yellow fever; but as such plans must depend upon the whole-hearted support of the Europeans of the group, I have decided to submit the following.

The precautions could go hand in hand with fumigation, and in some instances might even make fumigation unnecessary.

Each airport would have its special peculiarities in regard to mosquito control. The common vector of yellow fever is *aedes aegypti*, and evidence exists from recent epidemics that a similar type of mosquito could transmit the disease. There may be other kindred mosquitoes capable of transmitting the disease; consequently thorough eradication of all types of mosquitoes at airports should be the objective. Complete eradication would also eliminate malaria and filariasis.

This would rest with the sanitary engineers; but eradication could commence with attacking the breeding grounds of the known vector of yellow fever, which exist in the vicinity of the airports. The common vector, *aedes aegypti*, breeds in artificial collections of clean water. Tanks, water jugs, flower vases, water barrels, holes in trees, coconut husks, old tins and bottles are the principal breeding places. In most homes they breed in tanks, water-jugs, defective guttering, flower vases and water barrels; but, if denied these, they resort to other breeding-places mentioned.

It will be understood, therefore, that eradication of the known yellow fever mosquito would be a comparatively simple matter. Screening of tanks and water barrels, and the remedying of defective guttering, are permanent measures to be instituted. Usually, there are not many trees in the vicinity of airports; but garden plants, especially plants of the lily variety, and palms which will retain water in holes, or where the branches or fronds join the trunk, should not be grown.

Water jugs and flower vases can only breed mosquitoes if the water is unchanged for such a period as to allow the mosquitoes to develop from eggs, larvae and pupae. Consequently, complete emptying of jugs and vases should be done every morning before they are refilled. Tins should be well punctured, and bottles placed in such a position that they will not retain water. There are various ways of disposing of coconut husks.

Usually, the vector of yellow fever is the chief annoying pest. It also carries dengue fever. They are always in the homes, and are the most difficult mos-

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quitoes to land direct hits on. Environment and much practice have made them most elusive. They are striped black and white, something like a tiger. During daylight is their feeding time, but, if starved, will bite at night. Consequently, people could visit houses where people are sick with yellow fever, with a fair degree of safety during the night. It usually remains in the house in which it breeds, but will make excursions to houses in the immediate vicinity. This is only of importance in villages.

A good rough method of determining whether *aedes aegypti* are breeding in tanks is: Strike the tank at water level a few times, wait a little while and then turn the tap on. The larvae of this mosquito are deep divers and, if present, some will come through the tap. They can remain submerged for about one hour. The larvae have many natural enemies, such as fish, etc.

While in Tonga I was impressed by the absence of larvae in many unscreened tanks and wells. A few natives told me that a water beetle was responsible for this. These water beetles lived chiefly in the mud, on the bottom. One of these beetles was placed in a pickle bottle and fed on biscuits, and it then devoured 60 larvae in 12 hours. Of course, the larvae and beetle were only in a confined space.

A thorough investigation of natural enemies of the mosquito larvae would be most valuable.

No doubt I have omitted some "artificial collections of clean water" as breeding places. Canoes on the beach,

for instance. But, if any are interested, the house-boys could be shown larvae and then encouraged to report the existence of them. Don't offer rewards. The natives have been guided by Nature and environment, and they like a change from housework. This could also be done on plantations.

In the event of yellow fever being introduced into any of the islands, the first concern of the medical authorities would probably be to prevent the vectors of yellow fever biting persons with the disease within the first three or four days (the infective stage). This may be done with mosquito nets and screening of hospitals. To prevent infected mosquitoes from biting others, fumigation of houses of infected patients would be necessary. Probably fumigation of whole villages or collection of villages would be better. Unless fumigation was rapid in effect, considerable difficulty would be experienced in fumigating reed houses. If fumigation was slow in action, infected mosquitoes would move to other houses.

I am, etc.,

WILLIAM J. TULLY.

16 Bridge Street, Sydney.

EDITORIAL NOTE.

This contribution, and the one entitled "Why Is There No Malaria in Fiji?", published in December, by Mr. W. J. Tully, emphasise the apparent inability of the governing authorities in the Pacific Islands to make any concerted move for the public good—in connection with health or anything else. Mr. Tully

has indicated several ways in which war might be waged on malaria.

In the above letter, Mr. Tully refers to a most interesting thing—the existence of a water beetle which destroys mosquito larvae. It is only by entomological methods—by using one insect to destroy another—that such diseases as malaria and yellow fever—ever will be controlled in the Pacific; and it would be so easy, by consultation and united effort, to test out these things. Yet the years pass, politicians and ex-politicians play and posture in the seats of the mighty, and nothing is done.

What is Being Done in East Indies.

THE following is part of an article, "Malaria in the Netherlands Islands", by N. H. Swellengrebel, published in a new quarterly magazine, "The Bulletin of the Colonial Institute" (63 Mauritskade, Amsterdam, Holland). It is an excellent compilation, produced by the Netherlands Pacific Institute, and dealing especially with the problems of the Netherlands Indies.

THE system of malaria-transmission is highly vulnerable because of its specialisation, for it is delegated, not to all mosquitoes, but to a special tribe, the anopheles, and among this tribe, to only a small number of species. So all man has to do is to destroy those experts in malaria-transmission. All other anopheles he simply ignores.

That is the reason why we see the department of malaria-control in the Netherlands Indies bent on knowing the species of anopheles they are dealing



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with, and on finding out the ways and means to destroy the harmful species without having to go to the expense of killing all anopheles. The staff of this department has been blamed for being interested in entomology. One might as well find fault with an artillery-officer for being interested in mathematics!

There was a time, however, in the early twenties, when we thought we were all wrong in our dealings with the individual species of anopheles. Facts were gradually accumulating to show that one and the same anopheline species may be

a dangerous carrier of malaria in one country and perfectly harmless in another. The anopheles ludlowi, which is such a deadly carrier in the Netherlands Indies, can always be safely ignored in the Philippines and very often so in Malaya.

This is very serious. If we cannot count on our species of anopheles always behaving in the way we have learned to expect, how can we base our plan of action on the assumption that they, and no other anopheles, carry malaria? I well remember, at that time, one of our students protesting at being taught to identify the various species of Netherlands Indian anopheles, on the plea of its being a perfectly useless effort, as we should very soon be reverting to the old method of killing all anopheles (which really means killing none, as a fight sustained against all anopheles is much too costly).

At present, some sixteen years after that crisis, "species control", i.e., the method of dealing with malaria by an action directed against one species of anopheles to the exclusion of all others, stands on a firmer basis than it ever did before.

This has been brought about by the concerted action of investigators in the department of malaria-control of the Netherlands Indies and in the two Institutes of Tropical Hygiene, at Amster-

dam and Leyden, each group of workers proceeding along its own lines, all of which, however, led to the same result, that can be briefly stated as follows. The principle of species control remains unshaken, but some of the so-called anopheline species which had revealed themselves as dangerous malaria-carriers in one country and as harmless mosquitoes in another, were proved to be groups of two or more species, very much resembling each other in shape and design, but differing in their habits to such an extent as to render one an efficient malaria-carrier and another quite harmless.

It was a long way to go to obtain a result which can be stated in words so few as hardly to exceed, in number, the years it took to establish it. But the result was worth the trouble, first and foremost because it fully restored our confidence in species control, and secondly, because it afforded an interesting example of very effective, although quite unpremeditated, collaboration between investigators in the Far East with those at home.

So the basis of malaria-control in the Netherlands Indies is sound and the results obtained are striking, as testified by the interest workers from neighbouring countries are taking in it. But these results are few and far apart, compared with all that still remains to be done.

Malaria remains a major scourge to the natives of those parts. It is to be hoped that improving economic conditions will remove some of the obstacles which prevent that magnificent institution, the department of malaria-control in the Netherlands Indies, from displaying its activity unhampered.

ASSISTING PARENTS IN PAPUA.

From Our Own Correspondent.

PORT MORESBY, Dec. 21.

ACCORDING to a notice recently published by the Papuan Government Secretary's Department, assistance is to be given to parents who find it difficult to meet the cost of educating their children by correspondence. This will be appreciated by parents in outlying districts who, through inadequate means, have been unable either to send their children to school, or to meet the cost of schooling by correspondence.

MISSIONARIES FOR THE ISLANDS.

ELEVEN Marist priests from Holland, France, and Germany, on their way to Pacific Islands mission stations, arrived in Sydney by the "Viminale" from Europe in mid-December. All have received special medical training. They expect to spend from 25 to 30 years in the South Seas, mainly Fiji.

Patrol Officer J. R. Black, of the New Guinea Administration, sailed from Sydney for Salamaua after furlough in Australia by the December "Neptuna". He will be a member of the party under Mr. J. L. Taylor, D.O., which will leave shortly on a year's trek through unknown territory in Central and Northern New Guinea.

Mr. Harry Heath, headmaster of Middlegate School, Norfolk Island, returned to Australia in January after two years' service on N.I.

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NOTT, THE BRICKLAYER

Pioneer Missionary Who Grows in Stature as the Years Pass.

By Our Tahiti Correspondent.

AMONG the missionaries who brought Christianity to the islands of the Pacific, the figure of Henry Nott continues to increase in stature with the passage of time.

During many years his memory had faded from the minds of men. The natives of Tahiti and French Oceania had forgotten him. The Register of the London Missionary Society listed him merely as one of its many faithful servants in the foreign field.

John Williams, of Raiatea, murdered by savages on the beach of Erromanga in the New Hebrides, had become illustrious as the Christian martyr of the South Pacific. The presence in the islands of the descendants of other missionaries had served to keep their memory green.

Our first knowledge of the pre-eminence of Henry Nott came from the study of Ellis' "Polynesian Researches". The roster of the ship "Duff" had recorded him only as Henry Nott, bricklayer. Yet research into his history in the islands reveals a commanding portrait of a scholar, a great preacher, a diplomat, an administrator of unusual gifts, merged in the modest character of a devout servant of the Good Master.

A full record of his work in the missionary service would require a volume. Here we can trace only an outline.

He was born in 1774. He arrived at Tahiti on March 6, 1797, and removed to Moorea in December, 1808. In 1812, he visited Port Jackson, where, in July, he married Miss A. Turner, and returned to Moorea, October 5, 1812. He removed to Huahine in July, 1818, and to Matavai (Tahiti) in June, 1819. He visited England between 1825 and 1827.

Having in December, 1835, after twenty years' labour, completed the Tahitian version of the Scriptures, and, being in ill-health, he left Tahiti on February 20, 1836, and returned with Mrs. Nott to England, arriving June 19, 1836. He then revised the M.S.S. of the Tahitian version of the entire Bible, and carried it through the press at the expense of the Bible Society. Taking the Bibles with him, he, with Mrs. Nott, returned to Tahiti. He arrived at Tahiti on September 12, 1840, and soon after retired from active service. He died at Tahiti on May 2, 1844.

ONE day, 20 years ago, the writer happened to be passing by the church at Outu Aiaia, in the district of Arue, Tahiti. He saw lying on the ground near the church door two grave stones. One, of Sydney stone, was inscribed as follows:—

"Sacred to the memory of the Rev. Henry Nott, Missionary, who departed from this life of sin and sorrow and entered into his rest on the 2nd day of

May, 1844, after having endured a great fight of afflictions. He had been, for 48 years, the faithful servant of the London Missionary Society, having been sent out by them to this island in the ship 'Duff', commanded by Captain James Wilson, in the year 1796. He was translator of the Sacred Scriptures into the Tahitian language.

"I have fought a good fight. I have finished my course. I have kept the faith. Henceforth there is laid up for me a crown of righteousness which the Lord, the righteous Judge, shall give me in that day; and not for me only, but unto all them also that love His appearing' . . . 'And God shall wipe away all tears from their eyes; and there shall be no more death'."

The other gravestone—a marble slab

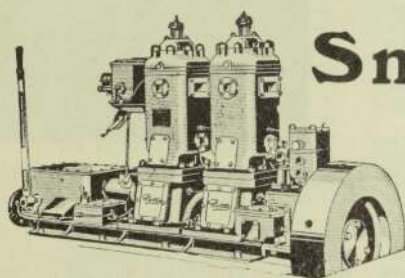
—bore this inscription:—"Rev. T. S. McKean, M.A., missionary of the London Missionary Society—Shot at his door during the fight at Point Venus, June 30, 1844. Aged 37".

The inscriptions, being in English, had no significance to the natives, who each Sunday attended the church.

The writer communicated his discovery to his friend, the late Mr. J. L. Philips. Mr. Philips had long been at the task, both at Tahiti and London, of bringing to light and renewed remembrance the facts of Nott's career.

"We must find the place whence these gravestones have been taken," said Mr. Philips.

We associated with us Mr. Irving Smith, who lives in Arue, and the three of us, with the aid of some ancient



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natives, eventually found the two graves at Ahutoru, about one hundred feet west of the enclosure where the old kings of Tahiti are buried.

In due time, the two gravestones were returned to their original sites and cemented into a wall, erected about the graves of Nott and McKean.

Henry Nott's lasting memorial is the Tahitian version of the Bible. Begun in 1813, the work of translation was completed in 1835. Writing home, he announced: "That work, I am happy to inform you, was finished on Friday, December 18, 1835, at half-past one o'clock".

His translation is a masterly work. He has carried to the Tahitian the majesty of style which exalts the Bible above all other writings in the English language.

He was first to master the Tahitian language. On August 10, 1801, Jefferson wrote home: "We have the satisfaction of informing the Missionary Society that, by the grace of God, we hope, for the first time, publicly to address the natives on next Lord's Day. Brother Nott will be the speaker".

The disastrous wars which began in 1808 and continued until 1815, compelling the king, Pomare II, to flee to the island of Moorea and reducing the districts of Pare and Matavai to desolation, would have totally extinguished missionary effort had Henry Nott followed his brethren in their flight to Port Jackson on October 26, 1809.

To his lasting honour, Nott stood fast; remained with the king at Moorea,

A view of the township and harbour of Tulagi, the capital and administrative headquarters of the British Solomon Islands. In the background is Makambo Island, where Messrs. Burns Philp (South Sea) Co., Ltd., have their main establishment in the Protectorate.

—Photo. by courtesy of the Melanesian Mission.

carrying on the work of the Gospel in that island, until the recall of the king to Tahiti and the final battle at Narii brought to an end idolatry in King Pomare's Dominions, forever.

Mr. and Mrs. W. Lieber, who resided in Tonga for many years and who now live at Mosman, Sydney, had as their Christmas guest Miss I. Laurence, of Tonga.

CHIEF TOWN OF THE SOLOMONS.



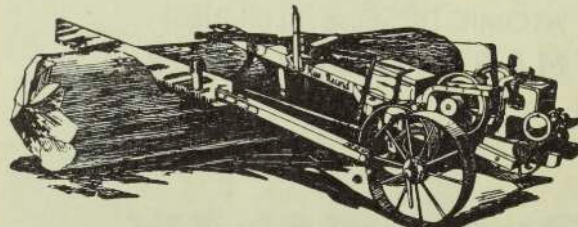
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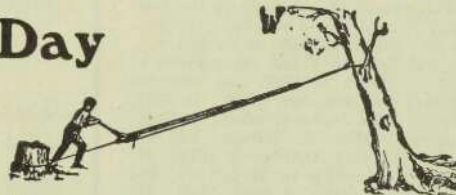
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EPIC VOYAGE IN OPEN BOAT

KINGMAN REEF, the second hop in the proposed Pacific air route from San Francisco to New Zealand, was the scene, nearly half a century ago of a wreck that was followed by an epic sea voyage in a lifeboat that has few parallels in the history of sea navigation in the Pacific (said a writer in the Melbourne "Herald" recently.)

AT Waitaki Boys' High School, Oamaru, are preserved the memorials of that adventure. Captain Donald McDonald, the hero of the exploit, on retiring from the sea in the late 'nineties, settled down to a quiet country life in the beautiful district of North Otago. There he lived for 32 years till his death in 1931, beloved by all who knew the gallant old salt of the days of the wind-jammer.

Captain McDonald was mate of the barque Henry James that set out from Newcastle (Australia) coal-laden for San Francisco in 1888. When the vessel struck the reef McDonald swung the foremast round in the hope of getting the barque off but failed. As it was impossible to get the forward lifeboats, they had to be content with the two after boats.

The company delayed their departure from the doomed vessel in the hope of procuring from her food and clothing before their departure for the uninhabited island of Palmyra, some 50 miles away. Because of rough seas they were unable to do this and set sail with meagre provisions. The captain commanded the ship's cutter with 20 of the crew and passengers aboard (the latter including women and children). The mate (Donald McDonald) took charge of the gig with ten seamen. The latter craft was covering more mileage than the captain's so that he sighted the land first, but awaited the captain's orders before attempting a landing. The captain, however, considered that the sea was too rough and the night too far advanced to land; he ordered the boats to lay to till the morning. McDonald thought otherwise, disobeyed orders and made for the shore. Taking two tacks, he landed successfully; the captain followed.

IF any measures were taken to mark the skipper's displeasure at his orders being set at defiance, history does not record it. Subsequent events showed that he recognised in McDonald a master mind. Palmyra Island provided no food beyond birds and fish, and, as far as could be ascertained, it was destitute of fresh water. Means to meet the desperate situation of the marooned company were considered and finally the captain expressed confidence in the ability of his mate to reach Samoa, which the captain indicated by the chart was 1,630 miles S.S.W. The hazardous nature of the enterprise set McDonald thinking, but he was spurred to the superhuman task by an incident he witnessed. To quote his own words:—

"In the evening I returned to camp—tired, hungry and miserable . . . As I sat down one of the little girls was eating a raw bird. It 'came against her', and as she was exhausted with retching she threw herself in my lap and fell asleep. . . . The sight of the poor little girl gave me an inspiration—I was determined then and there to reach Samoa—but according to my own plan. I took my ring and gave it to her, saying: 'Don't cry, I'm going away with the boat to get you plenty of nice things to eat'."

THE captain of the Henry James gave McDonald a free hand as to his course of action. The larger boat was loaded with coconuts, the masts and stays were strengthened and volunteers called for. Three Irishmen and one American responded, but as one of the former was considered rather young, a German took his place. The five men then fared forth on their perilous enterprise. The sea was rough and they had hardly got clear of the island when their rudder was carried away. The following few days saw the boat travelling well before a favouring breeze. It crossed the equator on the fifth day out, covering 150 miles the day before crossing. Tempestuous weather again descended on the craft—the rain, wind and thunderstorms took the heart out of the company, but the mate heartened them to renewed efforts when the sea abated.

FOR some days McDonald had followed a circuitous course to get the benefit of the trade winds, but matters became so desperate that he decided to pick a straight course from the chart. After 19 days an island was sight-

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ed that gave them an indication of Samoa's whereabouts, but the men were so weak that the mate forebore to tell them that it was yet 50 miles away, but he cheered them, and they responded. "Never shall I forget your courage in sharing with me this terrible voyage", he said. "Under the provocation of hunger and thirst you did not utter one word of complaint; there is the land of promise now in sight".

A storm broke over them and delayed their arrival. Thunder roiled and lightning flashed, so they stood to till daylight. As they neared the land they signalled a craft and discovered it to be in charge of a Samoan chief. He was shocked at the spectacle he beheld in the condition of the crew and astounded to hear

that they had covered 1,600 miles from Palmyra Islands.

The schooner Vindex was despatched with McDonald aboard for the island to rescue the marooned company. It took her 28 days to make the voyage. Meanwhile the United States warship Mohican (which was at Samoa when McDonald and his crew arrived) passed on word to the mail steamer Mariposa of the plight of the people at Palmyra Island. She made a detour of 1,500 miles and rescued the marooned people 13 days before the arrival of the Vindex on a similar mission.

AN interesting sequel occurred years later. McDonald was mate on the Glasgow-owned Auldgrith in 1896,

when she was at Portland, Oregon. One day he was taking a stroll on deck when two women came to the gangway and asked for the chief officer. McDonald informed them that he was that functionary. Then one of the women showed him the ring he had given to a little girl on Palmyra Island before setting out on his perilous enterprise. The two women were Laura and Ada Hastings, who were among the shipwrecked passengers of the Henry James, one of them being the little girl whose distress prompted the mate to set out for relief across the ocean.

NAVIGATION LIGHTS.

On Howland, Baker and Jarvis.

From Our Own Correspondent.

HONOLULU, Dec 2.

THE final chapter in the story of the loss of the American aviators, Mrs. Amelia Earhart Putnam and Fred Noonan, near Howland Island, in mid-Pacific, was nearly completed last week, when a stone plaque, inscribed "Earhart Light, 1937", was set as a base for a



The Earhart Monument, set up on Howland Island by the United States.

navigation light-tower which is being built on the western side of Howland (see "P.I.M." of November).

A short ceremony was held at the placing of the plaque by U.S. officials, led by Dr. Ernest Gruening, director of the division of territories of the U.S. Department of the Interior, which administers the island.

The light-tower will be 20 feet high, and the 300-millimetres acetylene-gas lantern on top will have a visibility of 10 miles.

Dr. Gruening, upon return to Honolulu last week, announced that a similar light and tower will be built on nearby Baker Island, and on Jarvis Island, 1,000 miles due east.

Dr. Gruening spiked rumour by stating that the U.S. Navy will continue to administer U.S. Samoa and Guam. Rumour had it that the Interior Department was to take over the islands.

Pastor R. W. Lane, of the S.D.A. Mission at Suva, Fiji, has been appointed principal of the Mission's training school at Buresala, Ovalau Island.

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SEEKING SPIES IN HONOLULU.

