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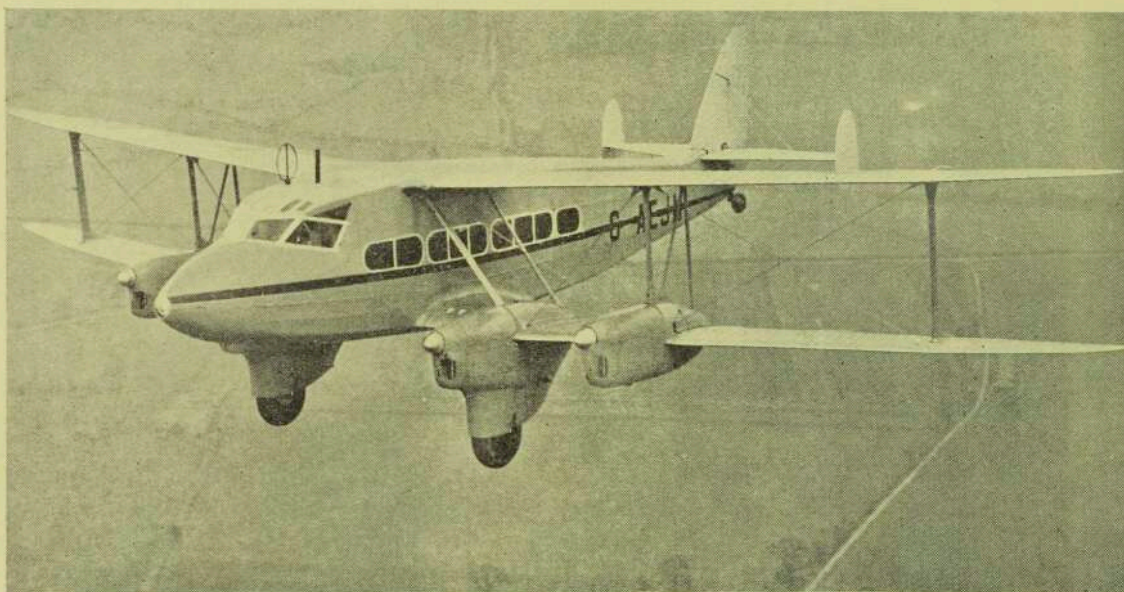


Pacific Islands Monthly—May 25, 1938.

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Pacific Islands Monthly—May 25, 1938.

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PACIFIC ISLANDS TRAVELLERS

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PASSENGERS PER "MAETSUYCKER" WHICH SAILED FROM SYDNEY FOR PORT MORESBY, PAPUA, ON APRIL 26:—P. A. Collier, E. P. Dixon, Mrs. E. C. McFarlane, Masters A. J. and S. McFarlane, Miss E. Myers.

PASSENGERS PER "NEPTUNA" WHICH SAILED FROM SYDNEY FOR N.G. PORTS ON APRIL 28:—Messrs. Bath, Fowler, Hosking, Keith, Lonergan, Lowe, Lesmond, Manson, Morgan, Roberts, Rowe, Rabe, Stehr, Simpson, Simmons, Schultz, Tregellos, Mesdames Clarke, Colquhoun, Collopy, Cook, Duncan, Farlow, Greenwood, Hyland, Hosking, Ingram, Keith, Lonergan, Lesmond, Lowe, Mullaly, Rothwell, Roberts, Misses Chopin, Gifton.

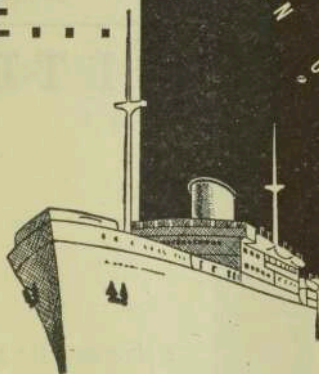
PASSENGERS PER "MALAITA", WHICH SAILED FROM SYDNEY FOR SOLOMON IS. AND RABAU (N.G.), ON APRIL 30:—Messrs. Aubin, Ayliffe, Bennett, Bernhardt, Bullen, Claxton, Clarke, Chalmers, Chadwick, Colson, Campbell, Chapman, Cornwell, Davies, Forsyth, Hyne, Holdridge, Harbordt, Johnson, Mansfield, Palmer, Rowe, Robertson, Rutter, Svenson, Stewart, Sanders, Stevens, Scott, Thomas, Trotter, Voyce, Wilton, Williams, Mesdames Bennett, Bernhardt, Chalmers, Clarke, Christmas, Hart, Hyne, Harbordt, Johnson, Kellett, Lanham, Maroney, Palmer, Pickwell, Rutter, Sanders, Scott, Stevens, Younger, Misses Brown, Grant-Cooper, Cohen, Christmas, Frost, Farland, Faulkner, Hart, Lee, Lanham, Moore, Sanders, Stead, Sullivan, Todd, Whitehouse.

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PASSENGERS PER "MORINDA" WHICH SAILED FROM SYDNEY FOR LORD HOWE, NORFOLK IS., AND NEW HEBRIDES ON MAY 12:—Messrs. Anderson, Bellairs, Buffett (2), Crump, Clough, Deasey, Davies, Douglas, Dunn, Fahey, Gubbay, Henderson, Hetherington, Harvie, Melsham, Kirby, Leamay, Lam, Litchfield, Lead, McAuliffe, Mallett, McKay, Martin, Mankey, McGrath, Payton, Penson, Payne, Peoples, Quintal, Quinn, Rush, Ross, Rosenthal, Retmuck, Shave, Stewart, Simons, Thompson, Teall, Thomas, Wickstead, Worden, McKellar.

(CONTINUED ON PAGE 80.)

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Sydney, May 25, 1938.

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Publicity and Progress in the Pacific Territories

AT long last, the attention of the great nations is being given to the Pacific Islands territories. Because of their new value in the calculations of airways companies, and of their almost incalculable importance in Pacific naval strategy—no less than because of their possibilities as rich producers of half the things that mankind needs—"the Islands" have had more "publicity" in the last year than in the whole of the previous decade.

At least three of the biggest territories are moving with the times. The enterprise of the Governments of New Guinea and Papua in making, at the Royal Show in Sydney, displays calculated to show the arts, crafts, industries and resources of the territories pleased everyone concerned. The two Administrations, and especially New Guinea, were successful in getting the co-operation of the mission and commercial interests, and a splendid job of work was done by Mr. S. Lonergan,

of Rabaul, in arranging the exhibits. The result was that hundreds of thousands of people, who eagerly inspected the displays, got a new and favourable impression of the character and potentialities of Australia's Pacific territories.

One wonders why this sort of publicity was not undertaken sooner; and what New Guinea and Papua now propose to do to follow on and get due advantage from the successful effort they have made. There is not much use in stirring interest and attracting goodwill, in the manner described, unless the thing is part of a national plan of development and progress.

A different kind of publicity effort has been made recently by Fiji. The James Fitzpatrick Travelogue outfit passed that way recently; and all Suva interests—Government, newspapers, commercial firms, tourist bureau, Fijian chiefs and people, Indian constabulary—co-operated in an enthusiastic and well-organised effort

to assist the film experts in getting a first-class travel-picture of the beautiful place for world-wide exhibition. That is good politics and good business. Fiji possesses great attractions for travellers, yet it has not got one-tenth of the tourist traffic it deserves.

Much more could be done by these Pacific territories in making their tourist attractions and developmental possibilities more widely known. Why not a sort of South Seas Publicity Bureau in Sydney, the metropolis of the South Pacific? There is plenty of scope for it. There is no official representative in Sydney of any of the numerous territories, with the result that the offices of the "Pacific Islands Monthly" are visited every day by people who want information of widely-varying character. We give this service gladly, to help the Islands interests; but we often wonder whether it would not be to the advantage of the Territories—especially New Guinea, Papua, Solomons, New Hebrides, Fiji, Samoa, Tonga, and, maybe, the French colonies—if they got together and carried out this propagandist work on their own account. It may mean just the difference between stagnation and progress.

EARTHQUAKE

Morobe District, New Guinea, Severely Shaken

THE whole of the north-eastern section of the New Guinea mainland was shaken by a severe earthquake early on Friday morning, May 13. The Morobe district suffered most from the shock.

Small tidal waves inundated the northern end of Salamaua and the bulk stores of Burns, Philp and Co. Ltd., W. R. Carpenter and Co. Ltd., N.G. Goldfields Ltd., and Vacuum Oil Co. Ltd. suffered considerable damage. Numerous native houses collapsed and the natives fled in terror to the higher ground. Flood waters for a time cut off Salamaua from the aerodrome. There was much minor damage, including the dislocation of telephone services. Numerous drums of petrol were swept by the tidal waves from the waterfront stores into the swamp. Boats and launches were stranded.

The Bulolo Co.'s hydro-electric power service, covering Wau, Bulolo and Edie Creek, was dislocated, and dredges were temporarily out of action.

Slips blocked the road between Wau and Edie Creek.

Big cracks opened in the ground at Lae, about 30 yards from the shore.

The main shock came at 1.45 a.m. and there were numerous tremors during the succeeding day, but they gradually died away.

At 6.50 p.m. on Sunday, May 15, Mt. Bagana, in Bougainville Is. (Northern Solomons) erupted strongly and discharged huge quantities of dust and ashes. Kieta, some 50 miles away to the eastward, was enveloped in smoke and dust for several hours. The natives were terror-stricken, but no damage was reported.

Coconut Pest in New Britain

Outbreak on the Wane

MUCH alarm has been caused in New Britain during the past four months by a most serious outbreak of the coconut pest *Promecotheca Antiqua*, which first attacked plantations in the vicinity of Rabaul, and quickly attained plague proportions.

The Agriculture Department officials fought the outbreak with every resource at their command. There were indications early in May that the outbreak was on the wane as a result of a local wasp, which appears to have no name, attacking the pest in ever-increasing numbers. It is hoped that soon the pest will be wiped out by the local parasite.

The pest is known also in the New Hebrides, and attempts are being made to control it there through the recent introduction from Java of a parasite named *Pleurotripsis Parvulus*.

Dr. Leo Brem and Rev. Father Bruno Murchie, both of the Catholic Mission of the Sacred Heart at Vunapope, New Guinea, have been made members of the Civil Division of the British Empire, in recognition of services performed during the Rabaul eruption.

DEPRESSED POLITICS IN SAMOA

SINCE the return from Wellington to Apia of the Nelson deputation, with the depressing news that the New Zealand Government had not received very favourably the various demands of the Mau party, a kind of blight has fallen upon the politics of Western Samoa.

Reading between the lines, it would appear as if the New Zealand Government has made it very clear to the Nelson clique that New Zealand is a little tired of the restlessness and greediness of the Mau party, and that the Mau, as a result, has felt it advisable to remain quiet for a while.



The flower horse which surmounted the prize-winning float in the recent Flower Carnival at Papeete, and the young people who represented Jeanne d'Arc, France, and Tahiti.

The Mau has no reason to complain, however. It has been given amazing concessions by the New Zealand Government—namely, the formal recognition of Mr. Nelson and of the influence of the various members of his family; a considerable increase in the number of Mau-controlled officials in the personnel of the Administration; the removal of the Chinese labourers from Samoa and the consequent embarrassment of the European planters; and a variety of other things.

Of course, extremism in politics always produces its natural reaction; and the result in Western Samoa has been the sharp revival of the Malo (or Anti-Mau) party, which is moderate in its demands, reasonable in its policy and loyal in its allegiance, and there is every indication that the Malo party now is just as strong numerically, and more influential in character, than the organisation dominated by Mr. Nelson and his son-in-law, Tamasese.

One extraordinary feature of the Samoan situation is that Mr. A. C. Turnbull is still kept there by the New Zealand Government in the position of

"GIVE BACK NEW GUINEA"

Von Luckner on the Japanese Menace

THE most notable interview secured by a pressman with Count von Luckner, of "See Adler" fame, on his arrival in Sydney on May 19, was published in the "Daily Telegraph". The following extract, of special interest to New Guinea and Samoa, is taken verbatim:—

I asked the Count his opinion of the German claim for the return of her colonies.

"We must have our colonies", he said. "And I am sure that Britain will give them back to us. They are a long way from Britain. They do not matter much to her".

"But what about New Guinea? That matters a lot to us in Australia. It is right at our door".

"I think Australia, too, will agree to give it back to Germany. It will be good for her to have the protection of a German naval base and German ships".

"Protection against whom—Japan?"

"Of course. It is Japan you and Britain must be afraid of. Once you tried to get rid of the label, 'Made in Germany'. Now you have instead the label, 'Made in Japan'".

"Japan is your enemy. That is why the British fleet must be at Singapore. So you must be good friends with us in Europe."

"And believe me, my friend, behind the back"—he clasped his hands behind him—"Germany and Britain are already good friends".

I asked why Germany, despite the Berlin-Tokio agreement, was supplying China with arms.

"It is a private matter between the German arms firms and the Chinese Government", he said.

"But German officers are training the Chinese armies".

"That is just to fight against Bolshevism".

"What do you think of the Chinese War?"

"It is going very well. Japan becomes weak. I am very pleased. It is good for you, too".

acting-Administrator—a status that he now has held for over three years. It is an outrageous arrangement, unfair to Mr. Turnbull, and embarrassing to Samoa, and the New Zealand Government has made no attempt either to explain it or to apologise for it.

It was reported in Wellington, in February, on very good authority, that the New Zealand Government proposed to send Mr. O'Brien, M.P., to Samoa as Administrator. But if there was any truth in the report, it would appear that the Government was scared off the plan by the very strong expressions of indignation at the prospect of such a blatant "political" appointment.

There was an interesting incident in Samoa early in April when, at a complimentary social tendered to the Nelson delegation by members of the Samoan Labour party, the President, Mr. Amatu Stowers, said: "The local-born Labour Party differs only in name from the Mau, as the ideals and objects of each are identical".

"CASH ONLY" IN WAU

Credit Control Scheme Starts Co-operative Movement

From Our Own Correspondent.

WAU, May 1.

ALL the principal firms trading on the Morobe Goldfield, having become weary of giving excessive credit and making many bad debts, have joined in a credit control bureau. They have pooled their clients, and have prepared a "C" list ("cash only") to which they all are adhering. There is an understanding that the people on the list must clear themselves with all the firms, and not with one of them, before they can get credit again.

This drastic step has caused an extraordinary paralysis of trading, and business, for the moment, is dead. Yet the firms cannot be blamed. The amount of credit given in the past was amazing.

Many people in Wau, Edie Creek, Salamaua and some of the smaller places, have greeted the credit control bureau most resentfully, and a movement is afoot to strike back by forming a co-operative society, for the transport and distribution of goods. Two meetings have been held, and there is much activity.

I hear there was some wild talk at the meetings—someone even advanced a plan to advertise for a powerful concern to start here against the established firms, and to be guaranteed the trade of a certain section of the population. Others claimed that Morobe prices generally are ridiculously high, and it was impossible, in consequence, to keep out of debt.

Out of it all, however, there may come a co-operative society to run its own store and aeroplanes. I hear that at least one man has gone to Sydney with authority to act in certain directions.

Some very "solid" men have associated themselves with the movement; but I am personally doubtful whether there are enough of them to put over a practical scheme.

The big firms certainly have done very well out of the Morobe people during the last seven or eight years; but it is a fact that too many people were loafing on the easy credit available, and the firms cannot be blamed for trying to reduce their book debts.

VESSEL FOR NEW HEBRIDES

THE new vessel "Polynesian" (Messageries Maritimes, Ltd.) left Sydney in April for Noumea, New Caledonia, from whence she proceeded to Vila, New Hebrides, to take up her inter-island service.

Formerly the "Mygreta", she was built in Shanghai in 1930, is of 1,388 tons, and has a length of 217 ft., with a breadth of 35 ft., and depth of 20 ft. Equipped with twin-screws, the "Polynesian" has a speed of 10 knots. Provision has been made for 10 passengers, as well as accommodation for natives.

Training Fijian Youths as Farmers

A PROJECT that should be a great boon to Fijian youths, says the "Fiji Times and Herald", is expected to be under way shortly. It is the Colonial Sugar Refining Co.'s scheme for selected natives from post-primary schools to be trained in agriculture at Drasa, a fertile valley about five miles north of Lautoka.

The C.S.R. Co., already, has spent several thousand pounds on development work, e.g., a school, "bures" (native houses), kitchen, etc. The course will cover three years, and provision has been made for about 75 students. The boys will receive thorough training to fit them for development into tenant farmers in cane or other produce. Each will be given 12/- a month pocket money, and 5/- weekly will be paid into a fund by the Co. so that trainees will have sufficient capital at the completion of the course to begin farming on their own.

CORRECTION

IT was reported in the April issue of the "Pacific Islands Monthly" that Brigadier-General T. Griffiths, during his recent visit to Rabaul as a member of the Capital Site Committee, had been treated with a lack of consideration and courtesy—especially in the matter of transport.

The information was conveyed to us by two persons who had travelled on the same steamer as General Griffiths and who assured us that the incident had caused indignation in Rabaul. We since have been informed by General Griffiths that he was not treated with discourtesy, nor with any lack of consideration. He states that, on the contrary, the Administrator, Sir W. Ramsay McNicoll, sent a radio to the ship offering hospitality and assistance to the Committee, and that he met the Committee on its arrival at Rabaul, and placed his own motor car at the disposal of the Committee. "He and his staff", says General Griffiths, "did everything possible to assist the Committee and make its stay pleasant".

We hasten to publish this correction and to express regret for any annoyance which the incorrect report may have caused to the Administrator of New Guinea or to members of the Capital Site Committee.

POLYNESIAN KINGS

From Our Own Correspondent.

APIA, Apr. 15.

INTERESTING events of over 100 years ago were recalled when Makea Tinirau Ariki, head of the royal house of Rarotonga, met, in Samoa, High Chief Malietoa Tanu, head of the royal Malietoa family of Samoa.

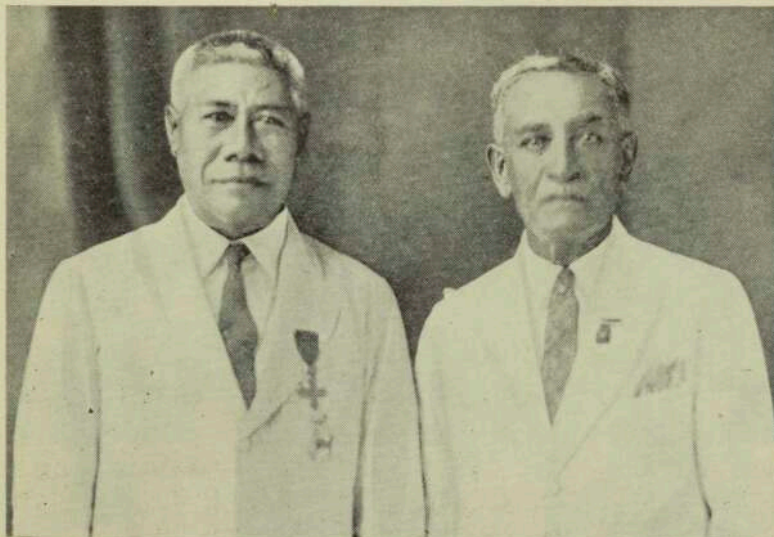
When the pioneer missionary, John Williams, in 1828, brought Christianity to the South Seas, he received the assistance and ready support of the royal house, at whose head stood the grandfather of the present holder of the title. In Rarotonga, John Williams had a boat built, to continue on his crusade through the South Sea Islands, and he named this the "Messenger of Peace".

In 1830, Williams set sail for Samoa and took with him his friend and protector,

Makeanui Tinirau Ariki. In August, 1830, Williams and the powerful Rarotongan Chief set foot on Samoan soil at Sapa-palii, on the island of Savaii, where they were welcomed by King Malietoa Vailupo. The latter had just returned from a punitive expedition to the Aana districts of Upolu Island, where he had sacked some rebellious villages, and burned hundreds of prisoners in a pit.

The two Polynesian kings became close friends, and Malietoa, following the example of Makea, accepted Christianity.

In March, 1938, the two grandsons of famous grandfathers met at the monument erected to the memory of John Williams, on Apia beach, and exchanged reminiscences of the historical events connected with their houses.



These two men, leaders of different branches of the Polynesian people, met recently in Apia, Western Samoa. On the left: Hon. Malietoa O.B.E., head of one of the leading and royal families in Samoa. On the right: Makea Tinirau Ariki, O.B.E., head of the royal family of Rarotonga, and paramount Chief there.

GUINEA AIRWAYS

Increased Business at Lower Rates

GUINEA AIRWAYS LTD., in its annual statement of accounts, issued during the month, stated that, although business in New Guinea grew during the year ended February 28, the net profit fell from £13,886 in 1936-7 to £10,895. In 1935-6 the company made a profit of £25,876 from its operations in New Guinea.

It is explained that the cost (£19,252) of establishing the two main air routes in Australia—Darwin-Adelaide and Adelaide-Sydney—is regarded as a capital expense to be written off over a series of years. The first instalment of this is 20 per cent., equal to £5,332, and it has been written-off this year's accounts.

The £15,503 at credit of Profit and Loss Account (including £4,607 brought forward) therefore has been disposed of as follows:—

Dividend of 1/- per share on ordinary shares	£4,000
Twenty per cent. of cost of establishing mainland services	5,332
Carried forward	6,170

A total of £16,888 was charged, against revenue, as depreciation on plant in New Guinea and Australia.

Tonnage carried in New Guinea was 8,403, compared with 6,705 tons the previous year, and constituted a record. Passengers increased from 11,869 in 1937 to 12,120 (which was within 17 of the record), but gross revenue fell from £96,134 to £92,542. The fall was caused by a drop from 2.49d. to 1.94d. a lb. in the average freight charge, a cut of 20 per cent.