Why A Japanese Consul Moved On.

BY JOHN WILLIAMS.

PERHAPS it was just a gentle hint that Uncle Sam doesn't intend to let anybody tweak his nose—and get away with it. Which is something in these war-hysteria days.

Anyhow, it happened in Honolulu, which is the general headquarters of the U.S. West Pacific defence scheme.

Since the Hawaiian Islands formally were annexed by the U.S. in 1900, the U.S. Government has spent more than 900,000,000 dollars in army and navy defence projects in the islands; and the island of Oahu, upon which Honolulu stands, probably is the most highly fortified island in the world.

Every year, U.S. taxpayers disgorge at least 100,000,000 dollars for spending entirely within the islands for maintenance and improvement of that "straight left", poised before Japan's chin.

It is quite natural, therefore, that Japan's militarists must be interested in what is going on in Hawaii. If Japan plans to invade the west coast of America, U.S. forces pivoted on Hawaii will be the most serious handicap to the scheme.

Lately, U.S. army and navy manoeuvres have found the Hawaii defences to be impregnable; and the defences are being improved out of sight by long-range plans involving expansions of navy, army and air force bases.

It is natural, too, that when you live in a highly militarised place like Hono-

lulu you hear wild and woolly rumours. And you hear, too, lots of facts. It is obvious to detached observers that the U.S. armed forces here have spy complexes, similar to (although not so hysterical as the anti-spy complexes of the militarists in Japan).

While U.S. taxpayers every year pay out such tremendous amounts for the defence of their democracy, they yet accept the policy of the great American oil industry in shipping oil, vital to Japan's expansion, from California wells to Japan. Japanese navy tankers have been crossing the Pacific for years now, and, homeward bound, they call in at Honolulu and remain for at least a week.

It is said these tankers are officered by Japanese navy officers and reservists, and observers here declare that these officers remain on the tankers for a few voyages, the Japanese idea being to give as many as possible of their officers training in trans-Pacific routes.

Whenever one of these Nippon tankers comes into Honolulu, there is activity among the army and navy intelligence officers, who are assigned to watch the movements of visitors ashore from the tankers. This is rather old-fashioned, because modern spying goes on in more slick ways, so say men who should know. The U.S. navy has nabbed Americans, even U.S. navy officers, in the pay of Tokio. Spying seems to be done more effectively in higher places than from visiting tankers in Hawaii. However, the intelligence operators must obey orders to spy on the alleged spies.

For some time, for example, the Honolulu newspapers used to photograph the officers of tankers, be courteous about it, and the Japanese would be courteous in return. They'd doll up in their gold braid and group before the news cameras with nice beaming smiles. This went on for a long time, until the Japanese tankers

were told (evidently by one of their local observers) that the newspapers promptly turned over the photos to the U.S. intelligence officers.

So, a few months ago, a Japanese tanker arrived and the intelligence operators were itching to get photos of the officers. There must have been some special person aboard that they badly wanted "mugged". The newspapers, meanwhile, had been told about offended Japanese feelings, so they refused to be brought in on this special occasion.

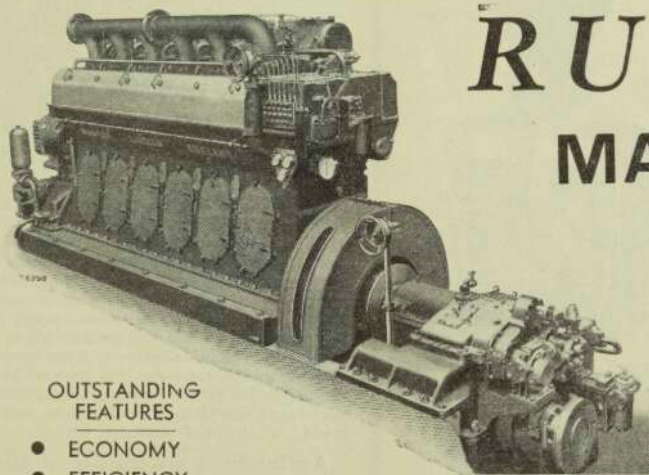
So a U.S. navy intelligence operator was told off. He went down to the tanker in plain clothes, and with a camera. It happened that the tanker officers were grouped on deck with the Japanese Consul of Honolulu. The Consul, who evidently knew the intelligence operator by sight, stalked over and tried to snatch the operator's camera.

The operator tried to pose as an ordinary American citizen, and gave a city address. Navy authorities even did not interfere when the operator insisted upon police protection when the Japanese wanted to remove the film from his camera.

Honolulu police ruled that the operator was not violating any law in photographing the Japanese. The Consul was deeply offended, because actually he knew what was up, although openly he would not say so.

Admiral Murfin, red-blooded high mogul of the local U.S. navy forces, was angered that one of his men had been "strong-armed", especially by Japanese. It is said that he protested so vigorously about the incident that Japan withdrew this Consul from Honolulu. That is the story behind the story of why he left late in November.

It is hard to reason out just what a closely-observed Japanese officer could do in Honolulu.



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Mr. and Mrs. Ward Williams recently arrived in Los Angeles from Hawaii, en route to New York (writes Mr. George C. Dromgold, in a personal note to the editor). A short time later I received a letter from him, stating that he was leaving New York by plane for South America.

Rev. Walter Daniels, accompanied by his wife, will leave Sydney for Thursday Island by the "Merkur" on February 7. He will take up duties as assistant priest of the Anglican Torres Strait Mission.

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VALUE OF MISSION WORK IN POLYNESIA

Has There Been Unnecessary Interference With Native Life?

BY JULIAN HILLAS.

(The following article is written by a man who has lived many years in Polynesia, and who, while privately expressing a warm regard for individual missionaries, definitely dislikes the missionary system. We publish his article, not because we agree with it—actually, we disagree with a number of his arguments—but because we believe that it is good for the missionary bodies that they should be reminded of the opposition that they always are likely to meet.—Ed. "P.I.M.")

TO-DAY, after a full century, mission work in the South Seas stands at the cross-roads with a large interrogation sign marking the future.

Supporters of missions are quick to point out how easy it is to ridicule much of the early work in this field, especially the misplaced zeal of those enthusiasts whose chief concern lay in clothing the nude bodies of brown brethren.

Frankly, mission work in the Islands got off from a bad start, and I think it is still an open question whether the leeway has been made up.

Many of the men first sent out were uneducated, bigoted and "puritanically-minded". With what now seems to us incredible stupidity, they set about demolishing the cultural and social life of the peoples among whom they found themselves. Lacking sympathy with native customs, and wholly ignorant of anthropology, they saw in the former only the outward manifestations of Satan and, as such, attacked them with a ferocity out of all proportion to their importance.

No one denies the good intentions of these men, nor desires to deprive them of credit due for services which they rendered—services which one cannot however help thinking would have come a little later from other and purely secular sources. As forerunners of the approaching tides of civilisation, the missionary movement served a useful purpose to imperial and commercial interests by softening the impact and by preparing the native mind to accept the inevitable as part of a divinely-ordained schedule.

CHANGES wrought by mission influence in the domestic life and habits of the people generally were perhaps most clearly seen in Tonga where, by the close of last century, the population had been dizenized out in old bonnets, shapeless gowns, trousers and swallow-tailed coats for Sunday, and in place of their cool spacious houses, their homes had become receptacles for accumulated rubbish, the chairs covered with hideous anti-macassars and the tables loaded with round worsted mats.

Admittedly, a reaction set in later, and a more normal state of affairs now exists, but I have yet to learn that the impetus for this came from within the mission society responsible. From all reports, the latter have consistently resisted reform, only yielding when public opinion or Government pressure forced them to do so. From my own observations in the Cook Group, I am certain it is with the deepest regret that the London Missionary Society regards the passing of its own temporal power, and would, if ever the opportu-

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tunity arose, eagerly revert to the legal code framed by John Williams in 1826.

It may be argued: If the innovations and changes brought about by missionaries were opposed to the customs and inclinations of the people, how was it that they succeeded in establishing themselves so completely and, moreover, gained such a substantial following?

The explanation, I think, lies in two factors.

The new teachings readily took seed in the fertile soil of Polynesian mentality. It was easy to substitute one supernatural belief for another in a people whose inner lives were passed on the threshold of an unseen, mysterious world, tenanted by ghostly and alarming beings and which was reflected in an elaborate succession of fears and taboos. In this connection it is interesting to compare the pro rata success of missionary work in lands such as India and China, where the intelligence ratios are high and there already existed lofty ethical and religious conceptions, with countries with a more primitive culture. The figures will be found instructive.

Secondly, and perhaps of greater significance, was the fact that the new religion offered to all, irrespective of class, positions formerly held exclusively by members of the priestly and ruling castes. In this way it assured itself of the support of the majority. Looking back, one cannot but admire the policy which disputed and one by one defeated the ancient forms of tribal and family authority, setting up in their place a church aristocracy which carried with it a graded scale of civil power.

From this it was a simple matter to fuse the social and religious life of the people into a homogeneous whole, in which it was virtually impossible to separate or distinguish the one from the other.

APART from its purely ecclesiastical side, mission work has always been concentrated on education, and it is here that its effect can best be judged.

Many Islands administrations have left this entire field to the missionary bodies within their territories—a sensible enough arrangement where other methods were too costly or otherwise impracticable. Missionaries in general, and the Catholic Fathers in particular, are adept at teaching. Their ability is not called into question, but rather to what extent their instruction coincides with the obligations which we, standing in loco parentis to a native race, have incurred.

In the past, and even to a certain extent to-day on the remoter atolls, there has been too great an insistence on the religious sentiments, too large a prominence given them in the curriculum. The outer needs of the man have been sacrificed to his problematical inner ones. For people coming fresh from a primitive type of culture to the elaborate mechanism of modern life, there is so much to learn that every moment of educational time should be directed towards assimilation of essential knowledge, and it is a moot point whether word-perfect familiarity with

the Old Testament constitutes a useful acquisition in these eminently practical days.

In Rakahanga (Cook Group), the London Missionary Society undertakes, in return for an annual Government subsidy of £500, to supply native teachers in the schools. (The subsidy also covers four other small islands.) And in Rakahanga at least two days in the week are devoted exclusively to Biblical reading alone. The teacher, incidentally, receives a salary of £20 per annum. During the fourteen months which I spent on the atoll, he was also pastor of the local church, but his income from this work had been in arrears for several years.

Instruction on these lines, accompanied as it is by considerable sectarian bitterness, ill accords with the meaning of the resolution passed by the combined Educational Authorities of Island Groups at Wellington in January, 1935, and which reads:—

"Nothing shall be taught that is not serviceable to the natives in their present social state, or is not likely to be serviceable in the near future."

One irreparable loss, and one for which missionaries must take their share of the blame, is the gradual disappearance of the old native lore and craftsmanship. Tribal and family knowledge of a kind common enough a generation ago, is now all too rare. Gone also is that pride of race and

person which was once so marked a trait of the Polynesian, its place taken by a subservient and, one often feels,

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hypocritical gratitude for recognition.

ON the smaller islands, considerable influence is exerted by the native pastor. I have listened to a good many sermons preached by native pastors, and I have yet to hear one directed against current or local evils, against lying, stealing, scandal-mongering or covetousness. Texts and contexts were almost invariably chosen from the chronological or genealogical tables of the Old Testament.

Their knowledge is a matter of words only, without the faintest conception of the country, the circumstances of the time or the people about whom they speak. The result is a kind of clever word-quibbling which, since there are often two and even three different denominations active in one small community, is frequently carried into every day affairs.

Unpalatable as it may be in some quarters, the truth is that to 90 per

cent. of the natives religion represents nothing more than social cement, useful for holding together the two ends of their week, and capable of much plastic adjustment in between.

IT has been said that before the arrival of the missionary, life for primitive people was one long succession of taboos and superstitious fears. That may have been so, but it would be hard to find other and more appropriate terms for some of the interdictions and restraints placed on individual liberty to-day.

The adherents of one sect which has a moderate following in most of the Groups are forbidden to eat pork or turtle flesh—incidentally, the only two "meats", besides fowls, available on an atoll. Crabs, crayfish, prawns and cels are also taboo, as are tea and tobacco. And, to complete this gloomy circle, games and dancing in any form are sternly discouraged. What exactly these unfortunates are expected to find in the way of light entertainment or serious nourishment has always been a mystery to me.

In certain islands, a Curfew Order deprives the inhabitants of the pleasure of their lovely moonlight nights, and in others a law which makes of "cohabitation" a criminal offence, reduces the relationship between the younger people to a furtive, shame-faced affair of nocturnal visits by the police, and appearances of both parties in Court. Yet, in these same islands, the illegitimacy rate averages 23 per cent. of the births!

BUT perhaps the worst charge which can be made against organised religion in the Islands is the inoculation of these gentle, care-free people with the fear of death and its concomitant, a sense of sin. That neither formerly existed is clear from the following passage in Cook's "Third Voyage of Discovery", dealing with the Tahitians:—

"I never saw them, in any misfortune, labour under the appearance of anxiety after the critical moment was past. Neither does care ever seem to wrinkle their brow. On the contrary, even the approach of death does not appear to alter their usual vivacity."

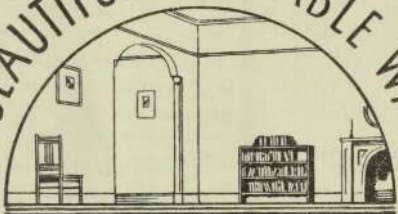
If the same latitude is to be granted to missionary work, as it has been in the past, it should be under a definite guarantee that it will be used to promote more constructive and useful qualities than hitherto, and that it will be applied with tolerance and humanism. By the latter, I mean the ability to look directly at life.

The Polynesian is far too fine a creature to be endowed with an unnecessary mental squint.

Miss I. McArthur, of the Government Secretary's Department, Papua, is at present in Australia on three months' furlough.

Mr. E. W. Pearce, of the Methodist Mission at Mulaguna, New Britain, arrived in Australia by the December "Neptuna". His wife recently died in Sydney.

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AGENTS THROUGHOUT THE ISLANDS.

N.Z. TO SOLOMONS.**Remarkable Migration of Small Birds.**

THE mystery about the migration of the shining cuckoo from N.Z. in the winter is gradually being cleared up, according to a New Zealand journal.

So remote is N.Z. that even if birds fly by way of the islands—Norfolk, Lord Howe, and the Kermadecs—there are still unbroken stretches of hundreds of miles of ocean to be covered. Yet godwits leave in myriads every autumn from N.Z. for Siberia and return in the spring. When the total distance flown and the width of the sea spaces covered are considered, this is one of the most wonderful of large-scale bird migrations.

The shining cuckoo has presented a different problem; it is a small bird, about the size of a thrush and, unlike the godwit, does not congregate in flocks. It disappears in the autumn and returns in the spring. It has always been believed that the cuckoo left N.Z., but in recent years some doubt has been cast on the theory, partly, perhaps, because it was hard to imagine so small a bird flying so far.

However, the Whitney South Seas expedition has found that the cuckoo winters in the Solomon Islands. Whichever way they go, the migration is amazing. On the average the young birds depart, according to many reports, later than the adults. The migration route is not shown them by other birds and their foster parents do not leave the country. Still, they leave and fly 1,100 miles across the sea to Australia, if they do not strike Lord Howe Island, which is 800 miles distant from N.Z. Still more remarkable, after having reached the tropical Queensland coast, they do not stop there, but start flying again across another 950 miles of ocean till they finally reach the Solomon Islands or the Bismarck Archipelago. The slightest error in the direction or in the strength of the migration and they probably would never see land again.

RUBBER INVESTIGATIONS IN PAPUA.

Letter to the Editor.

A MESSAGE from your correspondent at Port Moresby, published in November, 1937, commenting on inquiries carried out by officials of this department into the cost of producing rubber in Papua, contains the following passage:—

"We hear that some of the planters showed reluctance in giving their lowest costs; and, comparing the cost of production on the Government rubber plantation at the Kemp Welch River with the figures submitted by the planters, the officials came to the conclusion that extravagance might be a cause in some cases of an unsatisfactory condition."

Contrary to the statement that some

planters showed reluctance in giving their lowest costs, planters generally accorded the officials the utmost co-operation and assistance, and did everything to facilitate the investigations along lines planned by the officials.

As the statement is liable to place in an entirely false light the Planters' Association and individual planters whose full co-operation, at considerable inconvenience to themselves and their staffs, was a pleasing feature of the official investigations, I wish to say that your correspondent's comments do not reflect either the experiences or the conclusions of the officials.

I am, etc.,

E. ABBOTT,

Comptroller-General.

Department of Trade and
Customs, Canberra.

Miss J. Barton, of the Methodist Mission's Matavelo Girls' School, Fiji, is at present spending furlough in South Australia.

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BIG APIA FIRE.

B.P. Copra Store Destroyed.

From Our Own Correspondent.

APIA, Dec. 16.

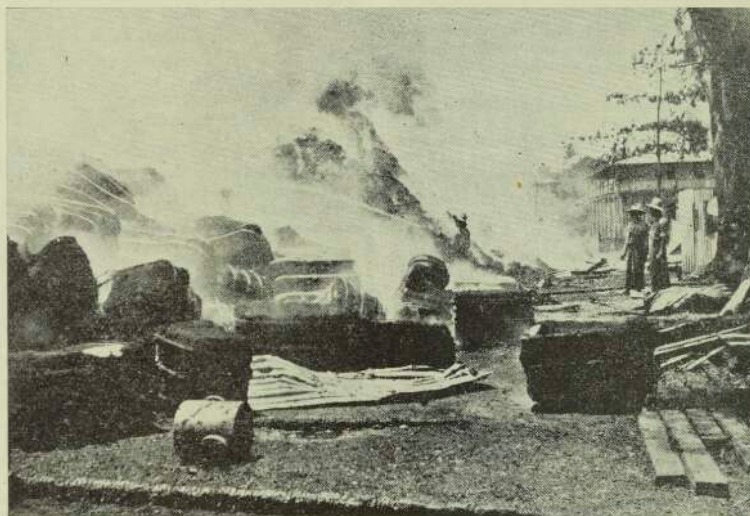
SWEPT by the worst fire witnessed in Apia for 20 years, the large copra store of Burns Philp (S.S.) Co., Ltd., at the intersection of Beach Road and Savalolo Road, was completely destroyed in the early hours of November 30. The building contained over 1,000 tons of bag-

ged copra and plant, etc., and was valued at £20,000.

Immediately after the discovery of the outbreak, the police arrived with the only primitive fire-fighting equipment available, and volunteers and a detachment of prisoners from Vaimea gaol assisted them.

It was soon realised that it was impossible to save the store, and efforts were concentrated on preserving the nearby buildings. The Marist convent and girls' school at the back, the Planters' Trading Co. building, and Mr. J. Langton's small store nearby were kept under a constant stream of water.

The fire, controlled by shifts of labour gangs, smouldered until December 8, when



The smoking debris of the fire, early on the morning of the 31st.

—Tattersall, photo.

a start was made to clear away the debris, in preparation for the immediate erection of a new and larger copra and cocoa shed of steel construction. A start with this new store will be made in January.

Half of the copra stored in the shed was to have been shipped by the "Antigone", which arrived the morning following the outbreak. It is reported that the shed and copra were insured for £14,000.

The disastrous fire has made apparent to Apia residents the need for proper fire-fighting apparatus. It is felt that a trained volunteer brigade should be organised, similar to that which existed under German rule. All people, however, have praise for the work done by the police, under Inspector Braisby

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NEW KIND OF MEDICINE MAN.

From Our Own Correspondent.

PORT MORESBY, Dec. 10.

DAROA, an exceptionally intelligent and efficient native of Hanuabada, near Port Moresby, died in November, after 20 years in the service of the Papuan Government.

Most of Daroa's service was spent in the Medical Department where, as an attendant, after careful training, he became capable of dispensing and making up stock medicines for native out-patients, without supervision, from prescriptions written out by the Medical Officer, in both Motuan and English.

In the course of a month, Daroa dealt out medicines to over 300 patients from different villages near Port Moresby. These stock medicines included cough mixtures, tonics, fever mixtures, and embrocations, well known to the natives through continued use, and prescribed by the Chief Medical Officer.

Daroa's duties also included assistance in dispensing and packing certain stock preparations and appliances on receipt of requisitions, from outlying Government stations and medical patrols. The care and efficiency which he continually showed in the performance of his tasks earned him much praise in the Department, and he will be greatly missed, not only by those under whom he worked, but by the natives whose confidence he had gained, in his understanding of their ailments and needs.

N.I. FARMERS FORM NEW ASSOCIATION.

From a Special Correspondent.

NORFOLK IS., Dec. 19.

PRESIDED over by the Administrator (Sir Charles Rosenthal), a conference of N.I. primary producers held here early in the month decided to form a Primary Producers' Organisation. A committee was elected, consisting of Messrs. G. Buffett, G. Evans, G. Fear, A. Gazzard, A. Healy, C. Hogarth, A. Nobbs, R. Nobbs, J. F. Rogers, G. Watt, and St. John White.

Dealing with Norfolk's industries, Sir Charles said that the dairy industry was very successful and was a credit to all concerned. He added that the passion-fruit output for the coming season would be between 200 and 220 tons—far in excess of last season's production.

NEW CALEDONIAN ORE FOR JAPAN.

WITH a capital of 5,000,000 yen (£375,000 Australian), the New Caledonia Mining Company was formed in Tokyo, Japan, at the end of December to mine iron ore in the French colony of New Caledonia. The new concern, which has Baron Fukao as president, is separate from the recently-formed Kitazawa and Japan Steel Tube enterprise in N.C.