Paid capital has increased from £80,000 to £160,000 because of the issue of £80,000 preference shares. Reserve remains at £45,000. Bank overdraft has been reduced from £24,420 to £10,471, and open accounts are £13,972, compared with £16,172 in 1937. Sundry debtors have increased from £29,603 to £37,856.

NEW GUINEA AIR MAIL

Two Planes Needed for First Flight

AFTER a series of exasperating delays, due to the failure of the Commonwealth authorities to prepare the North Queensland and Territories aerodromes for fast airmail traffic and their slowness in installing directional and meteorological equipment, Messrs. W. R. Carpenter and Co. Ltd. have completed all arrangements to officially start the Sydney-New Guinea weekly airmail on Monday, May 30.

Stamp-collectors' eagerness to use this first airmail has been so excessive that it is practically certain that, to accommodate passengers and mails on this official flight, two 'planes will be necessary, and the reserve De Havilland liner will be used. The 'planes will start a day earlier than schedule, and will spend an extra day in Rabaul, to permit mail-sorting.

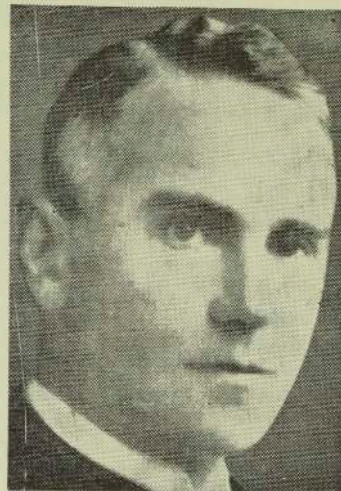
Passengers will include the Minister for the Territories (Rt. Hon. W. M. Hughes) and the secretary of the Prime Minister's Department (Mr. J. R. Halligan), who are going to Rabaul to deal with the Capital site question, and who will return to Sydney about June 12.

During the past few weeks, while the ground organisation was being completed, W.R.C. Airlines (as the new organisation is called) have been running "survey" flights along the new route and testing out the new timetable. The 'planes carried passengers and goods, but no mails.

Timetable details are given in the firm's advertisement on page ii. of the cover.

Mr. R. J. Keegan, of the British Colonial Administrative Service in the Solomon Islands, was in Sydney during May spending part of his long leave.

NEW CHIEF JUSTICE IN NEW GUINEA



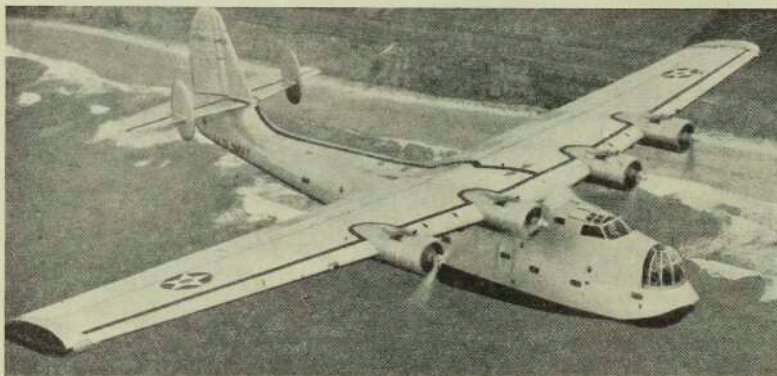
JUDGE FREDERICK BEAUMONT PHILLIPS, C.B.E., LL.M. (Melb.), who since 1928 has been a Judge of the Supreme Court in New Guinea, has been appointed Chief Justice of the Mandated Territory, succeeding His Honour Judge D. S. Wanless, who recently retired.

Born in Victoria in 1890, he was educated at Wesley College and at Melbourne University, and was admitted to the Bar in 1915. During the war he acted as Assistant Censor of the Third Military Division and served overseas in the A.I.F., first with the Army Medical Corps and later with the Air Force as Lt.-Observer.

In 1920, he was appointed a Special Commissioner to inquire into land disputes in the Solomon Islands, and on the completion of this work in 1925 received the thanks of the British Government. In November of that year he was made Stipendiary Magistrate in New Guinea, with power to act as Judge when required, and in February, 1928, was elevated to Judge of the Supreme Court.

On various occasions Judge Phillips has been Acting Administrator or Deputy Administrator of the Mandated Territory, and notably during the native strike at Rabaul in January, 1930, and during the volcanic eruptions in May, 1937. For his work in organising the evacuation of Rabaul during the eruption, he was awarded, last December, the honour of C.B.E.

WAR-PLANES WITH ENORMOUS RANGE



IT was reported on May 17 that Japan has built a 'plane capable of flying non-stop to Australia and back (about 7,000 miles). Here is an answer to it—one of the first photographs of America's latest 4-engined navy patrol bomber; range 6,000 miles; the most heavily-gunned 'plane afloat. The gun emplacements include two guns in a special compartment, right at the end of the tail. The

'plane is not "blind" from any angle. A bullet-proof compartment in front has two machine-guns. The pilot cockpit is slightly to the rear, and above. This type is now under production at the Consolidated factory, San Diego, for the U.S. Navy. It is more than twice the size of the aircraft Mr. Archbold will fly to New Guinea in June.—(From John Williams, Honolulu.)

State to Buy Copra?

ACCORDING to a report from Western Samoa, dated May 11, the N.Z. Government has stated that it will take over the purchase of native copra, as a Government monopoly, as in American Samoa, if the Samoans unanimously ask for it. The Malo party and the Samoan Labour Party favour the plan, and the Mau party is expected to agree.

ADMINISTRATOR FOR NAURU

APPLICATIONS, closing in mid-June, have been invited by the Commonwealth Government for the position of Administrator of Nauru—appointment for five years at £1,250 p.a. It is announced that the term of the present Administrator (Commander R. C. Garsia) expires on August 15.

Apparently the Commonwealth Government is continuing its unfair and unjust system of filling these administrative posts. Surely there is a trained, tried, and experienced man in one of the tropical territories services who is competent to fill the post of Administrator of Nauru.

GREAT CHURCH FEAST IN SAMOA

ONE of the largest Samoan Church feasts of recent years was held at Lauli'i, Upolu, on April 28, when the new church of the London Mission Society was formally opened in the presence of a crowd of about 5,000 Samoans, from all parts of the Group. Amongst the foodstuffs contributed for the occa-

sion were 400 roast pigs, 80 head of cattle, 7,000 loaves of bread and large quantities of taro, bananas, yams, fowls, etc. Over £1,200 in cash were collected at the

gathering to liquidate the debt on the Church.

Lauli'i is the seat of the "New Mau", or Malo Party, but many adherents of the Nelson "Mau" also took part in the proceedings.

IN UNKNOWN N. GUINEA

Patrol's Discoveries West of Mt. Hagen

A LARGE patrol, in charge of Assistant District Officer Taylor, is at present exploring hitherto unknown country on the inland plateau of New Guinea, in the region between Mount Hagen and the upper waters of the Sepik River.

The patrol, at intervals of ten days, communicates by radiophone with A.W.A. stations and Rabaul; and the following interesting details are taken from the "Rabaul Times":—

The patrol, in mid-April, was camped 7,800 ft. above sea level at the junction of the Lagaib and Kera Rivers. These rivers are presumably the headwaters of the Maramuni River, which is a tributary of the Yuat River. For two weeks the patrol had not been below 8,000 ft., except when striking the present camp.

The native people are reported to be friendly, but stolid, and are quite different from the Hagen—Bena Bena—Ramu natives. They are known in the Hagen language as Enga. This language appears to extend about 50 miles west of Mt. Hagen.

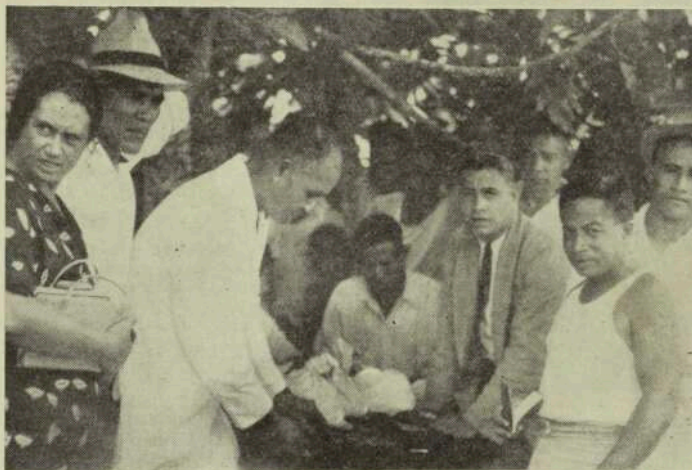
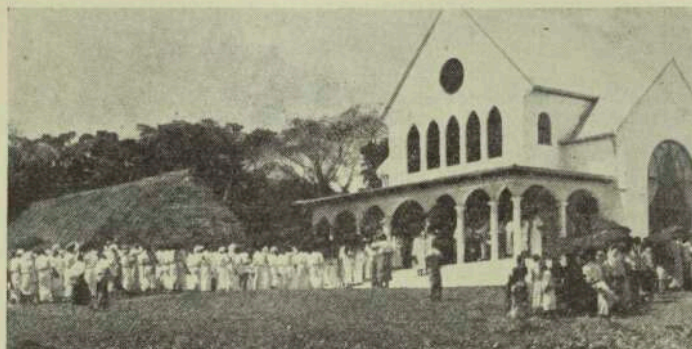
The people encountered to date by the patrol have no desire for steel trade, or shells. They take them, but are not interested, all of which is different from experiences in other districts. There is nothing that they appear to want, or need, and it would appear that nothing excites them. They are very interested in the patrol and come every day to the camp, but merely stand and stare.

The patrol commenced with a good chain of interpreters, but the men selected became scared and decamped one night. Since then sign language has been used.

It is disappointing to find a dearth of pigs. They are few and difficult to find. There is a plentiful supply of good sweet potatoes, but these alone are not sufficiently sustaining for the patrol's carriers.

The first base camp is to be established on the southern side of the watershed. Mr. Taylor made a quick trip of three days into the main ranges and found a big population there. Future work will naturally follow the population, because of the food aspect. The people in the main ranges are very intelligent and very friendly. Conversation was carried on by signs. People were found living in a valley at 9,000 ft. This valley had alpine grasses. Their language is very sonorous, which is noticeable in their names, e.g., Ani-Behareh-Bapi-roka (one word).

Work of the patrol is proceeding according to plan, but is slower than was expected. It has been very peaceful, no doubt because of the size of the patrol, but this cannot be taken as a general index of the nature of the people.



Photographs show:—Top: Procession entering the new Church. Middle: Church officials counting the £1,200 collection.

Bottom: Enormous quantities of cooked food being distributed among the 5,000 visitors.—Own Correspondent.