En route to Noumea to buy ore for Japan, Mr. Daniel P. Fomenko, the Russian-born representative of the Dutch firm of Heuperman and van Breukelen, of Kobe, reached Sydney by the "Changte" on January 5. Japanese interests are buying ore rather than metals, he said, because the purchase price is lower and the processes of converting the ore into metal provide employment for Japanese.

Islands Author Takes To Trading.

From Our Own Correspondent.

RAROTONGA, Dec. 16.

OUR local author, Captain, R. J. Dashwood ("Julian Hillas") has left by the "Tagua" for Mauke Island, where he will be branch manager for the Cook Islands Trading Co.

This venture into trading is just another chapter in his varied career. At the outbreak of the war, when he was studying for the ministry, he joined the Air Force, gaining the rank of Captain. After being demobilised, he represented a motor firm in the North of England and a little later was a school-teacher.

Next we find him farming in South Africa. He later toured the colony lecturing on Applied Psychology. Then, going to Australia, he formed a school on that subject. It was a success until the depression—people at that stage were only interested in Applied Economics!

Captain Dashwood drifted to the Islands and, after spending some time in Rarotonga, wrote his first novel, "I Know An Island". His second, "White Natives", has not yet been published. Since then he has written extensively for overseas magazines, and many of his articles have appeared in the "Pacific Islands Monthly".

Mr. George Schwencke, of Messrs. O. F. Nelson & Co., Ltd., who had been in Samoa for many years, died in Apia Hospital from an attack of pneumonia on December 5. He was 66 years of age. Before settling in Samoa as a trader, he was well known throughout Central Pacific as a seafaring man.

Captain G. B. Nasmyth, harbour-master at Suva and meteorologist to the Fiji Government, returned to Suva from Auckland, N.Z., on December 16, after attending the Pacific Meteorological Conference at Wellington.

FREE POSTAGE TO THE ISLANDS

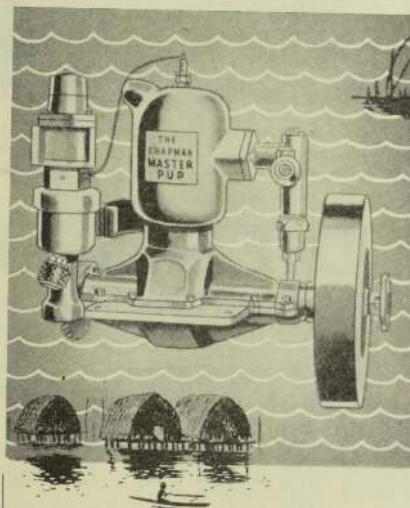
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Oscar Nordman— "Man of Information."

Link with Tahiti's Bygone Times.

From Our Own Correspondent.

PAPEETE, Dec. 24.

AS the elder Islands pioneers fade into the past, a new generation of old-timers, associated in their younger days with an unspoiled world, survive to bring to mind many happy memories.

The period when the old steamship "Mariposa" voyaged between Tahiti and San Francisco was a time of spacious contentment. The "Mariposa" came once a month and brought newspapers of the fortnight before. Some of us glanced at the headlines—and that was all. The real news of interest came from the captain, the mate, the purser, the ship's doctor, and from Oscar. Oscar's news was more widely broadcast, because he was born on Tahiti and knows French and Tahitian.

That was Oscar Nordman's beginning as "Man of Information"—a title by which he has become known to yachtsmen and mariners from all quarters of the world.

The "Mariposa" was a sort of family affair. The officers and staff were known to everyone; and when the ship was in port they were constantly in demand as guests at luncheon, dinner, or any evening party that happened to be going on at the time. If one wanted

books or magazines from San Francisco, the ship's doctor was always glad to buy them, as he would have something to read during the 12 days' voyage to Papeete. Or if your watch needed repairing or you wanted miscellaneous bits of merchandise not available in Papeete, an officer of the ship would execute the commissions.

The passengers who came, in those days, fitted into the picture. The "Mari-

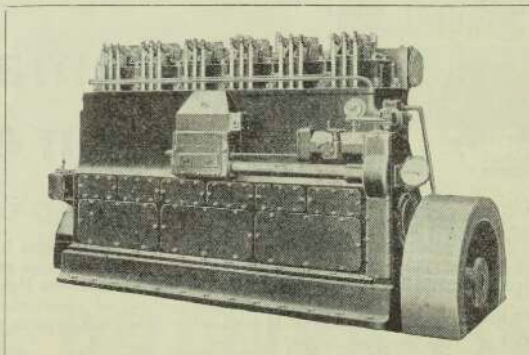
posa" was a bit of Tahiti and the strangers became atuned and mellowed to Islands life on the voyage down and blended naturally with their surroundings when they landed. Ever afterward, when they returned home, these newly initiated Tahitians would gather at the wharf at San Francisco on the sailing day of the "Mariposa", and go over the ship, looking wistfully and often tearfully at her as she drew away from the



Mr. Oscar Nordman, "Man of Information", in his office at Papeete, surrounded by relics of days gone by.

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shore and disappeared through the Golden Gate.

Often, when we are heartily weary of dodging modern day sleek and silent motor-cars, of being deafened by aeroplane engines overhead and radio broadcasts and saxophones at every corner of every highway, we go to Oscar Nordman's office in Papeete for a quiet chat. He is the last link with the old "Mariposa", for he served on her until she was withdrawn from the Tahiti run. He was also on other ships of the Oceanic Company, sailing to Samoa and Australia, until the line merged with the Matson Steamship Company.

On the wall of his office is a painting of the "Mariposa" entering Papeete Harbour, and other souvenirs are about. From Oscar's lips come names of old sea captains and mates, and old friends and scenes from those spacious days when Tahiti was its own little world and the bickerings and confusions of distant countries came over the horizon only as a faint murmur, inaudible except to those who wished to listen.

BAKERY AT WAU.



The Morobe Bakery, Wau, New Guinea, which has just been equipped to undertake the manufacture of biscuits for the mandated labour forces on the goldfield.

A PARODY OF KIPLING.

Letter to the Editor.

ON reading "The Magistrate's 'IF'" in your November issue, one is disposed to congratulate the author on his modesty in apologising to Rudyard Kipling for his brilliant effusion.

When one realises the colossal hardships that are the lot of the Papuan Magistrate, as enumerated by your retiring poet, one can feel nothing but admiration for these stout defenders of the outposts of Empire. They sit in their offices from 9 a.m. until 4 p.m., daily wearing themselves out in the duty of King and Country, go out on patrol, braving the dangers of hostile cannibals with savage-looking arrows that could painfully penetrate the "gizzard". (Indelicate word, but I am sure that Kipling would allow a little poetic license.) This they do, despite Sir Hubert Murray's boast that one can walk from one end of Papua to the other with nothing more lethal than a walking stick.

It is also pleasing to note that these great Empire-builders are also experts

on copra and rubber production, and it must be of inestimable advantage to planters to have them on the spot to advise them in their many difficulties. On such foundations are Empires born; and, while such men guide the destinies of a country in every branch of its activities, as your poet says they do, the British Empire is safe and Papua will become the most prosperous of the Commonwealth of Nations, and will continue as an example to the rest of the world. It is now apparent that one must hand most of the honour to this fine body of men.

May I, as a humble admirer of Kipling, now transfer some of my affection to your unknown writer; and it is my hope that we will soon have a bigger and better recessionist from his pen.

I am, etc.,

KOI KOL.

Port Moresby,
20/12/1937.

NEW RAROTONGA COUNCILLOR.

From Our Own Correspondent.

RAROTONGA, Dec. 9.

MR. Sam Bennett, prominent local business man, has been elected unopposed as European Member of the Rarotonga Island Council in place of Mr. D. Brown, the new Resident Agent of Atiu Island. Councillor Bennett has been a resident of the Cook Group for 10 years, and in that time he has gained an intimate knowledge of local affairs and requirements, which, combined with his keen business acumen, will be a valuable asset to the Council.

Mr. Victor Lisle, of the N.S.W. Education Department, has been appointed headmaster of Norfolk Island public school.

Mr. William Knapton and Miss Bertha Christian, of Norfolk Island, were married at N.I. on December 11. Canon Rook performed the ceremony.



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Clothing, Hats, Shirts,
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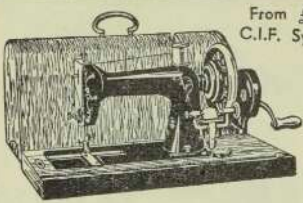
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Information, Parts, Patterns and all dress materials are obtainable from the agent . . .

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MISSION TRADING IN PAPUA.

WE have another complaint, from a trader in Eastern Papua, about renewed trading activities by the well-known mission station known as Kwato Extended Inc.

"About 18 months ago", says our correspondent, "Mr. R. Fletcher, trader, of Normanby Island, wrote to you protesting about the mission's trading activities, which were putting white traders out of business. I was in and near Samarai a year ago, and I found that Kwato was very quiet.

"But, making a visit recently, I found that Kwato were in full swing again, trading at Duramu, and that they were buying and selling at prices I could not compete with. The result is that certain traders have got stores, but no customers.

Miss Mary Edwards, the well-known Sydney artist, returned to Australia by the Pierre Loti on January 7 from her fifth trip to New Hebrides and New Caledonia where she has been doing a great deal of painting.

PATTERN SERVICE

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



Nightdress, 10,410—10d
Cut on cross

10,410.—This nightdress in Empire style is cut on the cross. Square neck front is outlined with lace and gathered at the base where it joins the skirt part. Flared sleeves are edged with lace, matching the neck. Material (for 35 in. bust): 3¼ yds. 36 ins. wide. Bust sizes 32 to 40 ins.

SPECIAL SERVICE FOR NATIVE SERVANTS.

From Our Own Correspondent.

PT. MORESBY, Jan. 10.

A NEW feature of the Port Moresby Post Office which was established in December is a separate office for the sale of stamps and postal notes to natives. The office is in charge of a Papuan.

It has been created for the benefit of native messengers, who formerly, owing to the delay while European customers were being served, had to wait sometimes for hours at a time. These messengers now receive immediate attention, in their own department. The innovation has proved a boon to business houses and householders.

Mrs. Helen McCoy, of Norfolk Island, reached Sydney on her first visit to Australia by the Morinda on January 12.

A son—Robert Gordon—was born at Charlemount Hospital, Point Piper, Sydney, to Mr. and Mrs. B. G. Edgell, of Pak Plantations, Manus, New Guinea, on December 27.



Genuine 4711 Eau de Cologne

No Fatigue

will mar the pursuit of sport if you keep fresh and fit through "4711" Genuine Eau de Cologne. A whiff of its aromatic fragrance inhaled from the handkerchief, a dab on wrists or forehead — and there you are!

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SYDNEY.

Fashion Hints for Islands Women

By Therese.

CLOTHES that challenge gloom are a product of 1938. There is just that little something about modern clothes that makes a tremendous appeal to all women, and there is always something new moving into view over fashion's horizon.

Colour is more important than ever. Everywhere one sees evidence of this in the gaily patterned materials offered by manufacturers, and it is not unusual to see them splashed with more colours than an artist's palette. London tan, cobalt blue, and sabrina (a delicate duck egg shade), are some of the new colours that are demanding attention and receiving it, too, with quite a deal of enthusiasm.

White is always popular and something in which it is impossible to err; and with colours it leaves nothing to be desired. A gay scarf, a multi-coloured kerchief fluttering from pocket or belt, a posy of vivid flowers, and you are right for all occasions. For evening wear, it is unsurpassed and nothing can compare with a white satin gown of classical lines, in which are combined a delightful trinity—dignity, graciousness, and charm.

By clever draping (the skirt is gathered on one side of the bodice to the hip) the uneven hemline is achieved; and a mauve satin gown of this type made with an off-the-shoulder decolletege clips a slender strap over its shoulder. There is charm about the exquisite pastel colours, and a heavy yellow crepe has detachable scarf that lends itself perfectly to classical folds.

Simplicity is the keynote of the woodland green dress that encircles its waist with a gold embroidered belt. Its tip-tilted front pays tribute to the uneven hemline.

Correct dressing for cocktail parties, little dinner parties, and for the hundred and one semi-formal occasions that crop up in a busy and well-ordered life, is of the utmost importance, and it is made easy by the wide choice that is offered. The blouse and skirt solves perfectly the query, "What shall I wear?" A skirt of heavy pansy-purple crepe allies itself with a blouse of pale violet chiffon and a silver clip holds the soft gathers in the bodice. The billowing sleeves are elbow length, and around the waist swatches a belt of the two colours. Many informal dresses are accompanied by coatees, some being heavily embroidered in Chinese designs. Dresses of ebon hue have sleeves of contrasting colour, the same contrast being repeated in a corsage or belt posy of immense proportions.

Flowers are worn for day time, too, and the black and white combination is still on top of the world. A black frock has a braided hemline (six, seven, eight, or ten rows of braid). At the square fronted neckline, a cluster of marguerites is worn, and a fringed sash of heavy white crepe continues the magpie effect. Two white feathers slashed across the front of the upturned brim of the hat, in audacious style, make it a fitting accompaniment for the frock, and white gloves and bag add the finishing touches to a perfect toilette.

A formal gown of buttercup-yellow crepe patterned with self flowers boasts an extended shoulder line and swatches its waist with a sash that slots in front. All the skirt's fullness is drawn to the front.

Black is featured again in the frock of dull crepe with a draped and gathered bodice. A scarlet cord runs around the neckline and down each side of the bodice, gathering it into soft drapes and ending in two tassels at the waist. A

jaunty little hat perches on the side of the head and flaunts a scarlet trimming.

A frock of London tan takes liberties successfully, and an inlet vest of striped silk is new and unusual. The vest is gathered and is multi-coloured, as is the wide brimmed hat with which it is worn.

Suits are as popular as ever and offer a wide range of clever colour combinations. Uncrushable silk linen that washes and wears well is a happy medium for their expression. A nautical air is achieved by a blue linen suit with brass but-

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Genuine VINCENT'S A.P.C.



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FOR SAFETY'S SAKE, SAY—"VINCENT'S A.P.C."



Lustre

THE MOST DELIGHTFUL

Lingerie

From BURNS PHILP at all their branches in the Pacific

tons which takes unto itself a Jack Tar sailor with tremendous success. Two-tone shoes and white accessories accompany it. A butter coloured skirt dons a blue blouse and is topped by a yellow and blue check coat, a boxy affair, the collar of which matches the skirt.

Blouses must be not overlooked as they form an important part of every woman's wardrobe, and whether the occasion be day or evening, formal or informal, they are always right. A pink spotted blouse and a grey skirt are a delightful combination and when topped by a grey hat and black accessories leave nothing to be desired. A yellow tailored blouse flecked with green is worn with a green skirt and is right for all sporting occasions. Trim little jumpers and white skirts are as cool to wear as they are to look at, and tailored hats of the same material are worn with them.

Hats are quaint and amusing and express more individuality than ever. Chinese coolies with their twin baskets

are silhouetted in black on the brim of a red straw. Boomerangs lend an unusual note to the upturned brim of a navy hat. A simple blue band does duty for a head covering, matching the dress with which it is worn.

Ballet girls dance on the streamer ends of an Annabella hat and big yellow daisies lend a summer air to a hat of green Baku straw. Small hats are worn in spite of sunny days when sunshades of every hue make up for their lack of protection from the sun.

Beach fashions are noteworthy because of their simplicity and gay colourings, and above all their adaptability. Brightly striped swim suits add coats lined with towelling, and well tailored play-suits have coats to match that button to the knees. A coolie hat and quaint beach sandals complete the scheme. White is as much used on the beach as for other occasions and white linen shorts and sun top are worn with an eye shade and white accessories.

GROWERS' STRIKE.

Illuminating Incident In Cook Islands Banana Trade.

THE lack of vision and co-operation among traders, which so frequently leads to State interference and Government control, were illustrated in New Zealand during the Christmas holidays.

It became known in Rarotonga, early in December, that New Zealand merchants were prepared to pay only 5/- per case in wharf sheds (equal to 2/- per case to the growers) for bananas due to arrive in N.Z. by the "Matua" at Christmas time.

Rarotongan native growers, who provide most of the Cook Islands bananas, simply refused to ship.

The Resident Commissioner, Mr. S. J. Smith (who has made fruit organisation and control his special concern) immediately called a meeting of interested parties in Rarotonga; and the buying agents there, recognising the position, agreed to forego their buying commission and even to advance 6d. per case at their own personal risk, in order that the trade should not be dislocated. The Administration also withdrew certain inspection and other fees.

All these concessions brought the price to growers to 3/- a case, with the result that growers then provided a good supply of bananas for the "Matua's" Christmas shipment.

It was only as a result of these measures that the banana trade out of Rarotonga was not seriously dislocated. The incident almost certainly will serve as justification for the N.Z. Government, through the Cook Islands Commissioner, taking control of the banana trade, as it has done to the orange trade.

As far as we can see, the merchants have only themselves to thank for this position. They must have known what would be the reaction to their proposed 5/- per case. If they had consulted together and found some way of keeping growers satisfied, there need have been no trouble. In these days—and this applies to all distributors and not to N.Z. fruit merchants alone—it is impossible to follow the old rule of simply saying to a particular class of producers: "This is our price—take it or leave it!" There must be negotiation and explanation, and the producer must be satisfied that the middleman is himself making the same sacrifices as he is asking of the producer.

PICTORIAL STAMPS FOR FIJI.

From Our Own Correspondent.

SUVA, Jan. 4.

SOME time ago the Fiji Government invited competitive designs for a set of pictorial postage stamps for Fiji. Several local artists entered and the designs were sent to England for judging and selection. The sum of £10 was offered for each design accepted and the results are as follow:—

Mrs. V. E. Ousey, Sigatoka, ¼d, 1/-, and 2/6.
Miss C. D. Lovejoy, Labasa, 1d, 1½d, and 5d.
Mr. A. V. Guy, Suva, 2d, 6d, and 2/-.
Miss I. R. Stinson, Suva, 3d and 5/-.
The new set will have a face value of 12/1, and is expected to be ready for issue in March.

Rev. and Mrs. E. R. Elder and their son John have been transferred from Labasa, Fiji, to the Anglican mission station at Levuka, Ovalau Island. Rev. R. L. Crampton is now priest-in-charge of the Indian mission at Labasa.

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WALTER HORNE & CO. LTD., carry a Full Range of Drapery of all kinds; also Frocks, Millinery, Foundations and Lingerie, Hosiery, Shoes and Sandals, Ribbons and Laces, Household Drapery.

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SUVA, FIJI

LIFE ON MAKOGAI, THE LEPER ISLAND.

BY JAMES MADAHAN.



A fine view of Makogai leper settlement, Fiji, showing the patients' buildings and the staff quarters.

A LONG white beach, edged with palms swaying to the trades, curves around a blue bay. On a grassy slope are set some twenty or thirty red and white cottages, built just back from the beach, with open verandahs and big windows through which the cool breeze blows constantly.

Scattered about are groups of brown natives of all ages, from mere boys to elderly men, mostly laughing and chattering, as though they had no cares in the world.

This is the unexpected impression one gets of a leper town—Navatokalau, one

of the villages in Makogai, the South Pacific Leper Station.

Makogai (pronounced Makongai) is one of the loveliest islands in the Fiji Group. There are between three and four hundred patients there, and they come from all over the Pacific—Fijians, Cook Islanders, Samoans, Rotumans, Gilbertese, as well as Chinese, Indians and a few Maoris.

There is a central station, consisting of some 30 buildings, and there are two other villages not far off. At the main station, in a pretty bay, is a concrete landing-place.

Prepare to revise your old ideas of leprosy, and go ashore. You are met on the beach by a little group of French nuns, in picturesque Holland habits, who welcome you warmly, and almost in the same breath warn you to touch nothing—not even to open a door or recover a dropped handkerchief. Apart from this, there is little danger of infection and, under careful escort, you may pass right through the station, from mild cases, unnoticeable to the untrained eye, to the unfortunates in the last stages of what was once the most hopeless and loathsome of all diseases.

You are taken to the main women's dormitory; a huge, airy room with big windows, covered with fine wire gauze. White walls, massed flowers, shining brasswork and a stained floor enhance the effect of cool cleanliness. Right round the walls and down the centre of the room are some 50 beds, each with a small wooden locker beside it. Every bed has a gay cover, from bright patch work to surprisingly beautiful embroidery and hand-made lace, for each patient takes a pride in sewing her bed, as well as being ready and willing to sew for a fellow who is not so fortunate as regards the necessary fingers.

Beyond this dormitory separated by a low partition, is another ward for more serious cases, but even here the same lavish fancy-work appears.

The men's dormitory is built on the same lines, though here the embroidered bed-spreads are replaced by white ones, with a red and white border, and the patients wear red and white pyjamas of similar material.

There are several similar dormitories for women, and everywhere the same scrupulous cleanliness is evident. The cool red and white buildings, surrounded with flowers, are more suggestive of a large school than a leper asylum, and



The PREMIER Social Rendezvous of Fiji

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MODERNLY EQUIPPED

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when one remembers the uncleanness of the average leper, and contrasts it with the attention given to each one of these unfortunates, irrespective of colour, race, creed or sect, one appreciates the work of the sisters at Makogai.

There is nothing repulsive seen. Of course, there are many missing limbs, but all the wounds are either quite healed over or carefully dressed and bandaged. Indeed, many of the people are quite healed and give no sign whatever, save a slight puffiness around eyes, that they are leprosy.