NEED FOR DEFENCE FORCES IN PAPUA AND NEW GUINEA

A "Hush-Hush" Statement By Australian Prime Minister

THE usually well-informed Canberra correspondent of the "Sydney Morning Herald", on May 5, said that it was likely that Australia's defence organisation would be extended soon to Papua and New Guinea, and that a section of the Cabinet viewed the exposed position of those territories with increasing concern.

The Mandated Territory may not be fortified but, it was pointed out, there was nothing to prevent the nucleus of aerial, naval and military forces being placed at Port Moresby. Air forces from Papua easily could defend New Guinea, should New Guinea be called upon to meet the first brunt of an attack from the north, towards Australia.

The thing was so logical that it occasioned no comment. Obviously, if Australia does not hold the strong points in Papua, they may be seized by an enemy and used as bases against Australia, with fatal results.

But, on May 7, the Sydney "Telegraph" published this:—

"The Government strongly deprecates published statements that Australia intends to fortify Papua. The Prime Minister (Mr. Lyons) said that Australia had no intention of fortifying Papua or New Guinea. Such reports, for which there was no justification, might have extremely damaging effects, he said.

"It was explained officially that the Government was most anxious not to take any action which might be seized

upon by another Power as an excuse to extend fortifications in the Pacific. The real position is that Cabinet has never contemplated establishing defences in Papua."

The Prime Minister's statement was received with amazement by many people; and the editor of the "P.I.M." wrote to the "Sydney Morning Herald" as follows:—

"Surely, it is time that sensible men and responsible newspapers challenged such utterances as those by the Prime Minister for the Commonwealth. What useful purpose can be served by such a foolish policy of 'Hush, Hush'? The whole world knows that the British Empire is arming on a gigantic scale, and that one of the chief reasons for such arming is the situation in the Pacific. Australia has just announced a programme of colossal expenditure on defence. What is Australia proposing to defend herself against? Against Antarctica? Or against America, or against Asia?

"Every school-boy knows that the menace to Australia's future safety and freedom lies in Asia, and that her defence must be along her northern coasts. It is recognised by everyone who has studied and discussed the problem (and they include some very distinguished men) that the Pacific Islands controlled by Australia and Britain—namely, Papua, New Britain, New Ireland, the Solomons, New Hebrides and Norfolk Island—lie, as if placed by Providence, in a position to be used as a protective

barrier for the northern and north-eastern coasts of Australia.

"Why refuse to discuss facts that are apparent to everyone? Is it not far better to permit the people of Australia to see the danger that threatens them and to ask their co-operation in the defence plans that are now being put into operation?

"Of course, Port Moresby must be used as an important link in Australia's plan of defence; and, as your correspondent has pointed out, it will be possible to use that point as a base for the aerial and naval forces which would be the first to challenge any invasion of Australian waters. Aeroplanes from Port Moresby, or other ports in Papua, could with comparative ease bring most of the Mandated Territory within their radius of operations.

"The terms of the Mandate forbid the fortification of any points in New Guinea, New Ireland, New Britain, etc., but there is nothing to prevent the preparation of New Guinea ports for use in time of emergency—exactly as the Japanese have prepared ports in their mandated islands (Marshall, Carolines, etc.) for use under similar conditions.

"The Prime Minister suggests that nothing should be said to indicate to Japan that we regard her as a potential foe, and I presume that, in that case, he places certain obligations upon newspapers. How absurd that is! By almost every mail I receive journals published within and without the British Empire, in which Japan's threat to the safety of British territory in the South Pacific is freely discussed.

"Thousands of people, for instance, are reading that new book by Willard Price, 'Japan Reaches Out', which actually was partly written after Japan commenced the present war in China. In this book the likelihood of what Japan is likely to do in her thrust southwards through the Pacific, is discussed without exaggeration and without apology, and facts and figures are given there, which apparently are not known to the Prime Minister—otherwise, he would not have made his ridiculous statement".

ANZAC DAY IN PORT MORESBY

ANZAC Day was observed in Port Moresby with more ceremony than has been noted in recent years.

The usual church services were held in the morning, and were well attended. At 11.45, 32 returned men (a large number for this small town) marched from the old German gun in the centre of the town to the Memorial Gates, and among them was the Lieutenant-Governor (Sir Hubert Murray).

A contingent of the Native Armed Constabulary marched two miles from Konidobu barracks, to lay the customary wreath at the foot of the Gates, and stood to attention during the subsequent service, which was conducted by Rev. H. Matthews. Mr. S. H. Chance, A.R.M., also spoke briefly.

At night the returned soldiers met at dinner at Mrs. McGrath's guesthouse. The gathering of 34 men again included Sir Hubert Murray, whose speech delighted and impressed those present. Liquors were donated by Messrs. Burns Philp & Co. Ltd., and Mr. J. R. Clay.



The arrival of the native police contingent at the Memorial gates, to join European returned soldiers in Anzac Day service. Sir Hubert Murray in the background.

—Photo. by J. N. Walsh.

TROPICALITIES

"LET me go! Let me go! I want to go home and beat my wife!"

This was the urgent plea of a native of the Western district of Papua, as he struggled with two members of the armed constabulary in the mud and slush of the Delta.

He was an indentured labourer, and had deserted from a plantation far away in the east.

He was taken before the nearest magistrate, who asked him the reason for his desertion.

"My wife needs beating", he protested. "For six months I have not seen her. And who is to beat her if I am away?"

"But", asked the magistrate, "what wrong has she done? Why should she be beaten?"

"I don't know", the man replied. "But she must have done something. You know what women are like. Can a woman live for six months without doing some wrong thing?"

He was very much in earnest, but he failed to convince the magistrate, who sentenced him to one month's imprisonment for breach of contract.

HOLLYWOOD star Errol Flynn, late of Papua and New Guinea, is always news to the "flapper" press. The following is from a Sydney journal:—

"Errol Flynn has turned song-writer, and has just sold to his studio 'Tahiti Lullaby', which will be used in the picture 'The Singing Cop'. Errol is all set for a South Sea Island cruise on his new yacht. He is taking along a standard movie camera to make several short subjects—he hopes".

A STRIKING figure in the march on Anzac Day, in Sydney, was Captain Fletcher Evelyn Quintal, of Norfolk Island, a descendant of Quintal of the "Bounty". Six feet three, and straight as a die, despite his 69 years, Captain Quintal served in the South African War with the Imperial Bushmen and later with the New Zealand forces. In the Great War he was wounded in an eye while fighting with the 6th. Light Horse. He won his commission on the field.

A PHILOSOPHICAL reflection and an amusing memory in a note to the editor from a missionary on a distant Pacific Island. Those of a younger generation should be told perhaps that Sir Henry Parkes, while a great statesman, always had trouble with his aspirates:

"Undoubtedly, I am getting old. I recall a clever but cruel cartoon that appeared in the Sydney Bulletin over forty years ago concerning Sir Henry Parkes in his old age. There was Sir Henry Parkes in his library surrounded by well-filled shelves of 'Parkes' Poems'.

Above the door was a raven with a human head. Beneath the cartoon was the following:—

Once upon a midnight dreary, as he pondered weak and weary,
Over many a quaint and curious volume of forgotten lore,
In walked one of Slattery's crows.

'Tell me, Thomas, hactin splendid, his my public life now hended?
Shall hi never be hin hoffs has hi used to was of yore,
Shall hi ne'er umbug the voters has hi did hin days before?'
Quoth the raven, 'Never more'.

"Well, although becoming old, like Sir Henry, I am still able to carry on, but hardly at continuous full speed as of yore. Still, I must keep at it for the time cometh when no man can work. I should like to walk the streets of Sydney Town once again, but the raven may be saying 'Never more'".

THERE were bright and merry gatherings in a certain bar in Usher's Hotel at Easter time, when the Sydney Cup was won by L'Aiglon, owned by Wally Digby, formerly of New Guinea. It is 10 years since Digby arrived on the beach in Salamaua and almost died of fever. Undaunted, he fought his way through the ranges to Koranga Creek, and there located the rich claim which subsequently became the Day Dawn mine. Digby was one of the wise men—he made a quick clean-up and returned to civilisation with a comfortable fortune. He has owned some notable racehorses, including Gay Knight, Simple Simon, and now L'Aiglon. A number of his old comrades backed the horse at Randwick for old time's sake, and spent the next few days rejoicing. They had one bitter complaint, however. Why, they asked, could Wally

not give his horse a decent English name, instead of an unpronounceable mouthful like L'Aiglon!

Nine Kukukukus Arrested In Papua

NINE pygmy Kukukuku tribesmen, believed to have been implicated in an attack on Patrol Officer Timperley, and his party in Papua, have been arrested, according to passengers who arrived in Sydney, from Pt. Moresby, in the "Montoro" on May 11.

The captured Kukukukus are pygmies of a very primitive type, little more than 4 ft. high.

The attack was made on Mr. Timperley and a party of native constabulary when they were escorting a geological survey party of Oil Search Ltd. The party had gone ahead to reconnoitre the country, which is on the Tiveri River, very wild, and practically unexplored. Eleven tribesmen were killed and two of the police party received arrow wounds.

On hearing the news, carriers belonging to the geological party in the rear deserted. All the party reached the coast safely.

The nine prisoners were brought down to Kerema, where five escaped. They were recaptured after a strenuous chase. An official investigation will be held.

Mr. E. Mainwaring, of the District Office staff at Wau, New Guinea, has been transferred to Salamaua, replacing Mr. Allan Gow, who has gone to Wau.

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: Wednesday, June 1, 8 p.m., at Hotel Carlton, Sydney. Count and Countess von Luckner have been invited to attend.

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Mr. D. Stewart has joined the Papuan Medical Service at Samarai.

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ABOUT ISLANDS PEOPLE

Sir Charles Rosenthal, Administrator of Norfolk Island, returned from Australia to N.I. by the "Morinda" on May 12. He led the march of the Anzacs in Sydney on April 25.

Mrs. C. W. Fox arrived in Sydney from New Guinea by the May "Montoro" to seek medical attention for her small daughter Noelene. Mr. Fox, who is connected with the Administration's Survey Branch, will follow by the next boat to spend three months' furlough with them.

Rev. A. H. Blacket, of the Methodist Mission, Nausori, Fiji, is at present resting in Australia on sick furlough.

Mr. A. Parker, of Messrs. Burns Philp and Co., Ltd., Wau, arrived in Cairns early in May from New Guinea by the "Montoro". While on a business visit to Salamaua in April he collapsed and was confined to bed until the "Montoro" arrived to take him to North Queensland to undergo urgent medical treatment.

Mr. Edward Budd, who had spent nearly 40 years in Fiji, died in Ba Hos-

pital on April 26, aged 68. He was a blacksmith by trade, but during recent years had been foreman at the Loloma goldmine. He went into business at Ba only a few months ago.

Mr. and Mrs. A. Wyborn, of Rigo, Papua, reached Australia from Port Moresby by the May "Montoro".



Rev. William Green, who arrived in Suva by the May "Mariposa" to take up the position of Chairman of the Fiji District of the Methodist Mission. He was accompanied by Mrs. Green and their family.