There are three small houses, a little apart from the rest, where are the most serious cases. The sight of these old folks, mostly blind, all maimed and practically helpless, and yet clinging desperately to what is left of life, is very pitiful. But just speak a few words in their own language, and see their faces light up and hear their cheerful greetings to the strangers.

These hopeless cases are a very small minority; for, if taken in the early stages, and even later, leprosy now is by no means incurable. Here is an example. An Indian woman, in an advanced state of leprosy, was discovered in a native village and sent to Makogai. Three months after her arrival she gave birth to a child, perfectly healthy and strong. The child was kept under observation for two years, and then was sent to her father.

Each year, fifteen to twenty patients leave Makogai, cured. One who left some years ago was a Sister of Mercy from the Gilbert Islands, who contracted leprosy while working among the sick. After several years at Makogai, she was cured and returned to her work in the Gilberts.

One cannot speak too highly of the work the sisters are doing at Makogai. A little band of ten nuns, several of them quite young, have given up their lives to the care of the lepers. They spend hours tending the various Chaulmoogra oil pre-

parations, yet they are never too tired or busy to trace off an embroidery pattern for one woman, or admire the new dress of another, or comfort yet another because her daughter is not coming to see her by the next "Pioneer" (a Government boat which twice a year brings relations to visit the patients). They always are cheerful, whether the work to be done is assisting the doctor in charge with an operation, or working the small cinema which is one of the patients' delights.

Leprosy, once an incurable disease, the very name of which made one shudder, is being cured with modern methods of treatment. A few years ago, a man who developed leprosy was as one accursed, an outcast from his village and from the community, untouchable and helpless. Now he is escorted to Makogai, to live with his fellow lepers, to be treated medically by the doctors and to be carefully nursed back to health by the devoted nuns.

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CONTROL OVER FOREIGNERS IN NEW CALEDONIA.

From Our Own Correspondent.

NOUMEA, Dec. 30.

THE new law, compelling all mining and other companies operating in New Caledonia to have French managers, is not directed against capital, as suggested by Australian investors in the country.

With the increasing Japanese mining activity it was found necessary to keep a certain amount of control over foreigners.

WAU TAKES DEWAR CUP FROM PORT MORESBY.

From Our Own Correspondent.

PT. MORESBY, Jan. 6.

PORT MORESBY'S team of sportsmen returned home from Wau (New Guinea) by plane on December 28, having failed to retain the Dewar Cup, annually competed for between the two towns. They were, however, anything but downhearted: Wau hospitality is proverbial and the goldfields people surpassed themselves in ensuring that every moment of their visitors' stay was packed with enjoyment.

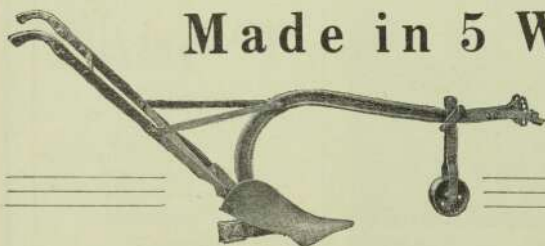
Cricket began on December 24. Pt. Moresby with 163 (Ewing 53 and Cadden 24) and 129 (Harris 41, n.o., and Molloy 38) were outclassed by the Wau men, who scored 231 (Rich 63) in the 1st innings, and 62 without loss of wicket in the 2nd. Tennis was disastrous for Moresby—our players lost every set in both singles and doubles. Wau golfers also had their eye in and won every match, only one being close.

Although our team say that it would be impossible to contest the events in happier circumstances than the recent visit to Wau, they have vowed to go into strict training immediately in preparation for the matches to be held in Pt. Moresby in September next and for the Gargantuan hospitality with which they intend to bombard the Wau team.

The Union S.S. Co.'s trans-Pacific cargo vessel "Limerick" (8,724 tons), which arrived at Vancouver, via Fiji and Tahiti, ran aground in the harbour on January 4. Damage was slight, and she was refloated and towed to dry dock. Her cargo of sugar was removed safely.

Angabunga Plantations Limited, of Papua, has been voluntarily wound-up. At an extraordinary general meeting held in Sydney on December 2, Messrs. D. Manion and J. A. Cooney were appointed liquidators.

Made in 5 Widths



7-inch, 8-inch,
9-inch, 10-inch
and 11-in. cut

These ploughs will do good work in new or old land. Ample clearance is provided for ploughing in thick surface growth.

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SUVA YACHT CLUB.

THE Suva Yacht Club has flourished in recent years and now has a membership of approximately 170, with 44 yachts on the club's register, varying from the 12 ft. 6 in. class to 34 ft. The finances of the club are in a satisfactory condition; there is a reserve which is being "nursed" in the hope that the club eventually will build its own club-house.

Due in no small measure to the efforts of the club's Commodore, Mr. W. E. Hancock, the club now has secured a



Mr. W. E. Hancock, who has been unanimously re-elected Commodore, for the third year in succession.

—Photo: Stinson Studios, Suva.

good site from the Government, in a very central position on the old Queen's wharf reclamation, behind the Customs House.

The new Governor, Sir Arthur Richards, K.C.M.G., is a keen yachtsman and takes a personal interest in the club. There is a report that His Excellency contemplates the building of a yacht of his own.

The 1937 season closed in November, and the last race of the season was for a magnificent trophy, donated by the Governor, and known as the "Governor's Cup". The winner was the Suva Sea Scouts' 22-footer "Heather", skippered by Francis Reay. This yacht has been club champion for five consecutive years.

The 1938 season probably will open at the end of February. When Sydney and Auckland are in the midst of their season, therefore, Suva is closed down to avoid hurricanes; but Suva has the advantage in being able to sail yachts from February to November.

Mr. R. W. D. Kyte, chief cost clerk of Messrs. Burns, Philp & Co., Ltd., Salamaua, reached Sydney by the December "Neptuna" on three months' furlough, which he will spend mainly in touring Australia by car.

CAPITAL OF NEW GUINEA.

Claims of Salamaua.

From Our Own Correspondent.

WAU, Dec. 27.

WHEN it was reported at Wau early in December that "it is practically certain that Salamaua will be the new capital" and that Mr. B. B. Perriman, of Rabaul, was urging the claims of Madang, Messrs. R. A. Laws and C. W. Blake called a meeting of Wau residents on December 3, to press the claims of Salamaua.

The meeting met opposition and was ruled out of order on a technical point. The convenors are calling another meeting to press the claims of Salamaua.

It is hoped, of course, that if Salamaua is chosen, a road soon will be built between Salamaua and Wau, and that departments and new offices will be located at Wau.

(Obviously. But why do the Wau people not demand that the capital be at Wau? They have everything in their favour.—Ed. "P.I.M.")

TO MINE MANGANESE ORE IN PAPUA.

From Our Own Correspondent.

PT. MORESBY, Jan. 2.

AT the Warden's Court on December 14, before Mr. W. R. Humphries, application was made by Mr. A. C. English for two mineral leases to mine manganese ore. The two applications (No. 151 and 152) were for 75 and 50 acres respectively, situated near the Rigo Government station. Both applications were granted, subject to survey and the provisions of the Mining Act and Regulations.

TAHITI

OSCAR G. NORDMAN

Specialises in ships' purveying:—Meats, Poultry, Fish, Vegetables, Grocery, Dairy Products, etc.

● Ships refuelled from tanks of newly organized oil and coal depots—pipe lines to main wharf.

Also, those contemplating a visit to beautiful Tahiti may assure a comfortable, comprehensive and completely trouble-free Tour by cabling . . .

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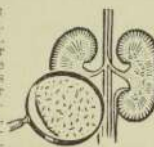
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Kidney Acid Germs Killed In 3 Hours

The underlying cause of much ill health and most Kidney and Bladder disorders is irritating germs which develop in the body during Colds and from Bad Teeth and Tonsils or other bacterial diseases, so it's no wonder that most every one may suffer from the danger of germs in the Kidneys, Bladder, and Urinary System. These irritating germs cause a generally rundown condition and many dangerous symptoms, such as: Getting up Nights, Uric Acid, Leg Pains, Dizziness, frequent Headaches and Colds, Lumbago, Rheumatism, Swollen Ankles, Dark Circles under Eyes, Dry Muddy Skin, Loss of Energy, and Burning, Itching passages.

Many of them can not praise it highly enough. For instance, Mr. B. M. recently wrote: "For six years kidney trouble and bladder weakness caused me to suffer from backache, nervousness, stiffness, swollen joints, rheumatism, and a thoroughly rundown condition. My appetite was gone. I couldn't sleep well, and I felt only half a man. I learned of Cystex and although sceptical, decided to try it. Within 24 hours I noticed a marked improvement. I felt new energy returning. Within three days the improvement was so decided that I knew I had found a remedy that would restore me to health. After a 24-day treatment my health and vigour were completely restored. I can eat anything, sleep soundly, my nerves are steady as a rock, and I feel ten years younger."



Germs Irritate Your Kidneys.

Helps Nature 3 Ways

Fortunately for sufferers, most chemists now have a new twin-tablet treatment called Cystex, which is a doctor's prescription. Cystex acts in 3 positive ways to overcome the cause of your trouble: 1. It kills the germs responsible for most Kidney and Bladder disorders. 2. It soothes and heals irritated membranes and stops pain. 3. Gently stimulates the Kidneys and helps them to remove Uric Acid and other Poisons from the blood.

No matter how long you have suffered or how many medicines you have tried, you must remember that you cannot expect to get the satisfactory result you desire until you attack your troubles and the underlying causes in these 3 ways with the doctor's prescription Cystex.



Germs in Your Kidneys Make You Old Before Your Time.

Feel 10 Years Younger

More than 5 million men and women in all parts of the world have used Cystex.

SCHAFFER & CO., 189 Clarence St., Sydney.

8-Day Guaranteed Test

You do not need to risk any money in putting Cystex to the test. Simply get Cystex from your chemist under this written guarantee. It must stop your pain, make you feel younger and stronger and full of life and vitality and satisfy in every way, or you simply return the empty package and your money is refunded in full. You are the sole judge as to your satisfaction. Within 48 hours you will begin to notice a tremendous improvement, but under the guarantee we want you to take the full 8-day supply and see for yourself the amazing things that this new twin-tablet treatment can do for you. Get Cystex from your chemist today. The guarantee protects you.

500,000 DOCUMENTS.

**Preservation of Early
L.M.S. Archives.**

THE Trustees of the Pilgrim Trust have granted £1,138 for the preservation and cataloguing of the archives and records of the London Missionary Society, which are housed in London at Livingstone House, Broadway, Westminster. Lord Macmillan, chairman of the Trust, has taken a personal interest in the preservation of the original letters and documents relating to the Society's work in Africa, India, China, South Seas, Madagascar, Papua, and the West Indies. The archives consist of personal journals and letters from missionaries to officers of the Society.

Some of the most valuable of the archives relate to early days in the Southern Pacific. The first missionaries of the Society arrived at Tahiti on board the ship "Duff" in 1797, and their closely-written but still legible journals are the only source of knowledge of the happenings for many years in the Society Islands.

The African records date from 1799, when J. T. Vanderkemp began to write home. Afterwards Dr. John Philip and others sent dispatches which are important for the early history of South Africa, and the Society's notable stand on behalf of the Hottentots. Robert Moffat's letters describe his pioneer journeys into what is now Southern Rhodesia. His first visit was in 1829, many years before the arrival of other white settlers.

Perhaps the most valuable part of the collection is a batch of sixty letters from David Livingstone, written during the

period 1840 to 1857, when he was a missionary of the London Missionary Society in Africa. At this time Livingstone was spelling his name without the final "e", and his writing has a curious backward slope. Writing from Lattako on October 30, 1843, he describes the founding of a new mission station among the Bakhatla people:—

"No one out of this country can imagine how grievously slow everything in it moves except time. But it cannot be otherwise so long as the heavy Dutch wagon and tedious pack-ox are the only permanent conveyances. This disadvantage has a great effect on most missionary movements, and not infrequently presses heavily on our spirits . . . for though I believe the spot selected is the very best at present inhabited in the interior . . . and although I should be delighted to call it the centre of my labour, I shall try to hold myself in readiness to go anywhere provided it be forward".

Other letters tell the story of those missionaries who lived among the slaves of British Guiana from 1807 onwards; with them is the original journal of John Smith, the Demerara martyr, whose death gave an impetus to the emancipation movement. A 4,000 miles' sledge ride across Russia to Siberia, where the Society had a mission to the Mongols before 1841, is described in a series of letters from the hardy men who made the journey.

From 1807, Robert Morrison's bold, clear handwriting records the early days in Canton, and how, while his life was in danger, he was preparing for his great work of translation. Other notable missionaries represented in the archives are James Chalmers, the Papuan martyr, John Williams, of the South Seas, and James Gilmour, of Mongolia.

The records are specially rich in material relating to the early days of many parts of the Empire. South Africa, Southern and Northern Rhodesia, and the Bechuanaland Protectorate have been the subject of continual correspondence since the first days of white settlement, and the importance of the original letters is increasingly recognised by professors of history and research students.

The history of white settlement in the Territory of Papua is preserved in the archives through the letters of Lawes, the first white man to live on the mainland, and Chalmers, who joined him in 1877. India, too, from the days of John Company onwards, provides a large proportion of the documents; while much interesting light is thrown on the great French possession of Madagascar, where Protestant missionaries settled in 1820.

The gift of the Pilgrim Trust will ensure that the letters and journals in the archives are classified under expert examination and carefully preserved in fireproof rooms. Altogether, some 500,000 documents will be re-arranged, and made easy to handle by students and researchers. It is expected that the scheme will be completed within two years.

Ven. H. Mayo Harris, Archdeacon of Fiji and Vicar of Holy Trinity Pro-Cathedral, Suva, who has been on long leave with his wife in Great Britain, is expected to return to Suva at the end of January. Mrs. Harris will remain in New Zealand until early in March.

Mr. H. O. Littlechild, Travelling Medical Assistant in the Papuan Administration, arrived in Australia by the December "Montoro". He is on long leave, at the end of which he will retire from the service.

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"B.A.L.M." Fungicidal Paint is available in Gloss for exterior use and Flat for interior use.

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SCHOONER FOR OIL SEARCH IN PAPUA.

ANOTHER vessel to aid the search for oil in Western Papua left Sydney under her own power on December 31. She is the "Panuco", a 70 ft. auxiliary schooner, commanded by Captain C. J. Beesley, with a crew of six, to be used for taking exploring parties up the Fly River.

Designed by a Melbourne naval architect, she was built at Neutral Bay, Sydney, by Lars Halvorsen Sons, Pty., Ltd., for Islands Exploration, Pty., Ltd. The company (which is backed by the powerful Vacuum Oil Co.) has ordered three similar vessels, two of which will be equipped as floating laboratories.

The "Panuco" is powered with a 120-h.p. diesel engine and carries auxiliary sails. She is equipped with refrigeration, and a modern radio transmitting and receiving set, suitable for telegraphy and telephony, has been installed.

A photograph of the new vessel appears below, in the advertisement of Lars Halvorsen Sons, Pty., Ltd.

CARPENTERS MOVE INTO NEW SALAMAUA STORE

From Our Own Correspondent

WAU, Dec. 20.

MESSRS. W. R. CARPENTER and Co. Ltd. have moved into their new store and offices at Salamaua. The fore-shores of Salamaua are now looking particularly attractive and bright having been completely laid out with gardens and seats. The road extending the length of the isthmus has been reconstructed.

One of the new cruisers, which is to be built for the British Navy in 1938, will be named *Fiji*.

ACUTE LABOUR PROBLEM FACES PAPUA

Rubber Growers' Plea for Government Assistance.

Letter to the Editor.

I HAVE carefully read the article under the head, "Papuan Rubber Growers May Lose Bounty" in your November issue. It is a pity that such untrue and destructive comments should be published without reference to the growers and by one who apparently has so little knowledge of the subject.

Both Mr. Fletcher (the Commissioner dealing with Papuan rubber costs) and Mr. Wolfenburger (the Federal Accountant attached to the Commission) expressed thanks to all growers they met for the assistance given and for the freedom of access to their books, cost sheets, etc. I personally noted the dissection and investigation of books and cost sheets at the offices of the various rubber companies, and these would represent about four-fifths of the rubber areas of Papua. The investigation was most thorough and carefully carried out and complete freedom was given to the examiners.

In regard to overhead charges, such as depreciation, amortization, and head office expenses, the Planters' Association of Papua adopted the ruling of the Rubber Growers' Association of London, which is the standard of rubber costing throughout the world.

We all have to admit that Mr. Fletcher had a very difficult subject to deal with, for the reason that figures covered a long period of depression:—

1. During the depression no grower could afford to cultivate or keep his estate

clean. When rubber is at a profitable price growers in Papua allow from 1d. to 1½d. per lb. on rubber produced each year to cover the costs of cultivation, weeding, pests and diseases.

2. The depression brought down the price of all native ration lines and estate stores, resulting in a lower rubber cost.

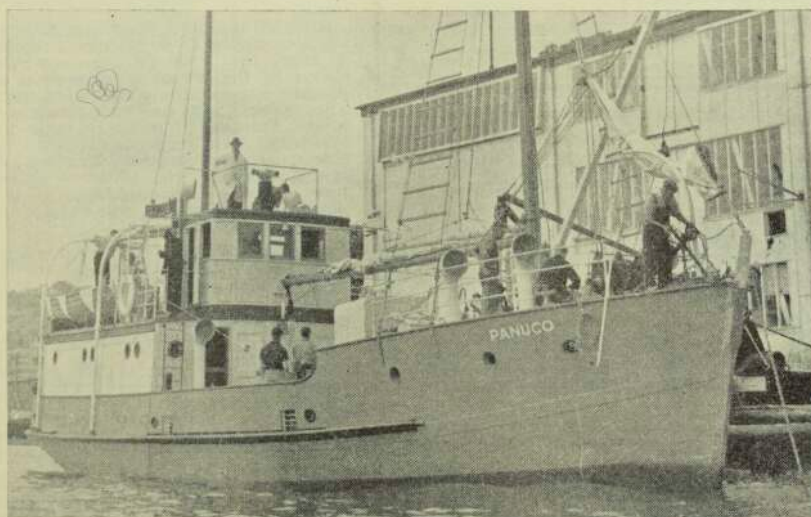
3. The cost of recruiting dropped by 500% because recruiters had to meet the planter and they forfeited their fees, so long as the native was returned to them to pay off. Further, the low cost of Japanese goods helped recruiting.

4. I do not know of one plantation without a serious debit on profit and loss account or a mortgage to work off.

Since Mr. Fletcher's visit, the price of rubber has dropped 35% and ration lines and other estate stores have in some instances advanced that amount. You will therefore gather that it was no light matter for Mr. Fletcher to decide what would be a fair figure to assess, and at what price the Papuan rubber-grower would produce at a loss.

The idea of making a comparison with the Papuan Government plantation at the Kemp Welch River is of course absolutely absurd. Everything supplied to the estate is duty free, and free assistance is given in many directions by other departments of the Government, and the savings in this direction are many. In the opinion of many here, it is a disgrace that Kemp Welch plantation cannot get a lower cost than estates in Malay and Java, as they

HALVORSEN Yards Launch New Vessel for Papua



M.V. "PANUCO"

70 ft.

Auxiliary Motor Vessel, powered by 120 H.P. Diesel Engine, is the first of four vessels ordered by Messrs. Islands Explorations, Pty., Ltd., for special service in the Tropics.

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Boat Builders,
Marine Engineers.

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SYDNEY.

have so many factors in their favour.

Your correspondent suggests growers' costs are high owing to extravagance. During the depression, every grower either had his salary reduced 25% to 33% and in many instances the employees volunteered to reduce to whatever figure their employers could afford. Although the Papuan revenue was reduced to a very low figure in that period, not one Government official had his salary reduced. Kemp Welch, then producing at a loss, continued to pay its manager his usual salary.

MANY are inclined to make a comparison of rubber costs in Malay and Java to the detriment of Papua; it is entirely an unfair comparison. I have recently returned from a motor tour through Malay States and Java; whilst there, I was the guest of the general manager of a concern operating 87,000 acres of rubber. I found that wages were lower and labour had to find its own food. In Papua, the planter has to supply rations, tobacco and sugar on a liberal scale. Estate requirements and stores can be bought at a lower

rate than in Sydney. Central hospitals, in charge of European doctors, are established in every group of plantations and these are subsidised by the Governments. Estates of 2,000 or 3,000 acres are managed and controlled by one European. The natives are docile, industrious and very easy to handle and work, and their skill in tapping rubber is wonderful, and it is rare to see a wounded tree. Often you will find three generations of a family working on the same estate.

In Papua, it requires a manager and from two to three assistants to run a 1,000-acre estate, with an overhead of from 4d. to 6d. for every unit of native labour employed.

You ask, why? In Papua, it is rare these days to get a tapping native to sign on for longer than 18 months. If your recruiter sends you 50 boys for tapping, you are lucky if you find 25% of them have tapped before. The balance of 75% have perhaps never worked before, and they have to be taught the very delicate operation of tapping and then, perhaps, only a small percentage can be made into skilled tappers.

Who is there to teach them? We have no Chinese or Tamil boss-boys to give them tuition, and our European assistants have to break in these natives. They are extremely careless in their work and, unless constant supervision is carried out by the European staff, trees are damaged and production lost. Few of them show any pride in their work.

When they are sick—and about 5% of labour are always sick—we have no doctor or medical assistants, so the work and treatment again falls on the European assistant. A really sick native has to be carried anything up to 100 miles to reach the only two hospitals (at Port Moresby or Samarai) where there is a European Doctor.