Mr. D. A. Butler has been elected president of the Chamber of Commerce of Western Samoa, replacing Mr. E. F. Paul.

Mr. J. I. Merrylees, of the N.G. Administration, has taken over the post of District Officer at Kieta. He recently was relieving Mr. G. Townsend at We-wak.

Mr. R. S. Haynes, of Papuan Apinaipi Petroleum Co. Ltd., reached Sydney from Port Moresby with his wife by the "Montoro" on May 11.

Mr. Rene Cyprien Olympiade, head of the Department of Finance of the New Hebrides, died suddenly at Vila on April 7. Born at Forte de France (Martinique) in 1887, Mr. Olympiade filled many posts in the French Colonial Administration. From Assistant-Clerk in 1908 and third-class Clerk in 1910 in the local Administration he passed on in 1917 to the general staff of the Secretary for Colonies as sub-head of the Bureau, of which he subsequently became head in 1923 and chief in 1930. In the middle of 1936, he was appointed head of the Department of Finance of New Hebrides, which office he held until his death.

Mr. W. G. Griffith, Australian advertising manager for the Vacuum Oil Company, has been appointed assistant general manager in N.S.W., replacing Mr. J. D. Rogers, who has gone to Melbourne to take up an important executive position in the Company's head office.



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Address..... Occupation.....

P.I.

Mrs. Bignell, M.B.E., Prepares for Gaol

Rabaul Incident Suggests Need for Inquiry

IT is hoped that the Minister for the Territories (Mr. Hughes), when he visits New Guinea, will inquire into the circumstances surrounding the prosecution—some call it persecution—of Mrs. Kathleen D. Bignell, licensee of the Rabaul Hotel, in the matter of mosquito larvae.

The grounds of the hotel occupy some nine acres, and Mrs. Bignell, like every other householder, is expected to take steps to prevent mosquitoes from breeding on her property. It is no easy task. Whenever it rains in Rabaul, there are puddles; and, since the eruption, accumulations of volcanic dust everywhere have formed hidden pools.

The Health Department inspectors looked over the hotel grounds a couple of times, and warned Mrs. Bignell about her mosquitoes, and Mrs. Bignell patiently set her labour team to work and cleaned out the puddles. Then the officials came again; and Mrs. Bignell was duly prosecuted for permitting mosquitoes to breed in a broken flower pot, in a tank, in some empty tins and in a puddle under a tank.

Mrs. Bignell, now thoroughly exasperated, went to Court and pleaded guilty; but she pointed out that she had spent much money on the restoration of her gardens, while adjoining properties still were in a ruinous state; that she had done her best to comply with the never-ending demands of the inspectors; and that it was unfair to prosecute her while a large part of nearby Chinatown was in a filthy condition.

The Magistrate imposed a fine of £5, or one month's imprisonment.

Mrs. Bignell said this was outrageous, and she would not pay it. She was told that gaol was the alternative. "Very well", she said, and went home and made preparations to spend one month in prison.

This caused great perturbation. The gaol is not suitable for the accommodation of a white woman. Besides, it is only a few months since Mrs. Bignell was publicly awarded the M.B.E. for heroic services performed during the eruption. About 70 residents got ready to go as a deputation to the Administrator. Officialdom gnawed its fingernails.

The matter ended when someone hurried to the Court and paid the fine.

NIUE'S LOSS IS SAMOA'S GAIN

From Our Own Correspondent.

APIA, May 5.

BANANA quotas for the March "Maui Pomare" and the April "Matua" and "Maui Pomare" were increased owing to a shortage of exportable bananas in Niue Island. Over 26,000 cases were shipped by the three boats and producers will thus receive cash payments amounting to more than £6,600.

Probably, for the first time in Samoan history, export values for bananas will exceed the values of copra and cocoa in 1938.

Mr. W. Shirley, of the Lautoka Hotel, returned to Suva, Fiji, by the May "Mariposa".

YACHT WRECKED AT PT. MORESBY

Mistook Old "Pruth" Hulk For the "Montoro"

From Our Own Correspondent.

PT. MORESBY, May 8.

BAD luck attended the cruise of the "Nutara", which began at Cairns in April and was to have ended at New Caledonia, but wound up at Port Moresby instead.

Mr. and Mrs. Wright, from U.S.A., bought the 35 ft. aux. vessel in North Queensland, and left Cairns with the intention of sailing her to Noumea. Contrary winds delayed them; and, after a couple of weeks, during which they made only 400 miles, they decided to use the engine. But the engine decided otherwise, and refused to function.

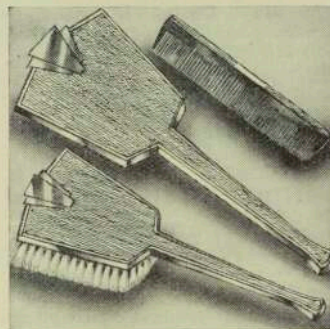
Mr. Wright then decided to run north in the hope of finding a repair shop somewhere on the island of New Guinea.

The "Nutara" made the Papuan coast near Hula, and turned north-west with a favourable wind; but there were no charts of the coast on board, nor any means of knowing even what coast it was. At this juncture the "Montoro", on her way to Port Moresby, came up astern; and the voyagers spoke to her, asking for directions. Captain Rothery generously dropped a bundle of charts overboard for their use, and proceeded. Unfortunately, the "Nutara", was awkward to handle; and before she could be manoeuvred to the spot where the charts floated, they disappeared.

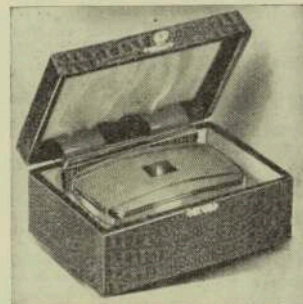
At sunset on May 3 the navigators saw a steamer, apparently anchored, ahead of them; and at dark they could see the lights of Port Moresby. Deciding to approach the steamer, which he took to be the "Montoro", Mr. Wright kept confidently on; but the vessel was no other than the wreck of the "Pruth", which has been standing on the barrier

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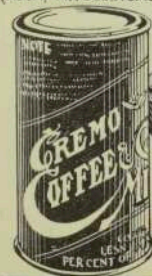
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reef at Port Moresby for 15 years.

The rest happened quickly. The "Nutara's" keel caught the reef. She heeled to a breaking sea, and in a minute or so was lying on her beam-ends, being swept by heavy seas. A wallet of papers was all that the adventurous pair had time to save. By means of their small flat-bottomed dinghy, they got across the lagoon and landed on Ela Beach at about 11 p.m.

The vessel became a total wreck. Customs officials paid a visit to the scene the following morning, but no trace of her was discernible.

German Cruise Ship at Samoa

From Our Own Correspondent.

APIA, May 5.

THE German Hamburg-American liner "Reliance" visited Apia in April on her world cruise, in between calls at Suva and Honolulu. She was the first tourist ship under the German flag to visit Samoa since the War. The 200 passengers thoroughly enjoyed their stay here in exceptionally good weather.

Members of the crew laid wreaths at the German and British-American monuments at Mulinu'u.

The German Consul in New Zealand, Dr. W. Hellenenthal, who with his family was returning to Germany by the "Reliance", addressed the gathering at an impressive ceremony. He expressed the hope that the traditional friendship between the English and German people would be re-established in the near future.

RAROTONGA POLICE FORCE, COOK ISLANDS

The Police Force of Rarotonga, Cook Group, with Inspector Carlsson seated in centre. On his left is Senior Sergeant Teairiki Kaivanaga, who died on March 14, after serving in the Force for 24 years. He was a Rangatira (lesser chief) his family being related to Makea Ariki, paramount chief of Rarotonga.



TAHITI MEMORIES OF GREAT WAR

From Our Own Correspondent.

PAPEETE, May 1.

WHEN the naval training ship "Jeanne d'Arc" arrived at Papeete, April 15, the first thought of her commander was to lay a wreath of flowers at the cenotaph, and pay homage to the memory of the soldiers of Tahiti who had given their lives for France.

This stately and solemn ceremony was carried out in the presence of the Governor of French Oceania, the officials of the Administration, and a detachment of 100 officers and men from the warship.

To commemorate this act of remembrance, the association of the veterans of the Great War presented to Commandant Auphan of the "Jeanne d'Arc" a handsomely executed tablet of Islands workmanship. The delegation from the association were:—Monsieur Guichard (President de l'Union des Combattants); Prince Ariipaea Pomare (the head of the Royal family and a veteran of the Great War); Monsieur Jules Millaud (a member of the Association); Monsieur Paheroo (who holds the highest decoration for valour).

The ceremony of presentation was performed aboard the warship, where the delegation was received with full military honours.

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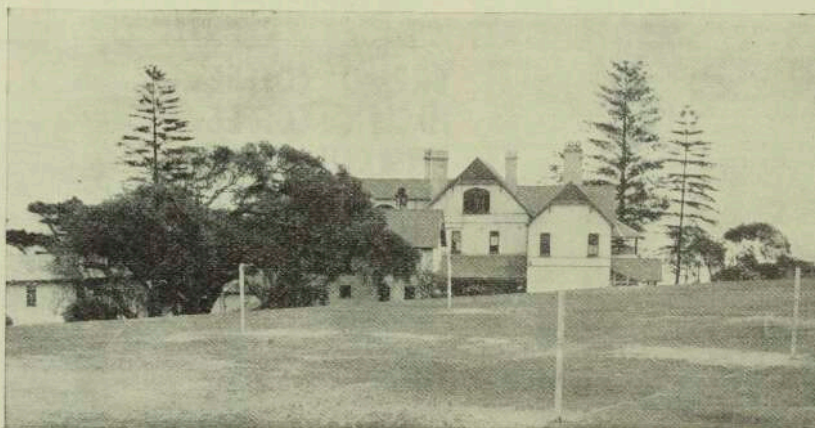
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MAINLAND OR BITAPAKA?

Australian Minister, Perturbed by Capital Site Argument, to Fly to New Guinea

AN unexpected and somewhat extraordinary position has developed in relation to the question of the future site of the Administrative establishment in New Guinea.

An expert committee (consisting of Brigadier-General T. Griffiths and Messrs. C. W. Thomas and L. Thornton) was sent to New Guinea by the Commonwealth Government in February to recommend a site to which the administrative centre could be transferred from Rabaul, now menaced by volcanic activity. The committee made a very thorough job of it—travelling all over the Territory and exhaustively examining every possible site—and in April it returned to Australia and submitted its report.

The Commonwealth Government flatly refused to disclose the terms of the report, but there is good reason for believing that the recommendation was two-fold, and somewhat as follows:—

(a) If it is desired to make a change at the minimum of cost to the Administration, and to the various commercial interests affected, it would be possible to place the administrative establishment out in the hills of the Gazelle Peninsula, about 20 miles from Rabaul, at a point between Bitapaka and the new aerodrome. This place would be clear of immediate danger of eruption, and could be connected with Rabaul by a good motor road. Then the non-official population could remain at Rabaul or move inland, as it wished.