We have no roads of any value, except around Port Moresby, so that, nearby estates have to transport by mule. Again the European assistant has to supervise, otherwise his team would soon be out of action with sore backs.

In Malay States and Java, they have excellent boss natives, who in many cases are intelligent enough to act as section managers. Estate costing and all clerical work is carried out by natives. Sick natives are immediately sent to central hospitals for treatment. Estate stores and rubber travel to Ports or Railway stations at 30 to 40 miles per hour, over excellent roads.

Twenty two years ago, the planters of Papua asked the Papuan Government to be allowed to import one Chinaman, for every 50 indentured Papuans employed. Planters had the idea that an intermediary between the European and Papuan native would be the easiest method of overcoming many of their difficulties, and would quickly train up groups of Papuans. The Chinese were to be skilled in the following, and were to be indentured for only three years:—Planting Boss boys, Carpenters and Boat builders, Fitters, Laundry, Cooks, Gardeners.

This request was emphatically turned down by the Papuan Government, with the result that there has always been a serious shortage in these departments; and now we find the oil companies, who are operating in a large way in Papua have to import Malays to fill these positions.

Some of the missions opened technical schools, but the Government subsidy was so small that little progress was made, except by the Kwato Mission under the capable management of the Abel family. This mission have fine technical schools, under European instructors, and they teach and train carpenters, boatbuilders, fitters, printers, etc., and turn out good skilled artisans. The Government have now cancelled their subsidy and it is possible Kwato Mission will have to curtail their operations.

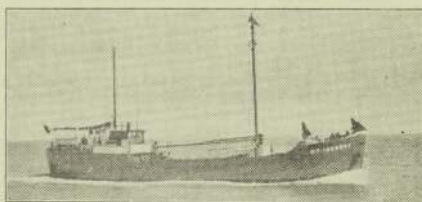
IT is the duty of the Papuan Government to teach the natives trades. If they neglect their obligations, surely revenue should provide the funds for others to carry on the good work. For we hear so much of the Government's idealistic cry, "Papua for the Papuans."

With a large surplus in 1936, what did they do? Did they increase the number of qualified medical officers, or the subsidy to the missions for technical schools? No, they took £10,000 for their pension fund, and drew up fancy plans for houses for themselves.

Papua has about 400,000 natives and about 1,200 whites. The Chief Medical Officer in Port Moresby is purely administrative, leaving only two doctors, who rarely leave Port Moresby and Samarai.

I do not wish to appear too critical, but these are the days of youth, and I would

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The Motor - Coaster, after having completely conquered the North Sea and the Baltic, is now extending its TRIUMPHAL MARCH also to the PACIFIC WATERS.

The first of its kind has made its entry, and from our experience we dare say that it is practically certain that (as in the Northern Seas) all present sailing and steam-vessels shall have to be replaced by this modern, handsome and highly economical craft.

Be in time, and request me to provide you with specifications and estimates.

W. REILINGH

Former Hon. Consul of the Netherlands
and of Sweden in Africa.

ZUIDLAREN (Holland.)

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like to see the Commonwealth Government carry out the same plan as the British Government have done in regard to the Army. Weed out all the old men and give youth a chance. Our Executive Council are all over the retiring age. No doubt, in an advisory capacity, they would be very useful, but unfortunately each of them controls a Government Department. The next in seniority have become so tired of waiting that, immediately their pensions are due, they take them and leave the Territory, so that actually the service "jumps" one generation of officers.

THE leading article in your issue of November 25 clearly shows how critical the situation in the East is becoming, and Singapore and the Dutch East Indies may be blockaded at any time.

Australia is spending millions in her defence, and a big factor will be mobile transport on land for military purposes, and for rapid transport of grain and other products to her cities, as an enemy would first blow up the railways. In such an event, where will Australia's supply of rubber come from to supply tyres and a thousand and one other items? Papua at present supplies approximately 1,000 tons of the 13,000 to 15,000 tons consumed by Australia. She could supply all requirements, but the growers cannot do it unless they are given some protection from such countries as Java and Malay, where they enjoy such ideal conditions.

Papua has only two industries, coconuts and rubber. No coconuts have been planted for many years, and the old areas, owing to want of cultivation, due to the very low prices ruling for years, are deteriorating at a rapid rate.

Nobody will plant; the future is too uncertain. Large trusts control the Copra market and the grower gets the husk. Rubber is more or less the same, except

that some planters are opening up new country and, in nearly every instance, the plantings are to replace areas that are too old to tap.

The outlook for Papua is not at all bright, but there is one ray of sunshine and that is the appointment of the Hon. W. M. Hughes as Minister for Territories. When the news was flashed over the Wireless a feeling of hope spread throughout these Islands.

Mr. Hughes is a statesman, and a forceful one, and he will quickly see that unless Papua and New Guinea are forced into a progressive path of development under young and strong leaders, the Commonwealth will soon lose those Territories. Which will win, "greed of land" or "land hunger?"

I am, etc.,
G. A. LOUDON.

Pt. Moresby, 27/12/1937.

BULOLO ROAD TROUBLES

From Our Own Correspondent

WAU, Dec. 28.

A LARGE landslide occurred recently on the Edie Creek road and held up all traffic for several days. Eventually a track was cleared and cargo was taken up and then carried to trucks waiting on the other side of the landslide. After two weeks, the road is open once more to motor and regular traffic.

BRIDGE ACROSS BULOLO

The Administration has at last started the construction of the new steel bridge across the Bulolo River at the power house. On the conclusion of this bridge, it will be possible to go right through to Bulwa by road from Wau.

TRADING IN PAPUA.



A STORE has recently been constructed by the well-known trader, Mr. Percy R. Hinds, at Kukipi, at the mouth of the Lakekamu River, in the Gulf of Papua. Mr. Hinds, until a few years back, was at Daru, in the West, where he made his name as a trader, and successfully handled a large volume of business. The Papuan Gulf is noted for its long beaches, fringed with coconut palms. Here, trading stores have been in existence since the early days of Papua. The natives drive hard bargains, and only men of experience should settle in the district.

The Coronation commemorative issue of Papuan postage stamps was withdrawn from sale on December 31. Large orders for this issue were continuous since their first appearance on May 14, 1937.



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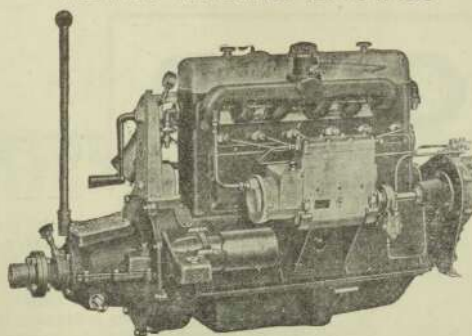
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ISLANDS MINING NEWS

From Fiji.

EMPEROR MINES, LTD.

EMPEROR MINES, LTD., Tavua, Fiji, reported on January 7 that all sections of the new plant are now operating. The Co. is experiencing some trouble through wet oil in the crushing section after the heavy rain. The through-put is approximately 300 tons daily. The message referred to the new treatment plant only; in addition the original pilot treatment plant is operating full time. The new plant is being run in and it is expected that the through-put will now gradually increase to full capacity.

"Until the new plant has been in full operation for a month or two it would be unwise to forecast the date of commencing payment of dividends, but shareholders can be assured that the board will deal with this question as early as expedient", said the chairman (Mr. Wallace H. Smith) at the annual meeting of Emperor Mines, Ltd., in Melbourne in mid-December.

Running costs of the pilot mill at the mine for the last 12 months, including mining, milling, general expenses, and development redemption, were 22/ (Fijian currency) a ton. Mr.

Smith said. It was expected, however, that by means of open cutting on a large scale and with much greater tonnages a considerable reduction in working costs would be obtained. Over the last two years ore reserves had increased more than fourfold. They were now sufficient for some six years' milling at the maximum capacity of the new mill. The latest estimate gave them 906,300 tons, with a gold content of £3,046,408. The increased tonnage during the year was 236,300 tons, and the increase in value £366,408. It would therefore appear that at present showing the gold content of the ore mining, including development redemption, local reserves, after allowing for estimated costs of taxation, etc., was equal to approximately 23/ a share, providing the price of gold remained stable. This estimate, Mr. Smith said, did not take into account the Regent lode, which may prove a valuable addition to ore reserves. On this lode a drive south off the adit had been extended in sulphide ore for a distance of 316 ft., in values averaging 16 dwt. a ton for the full distance. As exploration proceeded on the main Emperor ore bodies, the directors were confident that reserves would be considerably augmented with each 100 ft. of sinking.

Production, recently, has been:—

	Four weeks ended			
	Oct. 2nd.	Oct. 30th.	Nov. 27th.	Dec. 25th.
Ore treated, tons	2,259	2,700	2,600	2,400
Head, value, dwt.	9.25	8	8.3	6.8
Gold, oz., fine	948.7	942.9	952	951

It is expected that the first clean-up from the new treatment plant will take place on January 29.

LOLOMA (FIJI) GOLD MINES N.L.

From the treatment of 1,700 tons of ore at its mine at Tavua goldfield, Loloma (Fiji) Gold Mines N.L., in its third clean-up, produced 1,999 oz. fine gold and 755 oz. fine silver. This represents an increase in gold recovery from 21.13 dwt. a ton to 23.53 dwt. a ton on the previous return. Recent reports that the roaster section of the treatment plant was working satisfactorily, following initial difficulties with the oil-fired furnaces, are borne out by a substantial reduction from 8.1 dwt. a ton to 2.4 dwt. a ton in the assay value of the tailings. Designed capacity of 500 tons a week has not yet been attained. The management states that the wooden elevator frame is being replaced with a steel frame. It is hoped that an improved throughput will result.

Results of the clean-up are compared hereunder with those of the first two periods since production commenced:—

	*Oct. 28	*Nov. 24	Dec. 22
Ore treated, tons	1,280	1,580	1,700
Gold, fine, oz.	1,228.8	1,669	1,999
Recovery, dwt. a ton	19.19	21.13	23.53
Silver, fine oz.	552	757	755
Tailings, assay, dwt.	11.3	8.1	3.4

*On raw treatment; plant absorption est. 224 oz. gold.

†On raw treatment 75 per cent. of period.

"With continuity of treatment and the maintenance of the expected extraction from now on, I see no reason why the first dividend should not be declared before Easter of 1938, and thereafter at regular intervals", said the chairman (Mr. P. F. Cody) at the annual meeting of Loloma (Fiji) Gold Mines N.L., Melbourne, on December 15.

Since July, driving had been carried out at the 224 ft. level, Mr. Cody said. With the exception of a section in the south drive from 59 ft. to 192 ft., which had averaged 8 dwt. a ton, and from 228 ft. to 240 ft., which had averaged 7½ dwt., results here and in the north drive had not been spectacular. The downward continuation of the values in the south drive in the 120 ft. level could be expected when the face in the 224 ft. level had been extended approximately a further 50 ft. Work would be proceeded with at the 224 ft. level as rapidly as possible. Connections would be made by winzes and rises with the 120 ft. level. It was also intended, when the stope timbering advanced, to resume work in the south drive.

The treatment plant was running satisfactorily, and it was approaching designed capacity of 500 tons a week. With greater efficiency in the use of the various units the directors were confident that extractions of 95 per cent. or more would be reached. No further trouble was expected with the oil-firing arrangements on the roaster. Owing to the favourable na-

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REGENT and GEORGE STS., SYDNEY.

ture of that part of the Regent lode situated within the company's boundary, and also the eastern and western ore bodies, a good deal of exploratory work remained to be carried out to ascertain the potentialities, which preliminary investigation would appear to warrant being carried out on these shoots.

In reply to a shareholder, Mr. Cody said that it had not yet been possible to determine costs. The directors considered that it should be possible to get down to 40/- a ton, including appropriation to development redemption reserve.

MOUNT KASI MINES, LTD.

December production of Mount Kasi Mines, Limited, Vanua Levu, Fiji, compared with previous yields are as follows:—

	Four weeks ended			
	Oct. 7	Nov. 4	Dec. 2	Dec. 30
Ore, tons	2900	2524	3304	1558
Gold, fine, oz.	616	593	611	354
Value, £A.	5390	5189	5346	3097

Mill was shut down 15 days in December for annual overhaul and repairs. Crushing was resumed on December 28.

From New Guinea

BULOLO GOLD DEPOSITS.

AFTER providing £143 for depreciation, and writing off £202 expended in testing a property at Graytown (Victoria), Bulolo Gold Deposits, Ltd., New Guinea, earned net profit of £3,354 during the twelve months ended June 30, comparing with a loss of £1,387 in the previous year, and a profit of £1,084 in 1934-35. The profit extinguishes a debit balance of £2,774 and leaves a credit of £580 to be carried forward.

During the year 206,000 cubic yards were treated, at an average cost of 6/2 a cubic yard. Production was 1,492 oz. of bullion, which realised £7,205, equal to 86/7 an oz. The tribute from New Guinea Goldfields on portion of the Koranga area yielded 970 oz., valued at £3,853. The manager estimates the Morobe deposits lease on the Wildes property to contain 2,500,000 cubic yards of payable ground. The first clean-up was made at the end of October, 8,000 cubic yards returning 55 oz. 12 dwt. of gold. When plants on both areas—Morobe Alluvials and Morobe Deposits—are working full capacity in several months' time, it is expected to treat approximately 30,000 cubic yards a month. Since closing the accounts recoveries from the Morobe area have averaged 22/3 a cubic yard. Values are improving.

Recent productions compare with December output as follows:—

	Four weeks ended		
	Sept. 29	Oct. 27	Dec. 24
Morobe Alluvials—			
Hours	576	480	450
Cubic yard	7000	6000	6000
Gold, oz.	130	140	110
Morobe Deposits—			
Hours	—	600*	490
Cubic yard	—	8000	4500
Gold, oz.	—	65	35

*From Sept. 16 to Oct. 30.

The work of opening out and sinking the elevator on Morobe Deposits has not yet been completed. The yardage treated from this lease is small, owing to the heavy nature of the ground. The manager states that better ground will be met with in the next paddock.

OIL SEARCH, LTD.

At the annual meeting of Oil Search, Ltd., held in Sydney on December 23, the chairman (Mr. W. A. Freeman) said the directors considered that the ultimate result of the negotiations initiated in London by the managing director (Mr. Griffin) would be to place the company in a highly satisfactory position in regard to its New Guinea interests, and in other ways.

During the year, the field parties in Papua and the Mandated Territory of New Guinea had carried on geographical surveys on the permits and completed much valuable work.

Since June 30, the date of the accounts, he continued, heavy expenditure had been incurred, mainly in New Guinea, where, under the terms of the permits, the company was bound to spend specified sums annually in each territory. In spite of this expenditure, the Company had in hand ample funds to pursue its present programme.

SUNSHINE GOLD DEVELOPMENT, LTD.

At the annual meeting of Sunshine Gold Development, Ltd., New Guinea, in Sydney, on December 21, the chairman (Mr. F. W. Torrington) said that results for the 14 months to September 30, had been unfavourably affected, due to unforeseen stoppages and the necessity for treating ground located outside the originally selected area. The former had been satisfactorily overcome, and the plant was now working well.

Work was in progress on ground which contained good values, and it was expected that recoveries would be quite satisfactory. It was believed that 300,000 yards would be treated during the 12 months ended September 30, 1938, and that all-in costs would be in the vicinity of 9d. a cubic yard. Subject to normal conditions prevailing at the mine, it was expected that a second dividend of 6d. a share would be declared in January, and thereafter quarterly dividends. During the year additional areas had been acquired, and such drillings as was deemed advisable would be carried out when the directors were of the opinion that the interests of shareholders would be best served by such a course.

NEW GUINEA GOLDFIELDS, LTD.

New Guinea Goldfields, Limited, reported in December as follows:—

	Sept.	Oct.	Nov.
Edie Creek mill—			
Gold, oz., fine	1,053	1,014	1,109
Silver, oz., fine	3,134	3,185	3,218
Alluvial—			
Gold, oz., fine	1,288	1,321	1,132
Silver, oz., fine	953	961	833
Gold Ridges mill—			
Gold, oz., fine	685	483	377
Silver, oz., fine	734	536	374
Operating profit—			
Edie Creek	£846	£1,090	£2,013
Alluvial	5,533	6,002	5,308
Golden Ridges	1,441	2,394	1,882

SANDY CK. GOLD SLUICING, LTD.

The mine manager of Sandy Creek Gold Sluicing, Limited, New Guinea, issued the following production figures in January:—

	Sept.	Oct.	Nov.	Dec.
Cubic yards	16,619	17,992	19,981	26,558
Gold, oz.	351	360	271	377
Per c. yd.	3/2	3/	2/0½	2/1½
Working cost	1/6½	1/5	1/5	1/2

During October operations were interfered with to some extent by heavy rains, causing flood conditions.

DEVELOPMENTS (N.G.), N.L.

Expenditure amounting to £1,767 was incurred by Developments (N.G.) N.L. in the year ended July 31, at which date current assets

exceeded outside liabilities by £534. Following the abandonment of operations in New Guinea, the directors state, options over properties in Australia have been considered, but no suitable property has yet been secured.

BULOLO GOLD DREDGING, LTD.

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

	Oct.	Nov.	Dec.
Cubic yards	889,600	751,100	826,400
Bullion, oz.	15,999	12,573	16,404
Gold, fine, oz.	11,037	8,703	11,319

VALUE—

Aust. currency*	£296,573	£76,151	£99,041
Per cubic yard	25.7	—	—
Working profit	£70,280	£60,608	£62,343

* At £A8/15/- per fine ounce.

November treatment included about 70,000 cubic yards tailings.

(Continued on next Page.)

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From New Caledonia

CHROME ALLUVIALS, LTD.

THE engineer in charge of Chrome Alluvials, Ltd., at Grand Port, New Caledonia, reported on December 27 that a trial run of the plant was entirely satisfactory. He expected that full production would be reached before the end of January. There had been some delay because of cyclones.

An earlier report (December 18) stated:—Concentrating plant complete except for the disintegrator; process entirely successful; trials suggest working profit of more than 100 per cent. Water race and dam shall be in full swing early in January. Taken up additional area known as Melbourne, containing very promising body of chrome, which runs down to seashore. Company now has very extensive properties, including Bebert, Leonie, Stella, and Melbourne. These, with Les Deux Amis No. 2, justify at least two subsidiary companies.

From Papua

CUTHBERT'S MISIMA GOLDMINE, LTD.

DECREASED tonnage of ore was treated by Cuthbert's Misima Goldmine, Ltd., Papua, in December. The value a ton of ore rose 6d., to 47/1. Production figures for the last three months are compared in the following table:—

	Oct.	Nov.	Dec.
Milled, tons	2,453	2,640	2,450
Bullion, oz.	2,597	2,475	2,316
Silver, fine, oz.	705	759	713
Estimated value (at £8 p. oz.)	£5,729*	£6,142	£5,769
Value per ton	46/9	46/7	47/1

*In addition, £440 worth of gold slags and residues were produced and shipped for realisation.

The directors report that a change of season epidemic of colds and influenza has affected operations. A Resident Doctor has now been appointed by the Papuan Government, and has taken up residence at Misima, hence it is expected that this sickness will be shortly cleared up and reduced to a minimum in the future. The

private wireless station maintained by Cuthbert's, Ltd., Misima, has now been taken over by A.W.A., Ltd., who are operating it as a public station.

QUARTZ INVESTMENTS, LTD.

Quartz Investments, Ltd., a mining company incorporated in the Dominion of New Zealand, was registered in Port Moresby in December as a foreign company under the Papuan Companies Ordinance. Nominal capital is £7,500, in 30,000 shares of 5/- each. The Public Officer is Mr. R. D. Bertie, solicitor, Port Moresby. The Co.'s registered office is at the office of Mr. Bertie, Douglas St., Port Moresby.

PAPUAN APINAIFI PETROLEUM CO., LTD.

Early in January, the directors of Papuan Apinaifi Petroleum Co., Ltd., reported that their field officers commenced drilling on December 22, and depth of bore was 54 feet on Dec. 31.

On January 17, the Co. reported:—Drill reached 297 ft., January 13; first 50 ft. weathered mudstone, balance hard calcareous shale, excellent for drilling. Gas with showings of oil coming in at various points in last 40 ft. increasing with depth.

OROMO EXPLORATIONS, LTD.

At the annual meeting of Oromo Explorations, Ltd., in Sydney in December, the chairman (Mr. J. D. Fell) said that it was expected that the plant of Hill End Alluvials* N.L. (N.S.W.) would be completed so that sluicing could be commenced before the end of January. The directors considered that the Hill End venture would enable the company not only to pay a reasonable dividend but also to recover over a period the capital which had been lost in exploratory work in Papua in the past. This would enable the company to pursue the exploratory mining work, for which purpose it had been formed.

MANDATED ALLUVIALS, N.L.

The directors of Mandated Alluvials, N.L., in a supplementary report to shareholders in December, stated that since the accounts closed on July 31 the mining operations have been enlarged by the extension of adits, drives, and winzes to facilitate the supply of ore at a rapid rate, and the completion of the smelting plant is within measurable distance. All the plant and machinery has been delivered at the site selected for the erection of the treatment plant,

and is being rapidly assembled. During the year an additional 50 acres adjoining the main property was secured, and it is anticipated that this will be of value in future operations.

The issue in September, 1936, of 28,000 reserve shares at a premium of 5/- per share was fully subscribed. This makes the total number of shares issued 98,000. The directors will later submit a proposal with reference to the balance of 2,000 shares.

Quotations for Islands Gold Shares.

FIJI.

	Mid-Aug.	Mid-Nov.	Mid-Jan.
Emperor Mines ..	b15/4½	b12/6	b13/2
Koroere	b3/3	b2/9	s3/
Loloma	b24/	b17/	b17/
Mt. Kasl	b6/	s6/	b4/11
Vatu Kasla	s2/6	s2/	s1/9

NEW GUINEA.

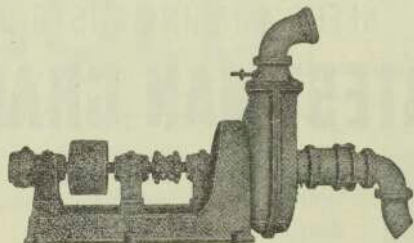
Bulolo Deposits ..	b1/4½	b1/3	b1/1½
Bulolo G.D.	s£6/10/	b£6	b£6/3/
Enterprise of N.G.	b£3	b£1/7/6	b15/
Guinea Gold	b13/10	b13/3	b12/6
N.G.G., Ltd.	b2/	b2/0½	b1/6
Oil Search	b7/9	b7/6	b6/7
Placer Dev.	b£3/19/6	b£3/13/	b£3/14/6
Sandy Ck.	b2/2	b1/10	b1/6
Sunshine Gold ..	b10/10	b11/1	b11/6

PAPUA.

Cuthbert's	s24/3	b20/4½	b20/6
G.M. of Papua ..	b11/1	b10/8	b10/2
Mandated All.	b1/9	b2/8	b2/
Oromo Exp.	b3/2	b3/3	b3/5
Yodda Gold Co.	s8d	—	—

Mr. William Waddingham, of Nadi, Fiji, married Miss Rosabel Cuthbert, of Suva, at St. Andrew's Presbyterian Church, Suva, on December 18. They sailed later for Makogai Island, where Mr. Waddingham is at present relieving a Government official.

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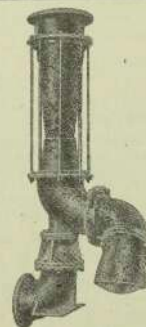
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Mining Plants have been supplied to a number of Companies in New Guinea, and we are, therefore, fully conversant with local conditions.



Hydraulic Elevator, with Swivelling Suction Pipe.

REPUTATION OF BURNS PHILP & CO.

Tribute By a Rival Manager.

A NOTABLE tribute to "The Big Firm" was paid by Mr. H. E. Snell, a director and chief executive of Morris Hedstrom, Ltd., in Suva on December 14. The occasion was an entertainment aboard the new Burns Philp motor-ship "Yanawai" (a description and photograph of which were published last month).

Mr. Snell proposed the toast of Messrs. Burns Philp & Co., Ltd. "When I came to Fiji 26 years ago", said Mr. Snell, "Burns Philp were trading here only in a very small way and under a name other than their own. During the intervening quarter of a century their progress has been very fast and very steady. They have built in Suva what is undoubtedly the finest building in Fiji to date, and you see round you to-day evidence of their desire to cater for travellers better perhaps than travellers have ever been catered for before in Fiji.

"They are a firm with money: their record shows they have not been afraid to risk that money, and the country is fortunate that a firm of B.P.'s standing has interested itself in Fiji because B.P. have both the enterprise to encourage development and the money with which to help matters along through a bad spell.

"More important than the financial standing of a firm is its general reputation. B.P. is a firm of the highest reputation. In the course of business over these many years I have made a thousand and one arrangements with B.P.—many of them arrangements made merely on an oral basis, and many of them arrangements which, as events turned out later, could have led to a lot of difficulty in interpretation. A few of these arrangements (all too few I fear) have resulted, as events turned out, in profit rather than to my firm than to B.P. I have never known B.P. whine at losses; I have never found them technical in interpretation of contracts. I have always found them anxious to honour their bond whatever the consequences.

"In their origin Burns Philp are a Scottish firm, and Scotsmen are still strongly represented on their Board and on their staff. I think B.P. are worthy descendants of those old West of Scotland firms who have done so much to aid British civilisation throughout the world. Like true Scotsmen, they have usually found it possible to make a very good profit for themselves in the process; like true Scotsmen also (and there is no race so idealist as the Scottish) they have sought after other things than profit and in so doing have contributed very much to the development of the British Commonwealth of Nations in the Antipodes".

The general manager of Burns Philp (S.S.) Co., Ltd., in Fiji, Mr. J. Trotter, in acknowledging Mr. Snell's generous tribute, said that, during 17 years with the firm he had never been asked to do anything against fair business principles, and he could reciprocate the sentiments expressed by Mr. Snell. They felt that Suva had an era of stable prosperity ahead of it and there was a general tone of solidity about the Colony.

Mr. R. F. Thomson, of Aola, Guadalcanal, British Solomon Islands, who was well-known throughout the Group, died in Tulagi Hospital on January 18.

WAU PERSONAL NOTES

From Our Own Correspondent.

WAU, Dec. 23.

MISS ESSIE WELLS, of the office staff of Mandated Airlines, Ltd., sailed by the last "Montoro" for Sydney to spend Xmas festivities with relatives at Wollongong, N.S.W.

Mrs. N. P. H. Neal and Mrs. D. Stover both sailed by the November "Neptuna" for the East. They will continue on to Melbourne by the same vessel.

Mr. Allan Lovell, of Burns, Philp and Co., Ltd., Wau, has had the misfortune to catch his arm in some machinery—an injury which necessitated some 18 stitches being inserted.

Mr. Kevin McNamara, popular young Wau sportsman, leaves on the December "Montoro" for three months' furlough in Sydney. He is on the clerical staff of New Guinea Goldfields, Ltd.

Pilot A. Koch, of Guinea Airways, Ltd., will leave shortly for a well-earned holiday, which will be spent in Melbourne. Mrs. Koch and their children left some time back to spend Xmas holidays with relations.

Mr. Ian Kerr, of the Administration staff at Lae, leaves for three months' furlough on the next "Montoro". Mr. Kerr has been in charge of postal activities at Lae for some months.

Pilot Will Gray, of Mandated Airlines, Ltd., sailed for Sydney on the December "Macdhui" for three months' leave.

Mr. Geo. Keys, of the Administration staff at Salamaua, has gone to Sydney on three months' furlough.

Patrol Officer Ian F. T. Downs, also of the Administration, sailed for Sydney by the last "Macdhui" on furlough.

Mrs. Doris R. Booth, of Cliffside, Bulolo River, deserted her claim and sailed on the December "Macdhui" to spend Xmas in Sydney.

Mr. and Mrs. Jack Sheringham, of Bulolo Gold Dredging, Ltd., have left for Sydney. Mr. Sheringham shattered his thigh bone some months ago and was compelled to go South for a complete rest.

Mr. Dave Dickson, popular electrician of B.G.D. Ltd., sailed by the last "Neptuna" on three months' furlough.

Mr. and Mrs. Geo. Whittaker and their son, Vivian, are at present in Australia on leave. Mr. Whittaker is the eye specialist of the Morobe district.

Mr. Archie Lyall has resigned from the staff of New Guinea Goldfield, Ltd., and is now gold-mining on his own account.

Sister Alice Thorburn, of the Salamaua nursing staff, has just returned from a trip through the East, embracing China and Japan, and back via Queensland.

Mrs. Leggatt, wife of Captain "Bill" Leggatt, well-known in aviation circles in New Guinea, will sail for Fiji by the "Monterey" on February 4.

Mr. E. H. Chester, of Lolorua, Kanosia District, Papua, married Miss Beatrice Smallwood, of Port Moresby, in December at St. John's Anglican Church, Port Moresby.

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Newmarket Handicap
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Games, Novelties and Hobbies for Home, Clubs, Hotels, etc., etc. Electric Speedway Race Games 20/-, 25/-. Winding Race Horse Game 15/6, 21/-, 30/-. Crown & Anchor Sets 10/6. Sydney Cup Race Game Wheel 63/-. Dart Boards 6/6, 8/6. House House Sets 4/6, 6/6, 15/-. 25/-. Highest Grade Warpiess Dart Board 38/6. Send for full list.

240 Volt AC Electric Gramophones, turntable and all plugs 39/6. With Pick-up Mounted 95/- and 105/-.

Electric Shavers, £6/15/-. Schick & Packard. Schick for all Electrical Currents. Packard 240 AC only. Write for wholesale list.

Model Electric Motors for Wet or Dry Battery Operation AC supply, etc., 5/6, 6/9, 8/6, 10/6, 12/6, 15/-. Electric Model Outboard Motor Boat Models 12/6, 19/6.

Roulette Wheels 5in. Diam., with Glass Top, 3/6, with Betting Sheet also 19/6. Flat or upright types, sheet supplied. Other beautiful Bakelite Models 25/-. Other Models 35/-, 45/-, 55/6, 65/-, 75/-, 85/-, 105/6. 6/6, 8/6, 10/6 extra.

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Radio Moderne. The Greatest Battery Operated Dual Wave Radio ever introduced, £22/10/ complete. Write for leaflet.

Just arrived. Numbered Quoit Game. A great Pastime. 9 quoits on inclined numbered board, 25/.

Build or buy assembled Lakes 1-valve All-wave Battery-operated Radio. Plug in coils for all wave lengths. All metal work ready drilled. Coils ready made. Easiway charts, 6d. Free with kit. Parts 40/1. Valve 12/-. Battery 11/9. Phones 30/-, complete and built £5.

Build or buy ready made the Linguist 3, all-World Battery Operated Radio. Cover from 64 to 15 meters. All parts, 58/4; batteries, 19/-; Valves, 51/6; Phones, 32/6; Speaker, 20/- If to be assembled by us add 30/- extra.

15/- With N i c k e l l e d stand 42/-, 45/-.

HOME BROADCASTING. Microphones for speech or music, play into any radio, 25/-; circular type as illustrated. Hand holding and hanging type, 22/6. Others 12/6 and 15/6. With N i c k e l l e d stand 42/-, 45/-.

"MAN-O-WAR" RUBBER CLAD AERIAL

40 STRANDS 50FT. 5/6 100FT. 10/-

Adjustable all way Morse Code Key as illustrated, 12/6. P. M.C. Type, 19/6. Buzzer, 2/6, 2/9, 3/6, 7/6. Siemens British P.M.G. Dept. Surplus Morse Set with Sullivan Special Low Resistance Headphones, 38/6 set.

A Smart Little All World Radios. The Stratosphere 2 Valve Battery Set. 70/- all parts. Valves 30/- Batteries 39/- Phones 19/6. 30/- and 32/6. Cabinet 15/- Speaker 20/- Ready assembled, £5/10/-.

Radio Gramophone Pickups Head fit all standard tone arms 11/6, 19/6, 10/6, 12/6. Separate volume control with leads fitted, 4/9. Gramophone Tone Arms to suit pickup heads, 2/6. Pickup Oddsments to complete pickups, 20/-.

Radio Publications. Write for full list. The Dictionary of Wireless 5/-. The Construction Wireless Encyclopedia 7/6. The Outline of Wireless 10/9. The Book of Practical Radio 7/6. The Book of Practical Television 7/6. Portable Gramophones. We select and guarantee satisfaction, 55/-, 65/-, 75/-, 85/-.. 3 colour writing pencils, propelling type, 5/6. 4 colours 6/6, 8/6. Propelling alters colours to suit user.

Mantle Model Electric Superheterodyne Radios £13/10/-. Value NOW £8/10/-. 12 mths. g'tee.

Electric Super Het. Radios, complete chassis, valves and speaker, £10/10/-. Fitted in cabinets, 50/- extra. All sets guaranteed twelve months.

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4in., 3/6
5in., 6/6
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7 1/2in. Genuine Pyrex 30/-

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February 6 to March 5.

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p.m. DAILY — WEEKDAYS

- 12.35 Recorded Music.
1.00 Time Signal, and News Bulletin.
1.05 Interstate Weather.
1.15 Music.
3.00 (Monday, Tuesday, and Friday) Broadcast to Schools.
3.20 (Tuesday and Friday) Classic Music.
5.00 Close (Monday and Wednesday, 5.15).
6.30 Comment by "The Watchman."
6.45 (Tuesday excluded) Sporting News.
7.00 (Saturday excluded) News, Markets, and Overseas News Service.
7.20 Queensland and North Australian News.
7.40 (Monday, Wednesday, and Friday) Talk.
7.40 (Tuesday and Thursday) News in French for New Caledonia and New Hebrides.
8.50 (Usually) Musical Programme.
10.30 Australasian News Service.
10.50 Musical Programme.
11.30 Close.

p.m. EVERY SATURDAY

- 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.
7.25 Sporting Highlights of the Week.
10.50 Australasian Mail Bag.
11.00 Dance Music.
12.00 Close.

p.m. EVERY SUNDAY

- 6.00 Musical Programme by various State Orchestras.
6.30 Talk on International Affairs.
6.50 News Bulletin.
7.00 "Alice in Orchestralla".
7.30 Recordings of Overseas Artists.
8.30 Story.
10.15 News.
10.30 Close.

(Times given are Australian Eastern Standard—10 hours ahead of Greenwich Mean Time.)

FEBRUARY 6 TO MARCH 5.

- Feb. 6 (Sun.)—8.45 p.m. New Note Octet (Leader, Albert Fischer); 10.20 Epilogue.
Feb. 7 (Mon.)—1.30 p.m. Kyneton Races (Vic.), and Empire Games (Syd.); 8 "Return of Father Brown"; 8.30 "Emma and 'Erbert'; 9 Topical Revue; 10.50 National Military Band.
Feb. 8 (Tues.)—2 p.m. Empire Games (Sydney), and King's Cup (Tas.); 8 Lauri and Dorothy Kennedy (Cello and Piano); 8.50 Travel Letter; 9 Irish Songs; 9.10 Zigeuner Ensemble; 9.40 Comedy Sketch.
Feb. 9 (Wed.)—1.30 p.m. Geelong Races (Vic.), and Empire Games (Syd.); 8 Light Opera; 9.30 "Young Australia".
Feb. 10 (Thurs.)—1.30 p.m. Empire Games (Syd.), and Pakenham Races (Vic.); 8 "The Play's the Thing"; 9.45 Folk Songs (Clement Q. Williams).
Feb. 11 (Fri.)—1.30 Empire Games (Syd.); 8 Popular Music; 9 Brass Band Music; 9.35 Operetta.
Feb. 12 (Sat.)—1.30 p.m. Caulfield Races (Vic.), and Empire Games (Syd.); 8 Concert Music; 9.10 Dino Borgioli (Tenor); 10 Popular Music.
Feb. 13 (Sun.)—8.45 p.m. New Note Octet; 9.15 Radio Presentation of Recent Film.
Feb. 14 (Mon.)—2 p.m. V.T. and R.A. Trots (Vic.); 8 Serial—"Into the Light"; 8.30 Music Hall Programme; 9 Topical Revue.
Feb. 15 (Tues.)—2 p.m. Woodend Races; 8 Dino Borgioli (Tenor); 8.50 Travel Letter; 9.40 Comedy Sketch; 10 Lauri and Dorothy Kennedy (Cello and Piano).
Feb. 16 (Wed.)—1.30 p.m. Moonee Valley Races; 8 Light Opera; 9.15 Instrumental Music; 9.30 Violin Recital.

Feb. 17 (Thurs.)—2 p.m. Yarra Glen Races; 8 "The Play's the Thing"; 9.15 Military Band; 9.40 Folk Songs; 10 Dance Music.

Feb. 18 (Fri.)—2 p.m. Cricket (Syd.); 8 Popular Music; 8.45 Recorded Recital (Richard Tauber); 9.45 Apollo Male Quartet.

Feb. 19 (Sat.)—1.30 p.m. Cricket (Syd.); 8 Concert; 8.50 "Big Business"; 9.10 Dino Borgioli.
Feb. 20 (Sun.)—8.45 p.m. Organ Recital by Arnold Colman, assisted by Stella Power (Soprano); 10.20 Epilogue.

Feb. 21 (Mon.)—2 p.m. V.T. and R.A. Trots (Vic.); 8 Serial; 8.30 Music Hall Programme; 9 Topical Revue.

Feb. 22 (Tues.)—8 p.m. Light Orchestra; 8.50 Travel Letter; 9 Irish Songs; 9.40 Comedy Sketch; 10 Harpsichord Recital; 10.20 Dance Music.

Feb. 23 (Wed.)—1.30 p.m. Ballarat Races; 8 Light Opera; 9.30 Piano Recital.

Feb. 24 (Thurs.)—2 p.m. Ballarat Races; 8 Play; 9.10 Concert; 10 Folk Songs; 10.20 Dance Music.

Feb. 25 (Fri.)—8 p.m. Popular Music; 8.45 Recorded Recital (Richard Tauber); 9 Light Orchestra; 10 Nightlarks Male Quartet.

Feb. 26 (Sat.)—1.30 p.m. Epsom Races; 8.30 Alexander Kipnis (Bass); 8.40 "Big Business"; 9 Variety Programme; 9.30 Orchestral Hour.

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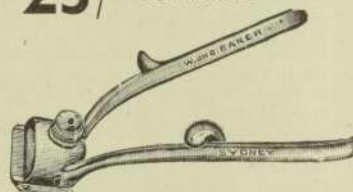
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Feb. 27 (Sun.)—8.45 p.m. New Note Octet; 9.15 Play—"Lady Windermere's Fan".

Feb. 28 (Mon.)—2 p.m. V.T. and R.A. Trots (Vic.); 8 Serial; 8.30 Music Hall Programme; 9 Tropical Revue.

Mar. 1 (Tues.)—2 p.m. Flemington Races; 8 Brass Band; 8.30 Lauri Kennedy ('Cellist); 10 Dance Music.

Mar. 2 (Wed.)—8 p.m. Light Opera; 9.15 Tango Band; 9.45 Travel Letter; 10 Everyman's Music.

Mar. 3 (Thurs.)—1.30 p.m. Flemington Races; 8 "The Play's the Thing"; 9 Folk Songs; 10 Talk; 10.50 Dance Music.

Mar. 4 (Fri.)—8 p.m. Concert; 8.50 Richard Tauber (Recordings); 9 Brass Band; 9.30 Musical Comedy.

Mar. 5 (Sat.)—1.30 p.m. Flemington Races; 8 Orchestral Hour; 9 "Big Business"; 9.15 Lauri and Dorothy Kennedy; 11 Dance Music.

BROADCAST OF COPRA PRICES.

SOUTH SEAS produce prices (including copra) are broadcast weekly from Sydney as the first item in the news bulletin from A.W.A.'s world range short-wave station VK2ME each Sunday at 9 p.m., and Monday at 1.30 a.m. (Sydney time). Operating on a 31.28 wave length (9590 kilocycles), VK2ME transmits a special programme on Sundays between 4 p.m. and 6 p.m. (0600-0800 G.M.T.) and 8 p.m. and midnight (1000-1400 G.M.T.); and on Mondays between midnight and 2 a.m. (1400-1600 G.M.T.).

World's Fastest Airboat for Papuan Oil Co.

ASSEMBLED at Mascot, Sydney, a new American twin-engined Grumman G21 amphibian left Kingsford-Smith airport on January 10, for Daru, Western Papua, to carry on aerial research work in connection with the oil-seeking activities of Papua Oil Development, Ltd. (a subsidiary of the Shell Company). The fastest airboat in the world, she was in charge of Captain Harold G. Crowley.

The Grumman was fitted in Sydney with full radio equipment by Amalgamated Wireless (Australasia), Ltd., including a medium-length and short-wave transmitter and an all-wave superheterodyne receiver. Mr. W. Eddy is the plane's radioman. The two other members of the crew are a second pilot (Mr. Frank Kelly) and a cameraman.

GIRL FLIER FOR NEW GUINEA.

MISS BARBARA HITCHINS, 23, left Sydney early on January 21 in her Gipsy Moth aeroplane to fly to New Guinea, 2,700 miles. Mr. Bill Roberts accompanied Miss Hitchins as a passenger to Kerema, Papua, where he has mining interests.

Sydney "Telegraph", which is not strong on geography, said that the lady carried an extra 20-gallon tank of petrol, to help her in "the 500 miles hop across the Timor Sea".

Miss E. W. Riley, B.A., who had been a L.M.S. worker in Papua since 1931, died at Pt. Moresby on January 14.

QUALITY OF COOK ISLANDS BANANAS.

WITH reference to the article on Cook Islands bananas, on page 60 of this issue, it is now reported (January 16) that the bananas which arrived in New Zealand were sold at less than 11/- per case. When it is remembered that the actual charges on the shipment of bananas from Rarotonga to Wellington exceed 5/6 per case, it will be seen that the merchants who handled the fruit have involved themselves in a loss.

It is stated on behalf of the buyers that C.I. bananas are the poorest which arrive in New Zealand—frequently immature, bruised, and badly-packed. The merchants say that it will be necessary for considerable improvements to be made in the growing and handling of C.I. bananas before it will be possible to take them to the N.Z. market under conditions which will return the growers anything like 5/- per case.

A DELAYED O.B.E.

Why Bishop Vesters Was Not
In Original List.

THERE was some surprised comment when the published list of honours granted in connection with distinguished services during the Rabaul eruption showed the Administrator at the top, with a knighthood, and no mention of the names of the missionaries at Vunapope, who gave so much help to refugees.

When the New Year's honours list contained an O.B.E. for Bishop Vesters, of the Vunapope Mission, comment was renewed. Had there been a careless omission, which was remedied in the New Year's list?