(b) If it is desired to use the present opportunity to encourage the settlement and development of New Guinea, and establish industries on the large and fertile plateaus, which lie round the headwaters of the Markham, Ramu and Purari Rivers, then it would be advisable to place the new capital on the highlands near the junction of the Markham and Watut Rivers, or alternatively, on the plateau at the back of Lae. In such circumstances, it would be practicable to connect the new capital by good roads with the shipping port of Salamaua, the air-port of Lae, the mining towns of Wau and Bulolo and the undeveloped plateaus of the interior.

It should not have been a difficult choice, but the Lyons Government—with that inability to make up its mind which is so characteristic of it—refused to reach a decision and finally deferred the matter, while the Minister now in charge of Territories (Rt. Hon. W. M. Hughes) is making a hurried visit to New Guinea and examining the problem for himself. It is understood that Mr. Hughes is leaving Sydney on May 30 by aeroplane for New Guinea.

This is a very puzzling development. Mr. Hughes is a brilliant statesman, but it really is difficult to imagine what he will learn in a rushed visit to New Guinea—a very tiring procedure for a man 73—which he could not learn in Australia, with the various reports of the experts in front of him.

The decision which Mr. Hughes is to make has nothing to do with local conditions. The real question is whether Australia is to regard its two main Pacific

territories of New Guinea and Papua as an essential part of an Australian scheme, and proceed to develop them accordingly. If there is to be a continuance of the purposeless footling, which has been a characteristic of Australian policy in New Guinea in recent years, then there is only one thing to do—namely, leave the administrative officials alone in their pleasant little bungalow offices in Rabaul or neighbourhood.

But if Australia is to justify her control over this huge and rich territory so coveted by Asiatic nations, then she must initiate a different policy in New Guinea

—and the necessity of placing the administrative centre in a new position provides an opportunity of stepping out with the right foot, and really achieving something worthy of Australian enterprise and initiative.

However, nothing more can be expected until Mr. Hughes returns from New Guinea.

Meanwhile, the sensational newspaper accounts of "alarm and devastation" caused by the Salamaua earthquake (reported elsewhere) is believed to have greatly assisted the advocates of the Bitapaka site, as against the mainlanders.

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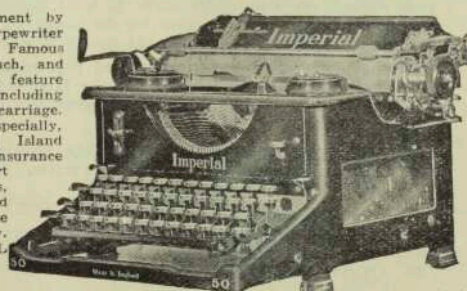
Rabaul, Salamaua, Kavieng, Madang, New Guinea.

Tulagi, Solomon Is.

Butaritari, Gilbert Is.

Suva, Fiji.

Rotuma, Fiji.



SAMOA AND FIJI MEDICAL SCHOOL

From Our Own Correspondent.

APIA, May 2.

THE Samoan Administration has presented a Memorial Medal, called the "Ielu Kuresa" Medal, to the Central Medical School at Suva, Fiji, for competition annually among students other than Samoans.

Ielu Kuresa was a Samoan Native Medical Practitioner, trained at the Suva School, who did valuable work in this territory and who died while on medical visitation work in 1936. He had completed 15 years of faithful service with the Medical Department of the Western Samoan Administration.

"WAR" ON CANTON ISLAND

Chief Disaster to Date Is Shortage of "Spuds"

From Our Own Correspondent.

HONOLULU, May 3.

WHILE officialdom is trying to surround it with the strictest secrecy, the "rival" occupation of Canton Island in the Phoenix Group by British and American units is proceeding happily, and—at least from the British point of view—with a sense of suitable humour.

Pacific Islanders know the self-imposed importance that some civil servants give themselves. Well, that applies

to the Government office here that over-looks the sending of food and other things to American colonists on Baker, Howland and Jarvis Islands, as well as Canton.

Thicker red tape than ever has been wound around the Canton venture. But, to the great joy of American newspaper reporters, Captain William Martin, widely popular master of the Union Company's trans-Pacific liner "Niagara", comes up smiling with Canton facts.

He took his ship to Canton Island last week. Beforehand, casually he had called Mr. Frank Langdale, deputy-commissioner in charge of the British Canton camp, on the radio-telephone and passed the time of day, as he does every voyage going north and south. Mr. Langdale, a veteran at Colonial Office work, keeps his duties and responsibilities running smoothly, and with plenty of hard-headed foresight.

Just before signing off, Captain Martin asked: "Do you birds want anything?" Langdale said his camp was O.K., but, he would ask the Americans how they were.

They pleaded for potatoes, any sort of potatoes. They were short, and prized every one as a gold nugget.

Captain Martin got the "Niagara's" carpenter to knock together a stout raft and, aboard it, there were stacked sacks of New Zealand "spuds", fresh meat, vegetables, fruits, cakes, biscuits, magazines and newspapers, and they let the raft overboard with a tiny Australian flag fluttering atop the lot.

The British and American camps dipped their flags in salute and thanks, and out popped Langdale, accompanied by an American, in a surf-boat with an outboard motor. Proudly they towed the generously-laden raft into Canton's lagoon, where the goods were eagerly seized by the Americans.

This daylight visit to Canton was a thrill for the passengers, who snapped the unusual event with still and movie cameras.

Probably the "Niagara" and the "Aorangi" will have to drop off more potatoes and things at Canton because, according to announced plans, an American coastguard cutter will not visit Canton Island again until May or June. However, the publicity which has been given to Captain Martin's timely generosity may put ahead the American plans.

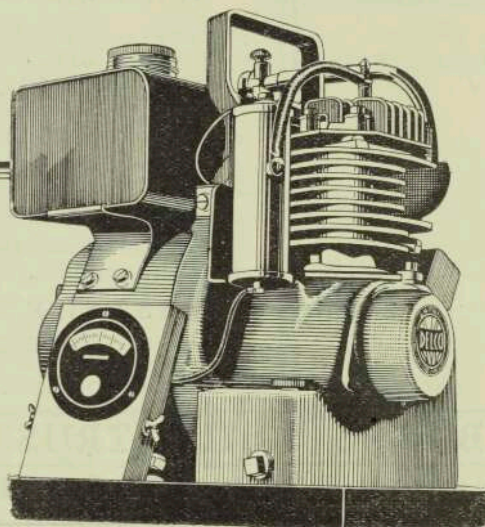
I will bet that Mr. Albert Ellis will chuckle reminiscently when he reads about radio-telephoning to Canton.

The "Niagara's" officers state that the British camp includes a refrigeration house, which enables the men to carry appropriate stocks of essential foods. The Americans lack this amenity. However, the British are sharing their "modern comforts" with the Americans, who live nearby in a tent "city".

There is much activity on Canton Island, according to reports. More radio masts have been erected, and preliminary foundations are being prepared for the development of the island as a navy-commercial air base.

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Washington as to what will happen to Canton and the joint British-American occupation. There continues to be a lot of adverse comment in the American press about the increasing occupation by America of far-flung Pacific Isles which are forecast to become burdens in time of war.

Apart from that, Canton gives the sabre-rattlers and after-dinner speakers lots to speak about. If Mr. Ellis could hear them . . . !

A TONGAN WEDDING



MR. and Mrs. R. J. Woodbridge, of Neiafu, Vavau, Tonga, Mr. Woodbridge is Collector of Customs at Vavau, and he was married on April 10 to Miss Dorothy Whitcombe, daughter of Mr. and Mrs. J. D. Whitcombe, of Devonport, Auckland. Mrs. Woodbridge was born in Suva and has spent several years in Tonga, so is no stranger to Islands life. Her father, Mr. J. D. Whitcombe, spent some 30 years in the South Seas, both in the Tongan Government and in the Customs Department, Fiji. He is now a resident of Auckland.

Sogeri Plantations Ltd., Papua, has registered an increase of 5,000 £1 shares, bringing the total capital of this rubber-growing Company to £10,000.

SAMOA'S HEALTHY TRADE

Marked Growth in Banana Exports

From Our Own Correspondent.

APIA, Apr. 20.

THE trade figures for Western Samoa for the calendar year 1937 (with previous years shown in comparison) were:—

	Imports.	Exports.
1930	£275,355	£284,515
1931	164,950	194,447
1933	150,856	173,837
1935	135,757	189,298
1936	167,020	257,255
1937	267,863	352,436

Exports of the principal products, in quantities, were as follows:—

	Copra.	Cocoa.	Bananas.
	Tons.	Tons.	Cases.
1931	11,062	620	85,231
1933	11,526	899	81,893
1935	12,501	576	109,000
1937	14,340	1253	187,755

ANOTHER WORLD-WANDERING YACHTSMAN

From Our Own Correspondent.

PAPEETE, May 1.

AN interesting visitor to Papeete during April, has been Captain Hudson, R.N., retired, aboard his yacht "Ronda".

The "Ronda" really is not a yacht, but a Brixham yawl, built by the shipwrights who fashion the sturdy Brixham trawlers, which fish in the stormy waters of the English Channel and the Bay of Biscay.

When Captain Hudson retired from the British Navy he could not accustom himself to life ashore. He acquired the "Ronda" and had her fitted up in the most comfortable manner, and has since made her his home.

Like Captain Villiers of the "Joseph Conrad", Captain Hudson has staid the "Ronda" with young men of good family, who are glad to get sea-training and discipline under an able naval officer, and to see the world.

The "Ronda" came out via Panama Canal. She will remain at Tahiti about a month for repairs and overhauling, and will then visit the Leeward Islands, Samoa, New Hebrides, New Guinea, Borneo, Singapore, and thence to England via the Cape of Good Hope.

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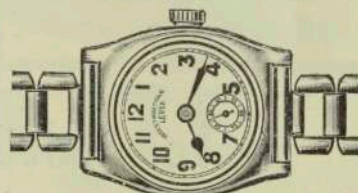
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The movement of the "Indestructible" watch is a jewelled, Swiss lever of proven accuracy. It is soundly constructed. Every part is cushioned so that a knock or two won't damage it. Angus & Coote warrant the "Indestructible Lever" to wear 25 years, and give any necessary care during the first year without charge.



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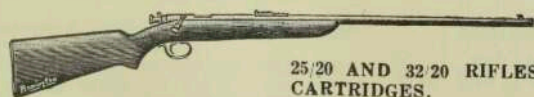
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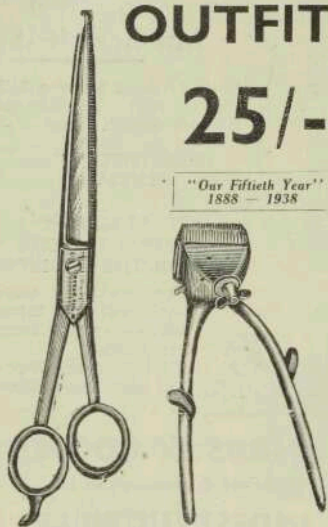
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SAMOAN "BAD MEN"

Four Gaol-Breakers Recaptured

From Our Own Correspondent.