Actually, the explanation is simple. The name of Bishop Vesters was in the original list; but it had to be omitted, because His Lordship is a Dutch subject, and the British decoration could not be conferred upon him without the formal permission of the Government of the Netherlands Indies. This permission came to hand a few days after the special list was published, and so the award was included in the New Year's list.

References to the life-story of Bishop Vesters appear on page 15.

Mrs. J. H. Jones, wife of District Officer Jones, of Kavieng, New Ireland, died suddenly on December 19.

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CORRESPONDENCE IN ENGLISH, FRENCH AND GERMAN

Islands Produce

Coffee

THE following quotations were obtained in Sydney during January.

Robusta, f.a.q., imported from Java on firm conversion of exchange, c.i.f., prompt shipment, Sydney:—Quote No. 1: 27/- per cwt.; quote No. 2: 26/- per cwt.

Kenya, f.a.q., immediate shipment, c.i.f., Sydney, per cwt.:—No. 1 quotations: Grade "A", 53/-; grade "B", 47/-; grade "C", 44/-, No. 2 quotations: Grade "A", 59/-; grade "B", 49/-; grade "C", 42/-; Triage, 36/6 (drought coffee). No. 3 quotations: Grade "B", 47/-; grade "C", 38/-.

Mysore, f.a.q., prompt shipment, c.i.f., Sydney, per cwt.: No. 1 quotations: Grade "A", 52/-; grade "B", 50/-; No. 2 quotations: Grade "B", 49/-; Triage, 40/-.

Arabian (Aden) Hodeldah, f.a.q., immediate shipment, c.i.f., Sydney:—No. 1 quotation: 59/- per cwt. No. 2 quotation: 57/- per cwt.

Note: Importers of coffee from Java, etc., pay the following additional charges: Exchange, duty (4d. lb.), primage (10 per cent), landing costs (1/- per cwt.). Coffee from Papua and New Guinea escapes most of these charges.

Kapok

Based on firm conversion of exchange, the c.i.f. official prices for kapok quoted in Sydney in mid-January, were:—Average Java 7½d. per lb., and Japara, 7 7-16d. per lb.

Cocoa

Quote No. 1: Cocoon beans, £36-£38 per ton. Quote No. 2: New Guinea cocoa, £36 per ton. Quote No. 3: Accra, good fermented, £28 per ton, c.i.f., Sydney.

Cotton

During the month, London, c.i.f., cotton prices were:—December 17, 4.68d. lb., Jan. shipment; December 24, 4.73d. lb., Jan. shipment; December 31, 4.70d. lb., Feb. shipment; January 7, 4.81d. lb., Feb. shipment; January 14, 4.87d. lb., Feb. shipment; January 21, 4.79d., Feb. shipment.

Ivory Nuts

No. 1 quotation: £10 per ton, f.o.b., Sydney. No. 2 quotation: £10 per ton, f.o.b., Sydney.

Green Snail Shell

Green snail shell, good quality, was quoted by Sydney buyers in mid-January, at £55 per ton.

Rice

Rangoon rice, packed in 100lb. or 200lb. bags, £18/10/- per ton f.o.b. Sydney. Australian table rice, packed in 56lb. bags, £18 per ton.

Trochus Shell

Quotations for trochus shell obtained in Sydney from two different sources were:

(a) Trochus shell, No. 1 grade	£90
Trochus shell, No. 2 grade	£80
Trochus shell, No. 3 grade	£70
(b) Trochus shell, No. 1 grade	£90½
Trochus shell, No. 2 grade	£79½
Trochus shell, No. 3 grade	£70½

All quotes are f.o.b., and on the Australian £.

Mother of Pearl Shell.

At the last London sales (November) of M.O.P. shell, a good supply of Torres Strait shell came forward and was sold at prices ranging from £200 (Australian) for A. A. Chicken to £145 (Aust.) for defective pickings, fair to good. Little dealing was done in Black Edged shell (Tahitian), and none at all in New Guinea shell. Darwin shell fetched £210 (Aust.) for 1st. grade to £100 (Aust.) for fair defective pickings.

Exchange Rates

THE following exchange quotations, gathered in Sydney, show the rates existing in December:

FIJI—THROUGH BANK OF N.S.W. AND BANK OF NEW ZEALAND

Australia on Fiji on basis of £100 Fiji: Buying £A111/2/6, selling £A113.

Fiji-London on basis £100 London:

	Buying.	Selling.
Telegraphic transfer	£110 15 0	£112 0 0
On demand	£110 12 6	£111 17 6

DIRECT TELEGRAPHIC TRANSFER

SELLING RATES

Quoted by
BANK OF NEW SOUTH WALES
in Australia

	Australia on Papeete	Francs to £
Average for week ended 27/12/37	115.28	
Average for week ended 3/1/38	115.35	
Average for week ended 10/1/38	115.42	
Average for week ended 17/1/38	116.71	
Average for week ended 24/1/38	117.14	

	Australia on Noumea	Francs to £
Average for week ended 27/12/37	115.23	
Average for week ended 3/1/38	115.30	
Average for week ended 10/1/38	115.37	
Average for week ended 17/1/38	116.66	
Average for week ended 24/1/38	117.08	

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 January 20, when the Aus-

tralian £ was nominally worth 120.25 francs, £100 Australian would purchase a draft in Noumea of 11,860 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	£128 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

N.G. CURIOS FOR MISSION CONGRESS.

A CATHOLIC Missionary and Eucharistic Congress will be held at Newcastle, N.S.W., in February. Bishop Wolf, of the Eastern New Guinea Vicariate and the Missionary Society of the Divine Word, will be represented by Rev. Father Vincent A. Wheeler, the only Australian in the S.V.D. order.

Already a large consignment of New Guinea curios and exhibits have arrived for exhibition in the Mission section, and Father Wheeler, who will arrive in Sydney by the January "Maedhui", is bringing a collection he gathered himself during a recent tour of the Society's mission stations along the N.G. mainland coast and adjacent islands. This tour also included a trip up the Sepik River to Marienberg.

There has been increasing activity recently in the Mother of Pearl shell market, and there have been enquiries in Sydney both from buyers and sellers.

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Market Quotations

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	South Sea, Sun-Dried, to London	Plantation, Hot-air Dried, Rabaul
Price on—	Per ton, c.i.f.	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 6, 1934	£8 0 0	£8 7 6
March 30	£7 7 6	£8 0 0
April 27	£7 7 6	£8 0 0
June 15	£7 7 6	£8 0 0
July 6	£8 0 0	£8 12 6
September 7	£7 17 6	£8 15 0
October 6	£7 12 6	£8 15 0
December 23	£8 0 0	£9 0 0
January 4, 1935	£9 0 0	£9 12 6
March 1	£9 5 0	£10 5 0
April 5	£12 2 6	£12 15 0
May 3	£10 15 0	£11 15 0
June 7	£11 17 6	£12 12 6
July 5	£11 15 0	£12 7 6
August 2	£9 12 0	£10 5 0
September 6	£9 15 0	£10 15 0
October 4	£9 17 6	£10 17 6
November 1	£11 7 6	£12 7 6
December 6	£12 17 6	£14 0 0

London	South Sea, Smoked, to Genoa and Marseilles	South Sea, Sun-Dried to London	Plantation, Hot-air Dried, Rabaul
Price on—	Per ton, c.i.f.	Per ton, c.i.f.	Per ton, c.i.f.
Jan. 3, '36	£13 2 6	£13 15 0	£15 0 0
Feb. 7	£13 0 0	£14 0 0	£15 0 0
Mar. 6	£11 15 0	£12 15 0	£13 0 0
April 3	£12 7 6	£13 5 0	£13 17 6
May 1	£11 10 0	£11 15 0	£12 10 0
June 5	£11 10 0	£12 0 0	£12 17 6
July 3	£12 0 0	£12 10 0	£13 10 0
Aug. 7	£12 17 6	£13 7 6	£14 7 6
Sept. 4	£13 2 6	£13 10 0	£14 12 6
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. 26	£19 5 0	£19 15 0	£20 15 0
Apr. 2	£19 0 0	£19 15 0	£20 15 0
Apr. 30	£16 0 0	£16 15 0	£17 15 0
May 7	£16 0 0	£16 12 6	£17 12 6
May 21	£14 15 0	£15 12 6	£16 12 6
May 28	£15 12 6	£15 15 0	£16 15 0
June 4	£15 15 0	£15 12 6	£16 12 6
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 2 6
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
Aug. 27	£14 0 0	£14 0 0	£14 15 0
Sept. 3	£13 5 0	£13 5 0	£14 0 0
Sept. 10	£13 12 6	£13 15 0	£14 10 0
Sept. 17	£13 12 6	£13 15 0	£14 12 6
Sept. 24	£14 2 6	£14 5 0	£15 0 0
Oct. 1	£14 15 0	£14 17 6	£15 12 6
Oct. 8	£14 5 0	£14 5 0	£15 0 0
Oct. 15	£14 10 0	£14 10 0	£15 0 0
Oct. 22	£13 15 0	£13 15 0	£14 10 0
Oct. 29	£13 15 0	£13 15 0	£14 10 0
Nov. 5	£13 10 0	£13 10 0	£14 5 0
Nov. 12	£13 5 0	£13 5 0	£14 5 0
Nov. 19	£13 2 6	£13 2 6	£13 17 6
Nov. 26	£12 7 6	£12 7 6	£13 2 6
Dec. 3	£12 10 0	£12 12 6	£13 7 6
Dec. 10	£12 17 6	£13 0 0	£13 17 6
Dec. 17	£13 2 6	£13 2 6	£14 0 0
Dec. 24	£13 0 0	£13 0 0	£13 17 6
Dec. 31	£12 10 0	£12 12 6	£13 10 0
Jan. 7, '38	£12 12 6	£12 15 0	£13 12 6
Jan. 14	£12 7 6	£12 12 6	£13 7 6
Jan. 21	£12 0 0	£12 12 6	£13 0 0

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London	Para per lb.	Plantation Smoked per lb.
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December 8	4½d.	4.04d.
January 6, 1934	4½d.	4.23d.
July 6	5½d.	7.06d.
December 28	5d.	6½d.
January 4, 1935	5d.	6½d.
July 5	5d.	7½d.
December 6	6½d.	6½d.
January 3, 1936	6½d.	6½d.
June 5	9d.	7½d.
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April 2	1/-	1/1 15/16
June 4	1½d.	9 5/8d.
Aug. 6	9½d.	9 1/16d.
Sept. 3	9½d.	9 1/16d.
Oct. 1	9½d.	8 9/16d.
Oct. 8	9½d.	8d.
Oct. 15	9d.	7 15/16d.
Oct. 22	8½d.	7 11/16d.
Oct. 29	8½d.	7½d.
Nov. 5	8d.	7½d.
Nov. 12	7½d.	7½d.
Nov. 19	7½d.	6 15/16d.
Nov. 26	7½d.	7½d.
Dec. 3	7½d.	7½d.
Dec. 10	7½d.	7½d.
Dec. 17	7½d.	7½d.
Dec. 24	7½d.	7½d.
Dec. 31	7½d.	6½d.
Jan. 7, 1938	7½d.	7d.
Jan. 14	7½d.	7½d.
Jan. 21	7d.	7½d.

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Pacific Islands Monthly, January 24, 1938.

77

Shipping Services in the Pacific

Sydney - Papua - New Guinea

	Maedhul.	Montoro.	Maedhul.
Sydney	Feb. 2	Feb. 23	Mar. 12
Brisbane	Feb. 4	Feb. 25	Mar. 14
Townsville	—	Feb. 28	—
Cairns	—	Mar. 1.	—
Pt. Moresby	Feb. 8	Mar. 3	Mar. 18
Samarai	Feb. 9	Mar. 5	Mar. 19
Woodlark Is.	—	Mar. 6.	—
Rabaul	Feb. 11-12	Mar. 7-8	Mar. 21-22
Kavieng	—	Mar. 9	—
Lindenhafen	Feb. 13	—	Mar. 23
Salamaua	—	—	—
Lae	Feb. 14-15	Mar. 11-12	Mar. 24-25
Madang	—	—	—
Alexishafen	Feb. 16	Mar. 13-14	Mar. 26
Borom	—	—	—
Wewak	Feb. 17	—	Mar. 27-28
Madang	Feb. 18	Mar. 14	Mar. 29
Finschhafen	Feb. 19	—	Mar. 30
Salamaua	Feb. 19	Mar. 15	Mar. 30
Kavieng	Feb. 21	—	Apr. 1
Pondo	Feb. 22	—	Apr. 2
Rabaul	Feb. 24	Mar. 17	Apr. 4
Salamaua	Feb. 26	—	Apr. 5
Samarai	Feb. 28	Mar. 19	Apr. 7
Pt. Moresby	Mar. 1	Mar. 21	Apr. 8
Cairns	—	Mar. 23	—
Brisbane	Mar. 5	Mar. 26	Apr. 12
Sydney	Mar. 7	Mar. 28	Apr. 14

BURNS, PHILP & CO., LTD., Agents.

Wau - Port Moresby Service

A regular aeroplane service is now maintained by Guinea Airways Ltd., allowing passengers to and from the New Guinea goldfields to connect with the steamers at Port Moresby, Papua. Details from the pursers of the Burns, Philp steamers.

Sydney - Rabaul - Hong Kong

Subject to alteration without notice.

	Nellere	Tanda	Nankin.
Hong Kong	Jan 29	Mar 5	Apr. 2
Manila	Feb 1	Mar 8	Apr. 5
Rabaul	Feb 9	Mar 16	Apr. 13
Brisbane	Feb 15	Mar 22	Apr. 19
Sydney	Feb 17	Mar 24	Apr. 21
Melbourne	F.21-M.2	M.28-A.2	A. 25-M. 4
Hobart	Mar 4	Apr 4	May 6
Newcastle	Mar 7	Apr 7	May 9
Sydney, dep.	Mar 12	Apr 13	May 14
Brisbane	Mar 14	Apr 16	May 16
Townsville	Mar 17	Apr 19	May 19
Rabaul	Mar 22	Apr 24	May 24
Manila	Mar 30	May 2	June 1
Hong Kong	Apr 2	May 5	June 4

E. & A. STEAMSHIP CO. LTD., Agents.

N.G. Inter-Island Services

S.S. Maiwara and M.V. Muliama (Burns, Philp & Co.) make regular round trips from Rabaul to New Ireland and Bougainville ports.

S.S. Coombar, 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:—

NORTHERN RUN—Rambutoyo, Pak, Inrim, Pitulu, Papitale, Saleia, Salami, Lorengau, Noru, Tumleo, Bolkin, Kaiciru, Wewak, Borom, Sepik Mouth, Awar, Bogia, Kulili, Karan, Alexia-

hafen, Nagada, Madang, Finschhafen, Salamaua, Ball, Garua, Toriu, Stockholm, Manuan.

SOUTHERN RUN—Matala, Put Put, Sum Sum, Kekere, Iwi, Aropa, Taboroi, Kieta, Arawa, Numa, Bonis, Buka Passage, Samo, Mageh, Lihir, Kavieng, Patlangat, Rangarere, Notre Mal, Langina, Asalingi, Neu Kauern, Manuan.

AGENTS: COLYER, WATSON & CO., RABUL.

New Caledonian Services

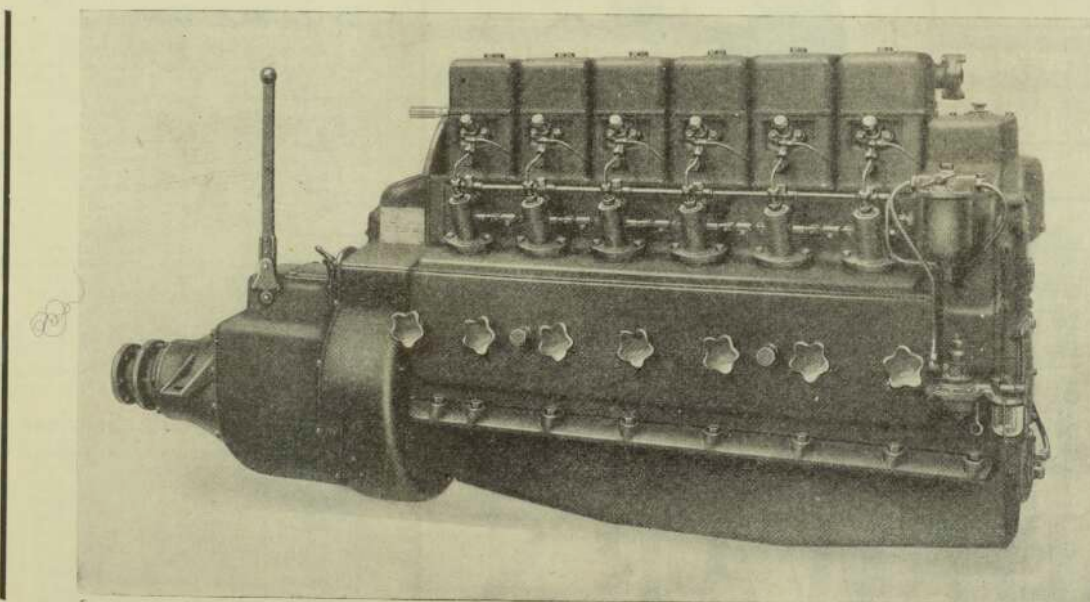
M.V. Le Phoque (Societe des Iles Loyalty) makes regular trips, carrying mails and passengers, from Noumea along the east coast to Arama. Also from Noumea to Poun and Belep Islands. via the west coast. Leaving Noumea on the run up the east coast the vessel calls at Yate, Touarou, N. Goye, Kaukus, Thio, Nakety, Canalo, Gouaoua, Houailou, Moueo, Pouterhouen, Tieti, Poindimie, Wagap, Touho, Kokingone, Hieghene, Tao, Outbatch, Pouebo, Balada, Pam and Arama. Return by same route. Ports visited on west coast trip are: Bourail, Poya, Mueo, Pombout, Kono, Voh, Temala, Ouaco, Koumac, Karamble, Tanga-

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. Next gathering, February 2, at Hotel Carlton, Sydney. Speakers: Miss Beatrice Grimshaw, and Hon. G. H. Murray, M.L.C., Director of Agriculture, New Guinea. Address communications to:

The Honorary Secretary,
THE PACIFIC ISLANDS CLUB,
C/o Pacific Publications Pty. Ltd.,
Union House, George St., Sydney.

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dion, Pangoumense, Nehoue, Mouac, Belep, and return by same route.

She will leave Noumea on her next east coast trip on February 11, and commence the west coast run on March 1.

M. V. Le Phoque also maintains a 4 weeks' service between Noumea and the Loyalty Group. The vessel calls at Tadiné (Mare Is.), Chepenehe, and We (Lifou Is.), Fajoue, St. Joseph and Banout (Ouvea Is.). Calls are made occasionally at Isle of Pines and Walpole Island.

Her next voyage to the Loyalty Group will be made on February 5.

Hong Kong - N. Guinea - Sydney

Subject to alteration without notice
M.V. Neptuna.

Melbourne	Feb 14	Apr 20	June 27
Sydney	Feb 16-17	Apr 22-27	Jun. 29-Jy. 2
Salamaua	Feb 26	May 4	July 9
Rabaul	Feb 28	May 6	July 11
Cebu (opt.)	Mar 7	May 13	July 18
Manila	Mar 10	May 16	July 21
Hong Kong	Mar 12-16	May 18-22	July 23-27
Saigon	Mar 22	May 28	Aug 2
Madang	Apr 2	June 8	Aug 13
Salamaua	Apr 5	June 11	Aug 16
Rabaul	Apr 8	June 14	Aug 19
Sydney	Apr 15-16	June 21	Aug 26-27
Melbourne	Apr 18	June 24	Aug 29

BURNS, PHILP & CO. LTD., Agents.

Japan - N. Guinea - Noumea - New Zealand

Subject to alteration without notice

	Naniwa	Melbourne	Kohzan
	Maru.	Maru.	Maru.
Kobe	Jan. 26	Feb. 15	Mar. 12
Moji	Jan. 28-29	Feb. 16-17	Mar. 12
Rabaul	—	Feb. 26	—
Noumea	Feb. 13-14	Mar. 3-4	Mar. 28-29
Auckland	Feb. 18-20	Mar. 7-9	Apr. 1-3
Wellington	Feb. 22-24	Mar. 11-14	Apr. 5-7
Lyttelton	Feb. 25	Mar. 15-17	Apr. 8
Dunedin	Feb. 26-28	Mar. 18-19	Apr. 9-11
Lyttelton	Mar. 3-4	—	Apr. 14-15
Wellington	Mar. 5-6	Mar. 20-23	Apr. 16-18
Auckland	Mar. 10-12	Mar. 25-28	Apr. 21-23
Hong Kong	—	Apr. 14	—
Shanghai	—	Apr. 17	—
Kobe	Mar. 30-31	Apr. 20-22	May 11-12

OSAKA SHOEN KAISHA AND YAMASHITA LINE.

N.G. Goldfields' Services

Aeroplanes conducted by Guinea Airways 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.

Solomon Islands-N.G. Service

Subject to alteration without notice.

	M.V. Malaita		
Sydney	Feb. 5	Mar. 19	Apr. 30
Brisbane	Feb. 7	Mar. 21	May 2
Townsville	Feb. 10	Mar. 24	May 5
Cairns	Feb. 11	Mar. 25	May 6
Tulagi	—	—	—
Makambo	Feb. 15-16	Mar. 29-30	May 10-11
Gavutu	—	—	—
Su'a	Feb. 17	Mar. 31	May 12
Domma	—	—	—
Mamara	—	—	—
Tasavarong	—	Apr. 1	—
Aruligo	—	—	—
Lavoro	—	—	—
Mamara	—	—	—
Tasavarong	Feb. 18	—	May 13
Aruligo	—	—	—
Merlinge	Feb. 19	—	May 14
Hivo	—	—	—
Yandina	—	—	—
Banika	—	—	—
Ufa	Feb. 20	Apr. 2	May 15
Faiani	—	—	—
Younger	—	—	—
Pepesala	—	—	—
Lingatu	—	—	—
West Bay	—	Apr. 3	—
Somata	—	—	—
Gizo	Feb. 21	Apr. 4	May 16
Faisi	Feb. 22	Apr. 5	May 17
Kieta	Feb. 22	Apr. 5	May 17
Arigua	Feb. 23	Apr. 6	May 18
Numa Numa	—	—	—
Teopasino	Feb. 24	Apr. 7	May 19
Rabaul	Feb. 25-26	Apr. 8	May 20-21
Soraken	Feb. 27-28	Apr. 9-10	May 22-23
Kieta	Mar. 1	Apr. 11	May 24
Faisi	Mar. 2	Apr. 12	May 25
Gizo	Mar. 3	Apr. 13	May 26
Tetipari	—	—	—
Russell Is.	Mar. 4-5	Apr. 14-15	May 27-28
Gavutu	Mar. 5	Apr. 16	May 28
Makambo	—	—	—
Brisbane	Mar. 10	Apr. 21	June 2
Sydney	Mar. 12	Apr. 23	June 4

BURNS, PHILP & CO. LTD., Agents.

Saigon - Java - South Seas - N.Z. Service

Subject to alteration without notice

	Swarten-hondt	Mael-suycker	Swarten-hondt.
Saigon	—	Mar 13	—
Singapore	Feb. 15	Mar 15-16	Apr. 16
Batavia	Feb 17-19	Mar 18-20	Apr. 18-20
Samarang	Feb 20	Mar 21	Apr. 21
Pt. Moresby	Feb 21-22	Mar 22	Apr. 22-23
Sourabaya	Mar 2	Mar 29	Apr. 30
Samarai	—	Mar 30	—
Rabaul	—	Apr 1	—
Vila	—	Apr 5	—
Noumea	—	Apr 6-8	—
Auckland	Mar 10-12	Apr 11-12	May 9-11
Wellington	Mar 14-15	Apr 14-15	May 13-14
Sydney	Mar 21-23	Apr 20-22	May 18-21
Pt. Moresby	Mar 30	Apr 27	May 27
Sourabaya	Apr 7	May 4	June 3
Samarang	Apr 9	May 5	June 4
Batavia	Apr 10-13	May 6-9	June 5-7
Singapore	Apr 15	May 11	June 9
Saigon	—	May 13	June 11

ROYAL PACKET NAVIGATION CO. LTD.

Central Pacific Services

Subject to alteration without notice.

	M.V. Matua		
Auckland	Feb 1	Mar 1	
Cook Is.	Feb 5	Mar 5	
Nukualofa	Feb 9-10	Mar 9-10	
Apia	Feb 11-12	Mar 11-12	
Suva	Feb 16-17	Mar 16-17	
Auckland	Feb 21	Mar 21	
Wellington	Feb 23-26	Mar 23-26	
Auckland	Feb 28	Mar 28	

The cargo steamer Clydebank will depart from Sydney on February 2 for Suva, Lautoka, Papeete, and N. American ports. She will carry mails and general cargo. The Wairuna (5,832 tons) is scheduled to follow to Fiji and French Oceania early in March.

UNION S.S. CO. LTD., Agents.



★ The sea has a charm of its own, and so has DEWAR'S Whisky. As invigorating as the winds that blow from out of space, DEWAR'S, like a well-found ship, brings content; boundless and satisfying.

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The SCOTCH WHISKY

N. Zealand - Samoa - Niue

The New Zealand Government's steamer *Mauli Pomare* (1159 tons) is the only direct connection between N.Z., the Mandated Territory of Western Samoa and Niue Island. 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. <i>Mauli Pomare</i>			
Wellington	Feb 22	Mar 22	Apr. 19	
Apia	Mar 1-3	Mar 29-31	Apr. 26-28	
Niue	Mar 5	Apr. 2	Apr. 30	
Lyttelton	Mar 14	Apr. 11	May 9	
Wellington	Mar 15	Apr. 12	May 10	

Sydney - N.Z. - Fiji - Hawaii

Subject to alteration without notice.

	Aorangi	Niagara	Aorangi
Honolulu	Feb 23	Mar. 23	Apr. 20
Suva	Mar 4	Apr. 1	Apr. 29
Auckland	Mar 7-8	Apr. 4-5	May 2-3
Sydney	Mar 12	Apr. 9	May 7
Sydney, dep.	Mar 17	Apr. 14	May 12
Auckland	Mar 21-22	Apr. 18-19	May 16-17
Suva	Mar 25	Apr. 22	May 20
Honolulu	Apr. 1	Apr. 29	May 27

UNION S.S. CO. LTD., Agents.

Sydney - N.Z. - Fiji - Samoa Hawaii

Subject to alteration without Notice

	Mariposa	Monterey	Mariposa
Honolulu	Feb 7	Mar 7	Apr. 3
Pago Pago	Feb 12	Mar 12	Apr. 8
Suva	Feb 15	Mar 15	Apr. 11
Auckland	Feb 18	Mar 18	Apr. 14
Sydney	Feb 21	Mar 21	Apr. 17
Melbourne	Feb 25-28	Mar 25-28	Apr. 22-25
Sydney	Mar 4	Apr. 1	Apr. 29
Auckland	Mar 7	Apr. 4	May 2
Suva	Mar 10	Apr. 7	May 5
Pago Pago	Mar 11	Apr. 8	May 6
Honolulu	Mar 16	Apr. 13	May 11

OCEANIC STEAMSHIP CO., MATSON LINE.

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.

	Ville	D'Amiens	Strasbourg	C. Ramel
Papeete	Feb. 13-14	Mar. 29-30	May 8-9	
Raiatea (opt.)	—	Mar. 31	—	
Suva (opt.)	—	—	May 16	
Vila	Feb. 23	Apr. 10	May 12	
Noumea	F. 25-M. 4	Apr. 12-20	May 20-27	
Vila	Mar. 7	Apr. 23	May 30	
Raiatea	Mar. 14	May 2	June 6	
Papeete	Mar. 15-17	May 3-5	June 7-9	

MESSAGERIES MARITIME CO., Agents.

Fiji Inter-Island Services

S.S. *Malaka*, 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.

M.V. Yanawai (Burns Philp (South Sea) Co. Ltd.) makes regular trips from Suva to Labasa, via Levuka and Macuata ports, then returns to Suva.

Trip A: Suva-Labasa, via Levuka and Macuata ports, returning to Suva by the same route. Duration of voyage, 8-10 days. Trip B: Suva-Labasa, via Levuka and Macuata ports, then calling at the ports on the coast beyond Labasa, Natewa Bay ports, Levuka, and Suva. Duration of voyage, 10-12 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, Naisereawaqa, Lekutu, Caloa, Nabouwalu, and Levuka. The latter round trip from Suva occupies about 10 days.

M.S. *Tui Kavuaro* (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.

Sydney - Noumea - New Hebrides - Indochina

Subject to alteration without notice.

	Pierre Loti		
Sydney	Apr. 14	Norsup	Apr. 24
Noumea	Apr. 18-20	Vila	Apr. 26-27
Mare	Apr. 20	Mare	Apr. 28
Vila	Apr. 21-22	Noumea	Apr. 29-30
Luganville	Apr. 23	Sydney	May 4
Le Dart	Apr. 24-25		

MESSAGERIES MARITIMES CO., Agents.

New Hebrides Inter-Island Services

S.S. *Mirani* (Burns Philp (South Sea) Co. Ltd.) connects every six weeks at Vila with S.S. *Morinda* from Sydney, then proceeds on southern trip, calling at the islands of Efate, Erromanga, Tanna, Anietyum, and returns to Vila—trip occupying 7 or 8 days. After 2 or 3 days at Vila, departs on northern trip, calling at the islands of Efate, Mai, Tongoa, Epi, Paama, Ambrym, Malekula, Aoba, Malo, Santo and returns to Vila, trip occupying 25 to 28 days. Vessel extends to Banks Group every second trip equivalent to about every six weeks.

"BUDA" DIESEL MOTORS

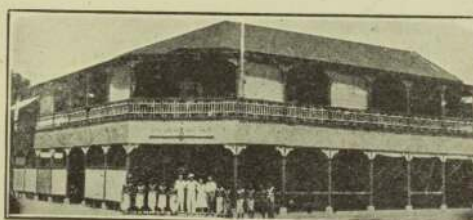
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Noumea — Australia

The small steamer *Neo Hebrida* (Societe Maritime et Miniere Hagen) carries on a monthly service between Noumea, New Caledonia, and Newcastle, N.S.W. The round trip occupies about 17 days.

Sydney - Norfolk Island - New Hebrides

S.S. Morinda.			
Sydney	Feb. 3	Mar. 5	Mar. 17
Lord Howe	Feb. 5	Mar. 7	Mar. 19
Norfolk Is.	Feb. 7	Mar. 9	Mar. 21
Vila	Feb. 10-11	—	Mar. 24-25
Bushman's B.	Feb. 12	—	Mar. 26
Malo	Feb. 12	—	Mar. 26
Tangoa	Feb. 12	—	Mar. 26
Segond	Feb. 12	—	Mar. 26
Hog Har.	Feb. 13	—	Mar. 27
Vila	Feb. 14	—	Mar. 28
Norfolk Is.	Feb. 17	Mar. 10	Mar. 31
Lord Howe	Feb. 19	Mar. 12	Apr. 2
Sydney	Feb. 22	Mar. 14	Apr. 5

BURNS, PHILP & CO. LTD., Agents.

Europe - Sydney - Suva - New Guinea

Subject to alteration without notice.

M.V. Rabaul.			
London	Feb. 23	London	Mar. 31
Galveston	Mar. 15	Galveston	Apr. 20
Sydney	Apr. 23*	Sydney	June 5

* Then to United Kingdom, via N.Z., Sydney, and New Guinea.

W. R. CARPENTER & CO. LTD.

Hong Kong - New Guinea - Solomon Islands

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.

GILCHRIST, WATT & SANDERSON, AGENTS

Papuan Inter-Island Services

M.V. *Matoma* (Burns, Philp & Co. Ltd.) makes round trips on a regular schedule from Samarai to Misima 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.

S.S. *Papuan Chief* (Steamships Trading Co. Ltd.) makes regular round trips from Port Moresby to Samarai via Kapa Kapa, Abau, and Baibara, returns by same route; then Port Moresby to Daru via Hisiu, Yule Is., Kuki, Oroko, Kikori and back via Oroko, Yule Island, and Hisiu—full trip occupying about one month.

Gilbert and Ellice Islands Service

M.V. *Ratum* (Burns Philp (South Sea) Co. Ltd.) and M.V. *John Bolton* (W.R. Carpenter and Co.) operate from Tarawa (Gilbert Islands), and connect regularly with all islands in the Gilbert and Ellice Groups.

"VAN REES" LAID UP.

THE K.P.M. steamer "Van Rees" (3,000 tons), which was one of the two ships to inaugurate the South Pacific Line's service from Dutch East Indies to N.Z. and Australia, via Pacific Islands ports, was laid up in Batavia on her arrival there early in January.

She has been replaced temporarily by the S.S. "Swartenhondt" (5,084 tons). In July, the "Tasman" (4,993 tons), which recently has been in the East African service after carrying on the Java-Australia run a few years ago, will permanently replace her.

The new motor-ship "Maetsuycker" (4,000 tons), the second unit in the South Pacific Line's service, was overhauled in Batavia in December. She has now taken up her schedule again.

A Fijian man and woman were found guilty in December of the murder of the woman's husband in the Lautoka District. Crime of this kind, based on the eternal triangle, is very rare among Fijians. The two murderers were sentenced to death. They took the sentence calmly, although the woman wept quietly. The man was executed in Suva gaol. The woman's sentence was commuted to 20 years' penal servitude.

Mr. Neil C. Elliott, Cadet in the N.G. District Services, spent furlough in Melbourne in early January with his mother, Mrs. Elliott, widow of Major-General H. E. ("Pompey") Elliott.

Mr. and Mrs. Stuart Spicer and their two children, who live at Vavau, Tonga, where Mr. Spicer is manager for Morris, Hedstrom, Ltd., arrived in New Zealand by the December "Matua".

Rev. B. Chenoweth, of Kavieng, New Guinea, and his wife, are spending furlough in South Australia. A Methodist missionary, he has given 14 years of service in the Territory, most of it on New Ireland.

Mr. Reginald Douglas, eldest son of Mr. and Mrs. E. Douglas, of Nagilai, Fiji, married Miss Phyllis Seagar, of New Zealand, at Taveuni on December 11. They have made their home on Rabi Island.

Warrant Officer Arthur W. Worman, a well-known and respected member of the N.G. Police Force, died at Randwick, Sydney, on December 25. Joining the Force in 1930, he had since been stationed at Rabaul.

Pacific Is. Travellers

(CONTINUED FROM PAGE 1.)

Setchell, Smith (2), Vial, Wilson, Wood (2). Mesdames Arnall, Champion, Kennedy, Kerr, Leck, Marr, Setchell, Smith, Weston. Misses Cooper, Salas, Stanislaw.

Passengers per *Morinda*, which arrived in Sydney from Lord Howe Is., Norfolk Is., and New Hebrides on January 12:—Messrs. Bray, Boyd, Caddy, Creer, Durie, Donaldson, Dillon, Frater, Fitzgerald, Gill, Hunter, Hollingsworth, Heath, Jones (2), Kelyack, Le Gay Brereton (2), Legge, Lawson, McKenzie-Grant, Meares, Monaghan, McGrath, Owens, Phillips, Ross, Troughton, Thomas, Woolley, Walker. Mesdames Creer, Grassick, Hollingsworth, Heath, Jones, McKenzie-Grant, McCoy, Norton, Stock, Taylor, Wood, Woolley, Walker. Misses Allan, Breush, Baldwin, Bruner, Buffet (2), Collins, Deasey, De Mestre, Fairbairn, Gall, Griffin, Hindmarsh, Hardman, Hopson (2), James, Little, MacDermid, McLean, Marshall, McKenzie-Grant, Pryke, Rogers, Smyth, Stock, Thomas (2), Uren, Wilson, Woodland, Wren.

Passengers per *Aorangi*, which arrived in Sydney from Suva, Fiji, on January 15:—S. Avinassanda, Mrs. C. M. Ahearne, C. G. P. Allison, Miss D. Abramovich, Mr. & Mrs. E. C. Banks, Judge & Mrs. J. S. Clancy, F. R. Charlton, Misses M. A. & J. M. Cozens, W. G. Cunningham, Mrs. E. M. Master, D. H. Crawford, E. O. N. Daly, L. C. Doubleday, Mrs. E. Doubleday, Mr. & Mrs. D. Finigan, Miss M. Finigan, Mr. & Mrs. W. H. Freeman, Masters, W. & D. Freeman, J. H. Goldfinch, G. F. Graham, Mrs. M. H. Gamson, Masters D. E. & I. C. Gamson, A. C. E. Hill, Mrs. A. L. Hill, Miss K. N. Hill, Mr. & Mrs. W. R. Harwood, Miss L. B. A. Herrman, E. Kiner, V. J. Kearney, Miss N. A. Kearney, Mr. & Mrs. W. E. Lindsay, Miss L. V. Lindsay, W. R. D. Leigh, Mrs. C. M. Lynch, Misses M. P. & S. Lynch, Mrs. S. Lange, Misses R. & A. Lange, Mrs. E. Millard, Miss I. G. Minchin, Miss R. Morgan, A. Mackay, J. E. Plimsoil, Mr. & Mrs. P. G. Peard, Miss D. J. Pryor, Mrs. R. V. Rutter, Miss L. M. Richards, Miss V. M. Roberts, Mrs. H. C. Rourke, Misses P. H. & R. A. Rourke, Miss A. M. Raine, Mrs. M. A. Sparkes, Miss T. D. Sparkes, Mr. & Mrs. E. P. M. Sheedy, R. R. Sinclair, R. Sinclair, H. W. Trickett, Mr. & Mrs. W. Thompson, Masters D. J. & G. P. Thompson, S. G. Turrell, H. D. Upton, Mr. & Mrs. M. A. Wylie, Masters B. M. & R. A. Wylie, B. Worledge, Miss O. M. Ward, Mr. & Mrs. G. L. Wignall, Miss M. Wignall, Masters J. & B. Wignall, Mrs. A. E. Bond, Miss W. B. Bond, Master A. W. Bond, Mr. & Mrs. S. Coffey, Mrs. M. Livingstone, Masters J. L. & D. L. Livingstone, Mr. & Mrs. G. G. Lenox, Miss D. Llewellyn, Mr. & Mrs. H. C. Melville, Mr. & Mrs. W. McCreadie, Miss J. M. Melville, Mr. and Mrs. J. Taylor.

Passengers per *Aorangi* which sailed from Sydney for Suva, Fiji, on January 20:—Miss I. M. Blennerhassett, Miss V. J. Chalmers, Miss C. Dawe, A. E. Lister, A. Verge, S. R. Warman, Mr. and Mrs. A. Alcock, Miss J. Bailey, Mrs. E. Brooks, Mr. Bradnam, Mrs. R. N. Cadwell, Misses A. and M. Cadwell, Mrs. F. Donkin, Miss E. Donkin, Miss I. E. Foulcher, R. C. Hart, Mr. Inchboard, H. James, H. G. Nordenfeldt, Miss V. A. Wallace, Mr. and Mrs. C. A. Williams, Miss L. Williams, Mrs. J. Beddoes, E. Kenyon.

Mr. F. R. Charlton, O.B.E., Commissioner of Lands in Fiji, arrived in Sydney from Suva by the "Aorangi" on January 15 on long furlough, which will be spent in Brisbane and Toowoomba (Queensland).

The *Trienza*, 435 ft. long, which is being built in Scotland by the British Phosphate Commissioners to carry phosphate between Ocean and Nauru Islands, and Australia and N.Z., was launched on December 17. Her speed will be 12 knots.

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Hongkong—New Guinea—British Solomon Islands Service.

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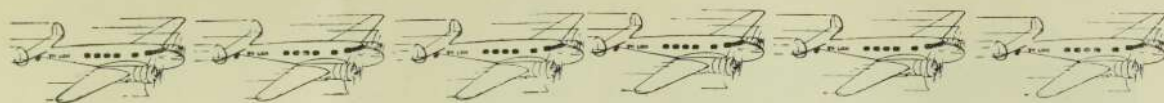
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Pacific Islands Monthly, January 24, 1938.



HOW AERIAL TRANSPORT DEVELOPED NEW GUINEA

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Year Ended Feb. 28.	Tonnage Trans- ported	Passen- engers 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	6,104	9,721
1936	6,476	12,137
1937	6,705	11,869
Totals . . .	35,783	51,499



One of Guinea Airways' giant freight-carrying aeroplanes with a typical load. This big G-31 Junkers machine transported from Lae, on the coast, to Wau, the Goldfields centre in the interior, a Baby Austin motor car, an office safe, and 33 bags of rice—a total weight of nearly 2½ tons!

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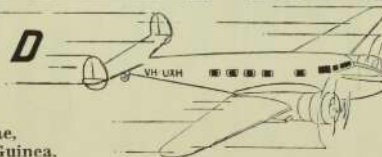
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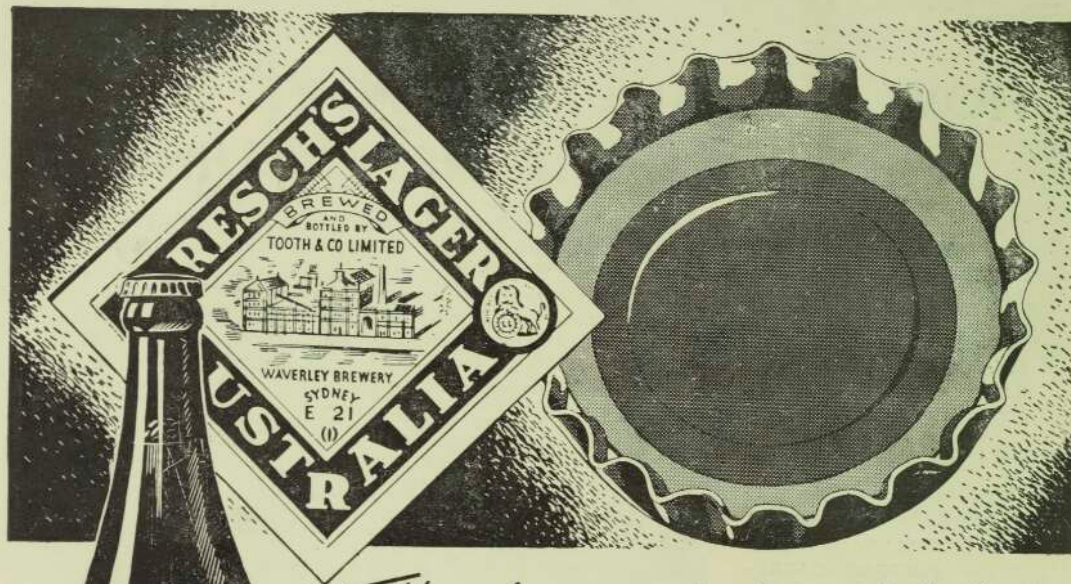
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Pacific Islands Monthly, January 24, 1938.



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