APIA, Apr. 27.

ON April 17, four Samoan convicts, who had broken out of Vaimea prison on the 10th, were recaptured at Siumu, on the south coast of Upolu, by Constable Tusa, aided by local natives. The escape of the four criminals, one of whom is the notorious Simaile ("Public Enemy No. 1 of Samoa") caused a scare, especially among women and children.

Reports came in from all parts of the island that the missing men had been seen. Nothing definite, however, was heard until the 17th, when a messenger arrived at Apia from Siumu reporting that the chiefs of Siumu, with 45 natives, were bringing in the four wanted men. Constable Tusa had traced them to Siumu and had called on the local chiefs to assist in the capture. It appears the Catholic priest of Siumu, Rev. Father Gaucher, had talked to the prisoners, strongly advising them to surrender.

On the way over the hills to Apia on April 18 the prisoners refused to proceed further than Vailima, near the Administrator's residence; so the whole party rested in a native fale. A detachment of police under Inspector A. L. Bralsby and Sub-Inspector Faumuina arrived late at night and surrounded the Samoan house. After putting up some resistance, the criminals were overpowered and handcuffed. They were then transported to Apia, where they were lodged at Vaimea prison without further incident.

An inquiry into the circumstances surrounding the escape will be held shortly. It is believed that the prisoners got their chance to make a getaway when the native warder at Vaimea prison omitted to lock the inner door. Reaching the yard, the natives tied their lava-lavas (loincloths) together into a rope and by this means scaled the 12 ft. wall.

Mr. B. Purcell, a director of the New Guinea Lumber Co., made a quick business visit to Rabaul, New Guinea, by the W.R.C. Airlines plane at the end of April.

CONDOMINIUM POLICE



Two separate police forces, French and British, are maintained in the New Hebrides under the Condominium Government. This photograph, taken at Vila, shows the uniforms worn by the French native gendarmerie (left) and the British native constabulary.
—Photo: E. Aubert de la Rue.

MODERN GOLCONDA

Earnings of Guinea Gold, N.L.

A PERIODICAL reminder of one of the romances of New Guinea comes in the annual report of Guinea Gold N.L.

This is the Co. out of which sprang Placer Development and Bulolo Gold Dredging Ltd. It started about 1926 with a capital of £50,000, of which £37,487 was subscribed in cash, and, since then, it has distributed to its lucky shareholders no less than £296,458. The Company holds, against its £50,000 capital and £33,000 of other liabilities, assets worth no less than £458,387, conservatively valued.

In the year ended February 28 last, Guinea Gold, N.L., made a profit of £45,842 (being dividends on the Placer and Bulolo shares which it owns) and it paid its shareholders no less than 1/9 for each 2/ share.

In presenting the accounts at the annual meeting in Adelaide on May 17, the chairman (Mr. C. V. T. Wells) said it was expected that, by the middle of 1939, there will be seven dredges at work in the Bulolo Valley in New Guinea, which local conditions have already proved very suitable for the consistent production of gold by dredging.

Mysterious Disease Kills Samoans

From Our Own Correspondent

APIA, May 2.

A NUMBER of cases of a mysterious disease of the liver, similar to jaundice, have been reported. Four have ended fatally. It is believed that the infection is carried by rats, fouling food-stuffs.

The New Guinea ketch "Lady Betty" struck a reef at Loporang, Mussau Group, in April. The crew were rescued by the Government patrol vessel "Leander", and taken to Kavieng.

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Those £2,500,000 Trans-Pacific Liners

Another Crop of Rumours

A NUMBER of contradictory reports are current concerning the plan to build two trans-Pacific liners of about 30,000 tons each, at a cost of about £2,500,000 each, to be run in the Canadian-Australasian Line as a set-off to American competition, and the cost of which will be largely borne by subsidies from the Governments of Great Britain, Canada, Australia, and New Zealand.

A correspondent of the "New Zealand Herald", writing from London on March 30, said definitely that fresh tenders had been called for the liners; that the tenders would be considered in May; and that the chief reason for the delay was the insistence of New Zealand that one of the vessels should be registered in N.Z., and thus be subject to the Dominion's labour laws.

The London correspondent of the Australian Associated Press, however, said on May 10 that no decision had yet been reached for the construction of the liners and that "the Canadians, who hitherto have been a stumbling block in obtaining the necessary Parliamentary sanction for the plan, now appear to be more favourably disposed and are expected shortly to fall into line with the other Governments concerned".

That appears to be the position at the moment. "Yer pays yer money and yer takes yer choice!"

100 SKULLS CAUSE EXCITEMENT IN "FLAPPER" PRESS

AUSTRALIAN newspapers, in May, became excited when a case, which has lain in a Bond Store near the waterfront for 30 years, was opened and found to contain 100 skulls. The reporters of the "flapper" press foamed at the mouth—here was evidence of a murder mystery such as they had never played with, even in their wildest dreams. The matter was referred to the Criminal Investigation Department.

The sensational bubble was broken, however, by Mr. J. F. Watson, a Monaro grazier. He said that the skulls probably belonged to him—he had developed a keen interest in skull measurements when he was a medical student 30 years ago, and the captain of a trading vessel had brought him a case of skulls (relics of headhunters) from New Guinea or the Solomon Islands; and the case had gone into bond and had been forgotten.

The "flapper" press reporters went home and kicked the dog.

Rev. E. L. Sykes, a young licentiate of the Victorian Church has been appointed to the post of missionary at Malo and Nogugu, New Hebrides, by the Foreign Missions Committee of the Presbyterian Church of N.S.W. Mr. Sykes is expected to leave for the New Hebrides in June.

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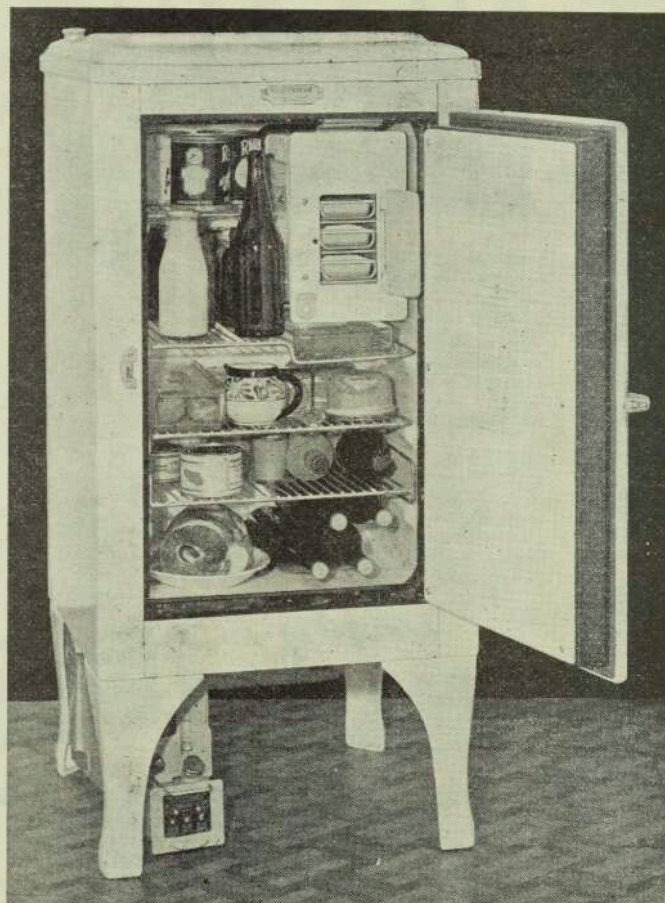
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INLAND NEW GUINEA

Dutch Explorer Finds People
Similar to Tribes in Centre
of Papua

AN expedition into the interior of Dutch New Guinea led by Dr. W. J. Cator, Assistant Resident of West N. Guinea, which recently returned after an absence of three months, found "pale-skinned" tribes similar to those discovered some years ago in Central Papua by Mr. Jack Hides and others. The natives, who were reported as being "whiter than the Javanese", cultivate well-kept gardens of rice, bananas, cassava, sugar and various vegetables. Writing from Batavia, where he examined Dr. Cator's report, a special correspondent of the "Sydney Morning Herald" on April 28 said:—

When making a reconnaissance on behalf of an oil company in Dutch New Guinea last year, a K.N.I.L.M. pilot named Wissel saw three great lakes in the mountains, roughly north of Fakfak. He reported the discovery to the Administration on November 27.

Dr. Cator set out to make a patrol to the lake area, taking with him six police and 25 native carriers. He travelled up the Oeta River through difficult mountain country into the inland plain surrounding the Wissel Lakes, as they have been named. Here he found "pale-skinned" tribes, who speak a language that has nothing in common with the languages of the low-lying country, who cultivate gardens with skill and industry, and keep pigs, chickens, and dogs (which they eat).

LAKE-SIDE SETTLEMENTS

Most of the settlements visited are on the shores of the lakes, the largest of which is about seven miles in width.

Dr. Cator travelled among the native villages for two months, mapping the country, observing the customs, and making a vocabulary of their hitherto-unknown language. The natives were very friendly, though they had not seen Europeans before. They use shells for money. They are not tattooed, though the lowland tribesmen are. They build elaborate cane bridges over the rivers as is done in the Australian-controlled part of central New Guinea. They appear to suffer from no diseases, again in contrast with the lowland natives.

The newly-explored area is at 9,000 feet. The highest temperature experienced by the expedition was 30 degrees centigrade. The country is open plain land.

Dr. Cator's report and maps have just been received by the Central Administration here, and have not yet been examined in detail, but it appears at present that the patrol has discovered tribes that have much in common with the mountain people recently visited by patrols in the Australian territory of Papua.

Mr. W. D. Brown, Government store-keeper at Pt. Moresby, Papua, arrived in Australia in May.

DEATH OF OLD PAPUAN IDENTITY

From Our Own Correspondent

PT. MORESBY, May 7.

THE death of Dr. Raynor Laming Bellamy, in Sydney, on April 15 was heard of with regret by the older residents in Papua. It marked the passing of another old Papuan identity, and one who had much to do with the pioneering stages of administrative development in the Territory. He was 64.

Dr. Bellamy came to Papua in 1904, and was appointed Assistant Resident Magistrate of the Northern Division, where native affairs were still very difficult. In 1905, he was appointed Medical Officer at the Trobriand Islands, and later took on also the duties of Resi-

dent Magistrate there. In this dual position he did a great deal of valuable work, medical, administrative, and anthropological; and it is principally in connection with his work there that he is remembered to-day.

Dr. Bellamy joined up promptly on the outbreak of war in 1914; and on his return in 1918 he was made acting-Government Medical Officer at Port Moresby, being confirmed in that position later. After a few years in the town, he returned to the Trobriands, remaining there until his retirement on superannuation in 1933.

Mr. and Mrs. Clem Kirke, well-known on the Morobe goldfield, New Guinea, received many congratulations in April on the arrival of a baby daughter.



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PROBLEMS OF AERIAL DEFENCE IN THE PACIFIC

U.S. Navy, In Great Manoeuvres, Loses Six Bombers and 31 Men

BY JOHN WILLIAMS.

HONOLULU, Apr. 20.

THE execution of Problem 19, the annual war games of the U.S. Pacific fleet just concluded, paid particular attention to the uses of aircraft in navy attack and defence tactics.

Something like 600 navy warplanes, ranging from high speed single-seater fighters, that are nothing but flying machine guns, to long-range coastal patrol bombers that virtually are flying "pocket" fortresses, were engaged.

According to what the admirals have to say, America must revise some of her aerial strategy, and make up what they call "certain deficiencies", meaning that some of the equipment isn't all that it is cracked up to be, and that other equip-

ment, such as better basing facilities, is lacking.

To start with, America has heavy-peddled the possibilities of aircraft, and probably it can be safely claimed that with aircraft the U.S. navy is the best equipped in the world—if numbers mean anything.

Outstanding theory that was tested, a test that involved the best equipment available, called for the long-range patrol bombers to fly out from their shore bases and perform some of the duties of scouting destroyers. That is, locate and report the enemy, repel enemy aircraft attack, and report the fall of warship gunfire. The theory was announced last November by the admirals based at San Diego (Southern California).

FIRST week in January, the fleet put to sea for a local shake-down test of the theory. Things didn't go so well.

A patrol bomber, with crew of seven, completely vanished during a scouting patrol. It did not send out a radio warning of impending disaster. It just vanished, and no trace was found, although 35 warships and 284 warplanes combed an area of 60,000 sq. miles.

Month later, the fleet put to sea again, all set to test the "aerial destroyer" theory. Ninety-eight warships ploughed out through rain-swept seas, under simulated war conditions, which mean lights out. Only the roar of 40 patrol bombers scouting through the storm overhead betrayed the intensity of the manoeuvre.

Again there was no warning. Suddenly a ball of flame burst in the rain-drenched sky. It streamed sickeningly toward the sea. Searchlights lighted the scene, ships swung toward the spot where the flaming ball had exploded into smithereens.

Of the 14 airmen who had tested a theory in self-imposed darkness, only three were saved. It was the navy's worst aircraft disaster in history. Total dead for three weeks: 18.

THEN followed Problem 19, the war games that covered one-fifth of the Pacific, employing 160 warships, 600 warplanes and 60,000 officers and men, the greatest display of naval might ever seen in the Pacific area. The navy's "eyes" saw all the ocean between the Aleutian Islands and American Samoa, which subjected the equipment to grueling tests under climatic conditions varying from sub-Arctic to equatorial temperatures.

Major "game" was a simulated war conditions' attack upon the Island of Oahu, the main island of the Hawaii Group. Undismayed by the aerial disasters near San Diego, the strategists worked out a defence of Oahu which included a long-range patrol of the coast by squadrons of the latest twin-engined bombers. The weather was rough; intermittent coastal rains, good average winds, mediocre visibility. Surface vessels can take things easy, stand to in squalls, especially when they are steaming fast in formation. But with the bombers trapped in these squalls, and flying

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Edgell's Cauliflower, 19 oz.	9½d tin 9/3 doz.
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Too large to enter Pearl Harbour Navy Base, Hawaii, the U.S. aircraft carriers "Saratoga" (left), "Lexington", and "Ranger", lie off Honolulu in the roadstead. Diamond Head, the Army's potent fortress, looms in the background.

at 150 m.p.h. near the coast, with its towering hills and turbulent air, it was an entirely different—and terrifying—story.

Bombers haven't much choice in squalls. Formations have to be broken up and it is a case of every plane for itself. On paper, of course, the bombers function differently. Win-the-next-war-in-the-air advocates give too much credit to planes. They imagine that these rugged bombers, for example, can sit down on the ocean and mark time until the squalls pass and then take off again. The designers naturally make the bombers as strong as they can within the weight limitations.

Not from choice, but from sheer urgent necessity, some of the Problem 19 bombers defending Oahu tried emergency landings at sea to save themselves from impending disaster in local storms. This is what happened:—

One bomber "sat down" at sea in a squall. The pounding of the waves opened up its metal hull. It sank. The crew escaped in lifebelts. A warship happened to be near. The men were saved.

Almost on the same spot another bomber sat down. This was the next day: the sea was smoother. During these war games the bombers were not allowed to use their radio unless in dire emergency. The radio would give away their position to the alert listening "enemy". The second bomber was taken in tow and returned safely to its base. Both these incidents happened in daylight. If at night, it might have been an entirely different story.

Newspaper reporters could get no satisfaction from the admirals as to why the bombers had not used their radio.

TWO nights later, a bomber was skimming Honolulu's rooftops, which thrilled the residents, but it had to continue on round the coast where it flew slap-bang into a squall. One of its engines spluttered. The pilot took no risks. He sat down inside a coral reef. An army encampment nearby switched on two searchlights, and in their beam took place a thrilling fight to save the 18-ton bomber from disaster on the reef. A coastguard cutter slid through the

wild surf and took the bomber in tow, a long haul back to its base.

Next day a bomber formation was only 10 miles from its base. A squall engulfed the formation. The pilots lost no time.

Three of the bombers were set down just beyond the surf, at famed Waikiki, much to the astonishment of thousands of swimmers. Another landed in Honolulu harbour, still another in a small yacht harbour. When the squall passed, they took off and returned to their base.

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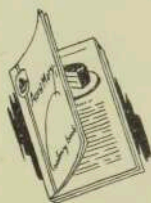
"Soon after your child has taken a spoonful of Scott's Emulsion," writes this Research Body, "every drop has gone to build up resistance to infection, particularly in the chest and lungs."

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The most dramatic episode was reserved for the last day: March 30. Two bombers, while on coastal patrol, were caught in squalls and were not seen again by their companion bombers. Only one has been located: it was found drifting, a tangled mess, five dead. In spite of the "greatest mass air search" in Hawaii history, no trace, except partially burned clothing, has been found of the other bomber: seven dead.

THIS compelled the navy really to do something about aircraft theories. With the same secrecy that had cloaked the war games, a probe was set going at Pearl Harbour navy base. A board composed of an admiral and some air experts spent three weeks in listening to testimony. Rear-Admiral Charles A. Blakely, who is based at San Diego in charge of the navy's aircraft scouting

force, hurried from California to "observe" the proceedings of the secret board.

No public announcement will be made about the outcome of the probe: after all, it is a confidential strategy matter. However, the taxpayers are concerned about the 31 flying men killed within three months and the wiping out of some 1,500,000 dollars worth of equipment.

Reliable official sources off the record forecast that the probe will result in one of the navy's biggest shakeups in years; that the present system of navy aircraft being sometimes controlled by ranking officers with little or no training in aviation will cease; that the navy's air arm will be run by aircraft-trained officers; that there will be more regard for the definite limitations of aircraft in future war games and in the development of strategy for America's defence.

The secret probe's testimony has amply proved that patrol bombers and other navy aircraft depend for completely safe flying upon all those radio aids which are vital in the operation of commercial aircraft. Aircraft are fine weather implements of defence: they must be able to "see", or else be taken care of by radio aids. In war, aircraft radio aids will be jammed and distorted.

NO secrecy was attached to another important aspect of America's naval aircraft defence. Problem 19 definitely proved that the San Diego and Pearl Harbour navy bases, as they stand to-day, are insufficient for the ever-increasing Pacific fleet forces.

For example, the aircraft carriers "Lexington", "Saratoga" and "Ranger" are too bulky and unwieldy to enter Pearl Harbour with the rest of the fleet. They are compelled to anchor off the port of Honolulu. There is only one entrance channel to Pearl Harbour. Rear-Admiral Joseph K. Taussig was outspoken about this point. He said other entrance channels must be considered.

Three more aircraft carriers, the "Wasp", "Yorktown" and "Enterprise", are expected to be in the Pacific service within the next 12 months.

An important result of this is expected to be the permanent basing of one of the carriers in Hawaiian waters, which to-day are patrolled solely by submarines and destroyers and, of course, patrol bombers.

This will cause a revision of defence strategy. It is said that the presence of 100 high-speed naval fighting planes in Hawaii, which a carrier would mean, will give the patrol bomber force greater confidence—which means more effectiveness.

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NEW AERODROME IN PAPUA

From Our Own Correspondent.

PT. MORESBY, May 11.

A NEW aerodrome has been completed in the Aibala district, to the north and east of Mount Yule, which will be used in communications with the Gailala Police camp. The 'drome has been prepared under the supervision of the A.R.M. at Gailala, and has a runway not less than 1000 yards in length.

The 'drome was inspected on April 13 by Mr. J. Collopy, of the Civil Aviation Board, and was pronounced entirely satisfactory. This new landing-ground will present an easy solution of the difficult and costly problem of transport to and from the Gailala camp.

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THE following notification of a Company registration appeared in the "New Zealand Herald" of April 11: Colyer Watson and Company, Limited (Wellington). Capital: £20,000 in 19,980 "A" shares, and 20 "B" shares of £1 each. Subscribers: Sydney—R. A. M. Colyer, 13,000 "A" and 10 "B"; R. W. Morton, 1,000 "A"; J. Spicer, 125 "A". Wellington—W. V. Watson, 4,800 "A" and 10 "B"; C. R. Pearce, 60 "A". Auckland—V. M. Ambler, 500 "A"; E. F. Miller, 125 "A". Rabaul, New Guinea—G. W. Spensley, 250 "A". Frankton Junction—C. W. Moore, 60 "A". Christchurch—L. H. Boyd, 60 "A". Objects: Importers and exporters of hides, skins, leather, tallow and copra.

TUNG OIL IN N.I.?

An Interesting Development

A NUMBER of reports to hand show that under the active and energetic leadership of the new Administrator (Sir Charles Rosenthal), the people of Norfolk Island are making efforts to establish there the industry of growing the profitable tung-oil trees. It would appear that they are being encouraged in their praiseworthy efforts by various Sydney interests, who apparently hope to get something out of the islanders' enterprise.

The N.I. people would be very well advised to make the most careful investigations before they commit themselves to any serious expenditure on account of tung-oil culture.

The idea that the islands of the South Seas could profitably produce tung oil was first advanced in the "Pacific Islands Monthly" about 1931; and the "P.I.M.", during the next four or five years, kept careful account of the results of the experiments made in several Pacific Islands, and especially New Guinea, the Solomons, and New Caledonia.

All the experiments of which we have had authentic news indicate that the tung-oil tree (*Aleurites Fordii*) grows vigorously on the uplands of the Islands, but that it fails to produce a profitable crop. Various observers were forced to the conclusion that this variety of tung-oil tree (which is the variety cultivated

with such success in China) will not produce profitably in an oceanic climate—that is, in islands dominated by ocean winds. The *Fordii* variety, however, grows profitably in China, in Florida (U.S.A.), and apparently is going to be a profitable producer in the eastern states of Australia—that is, where it is grown under climatic conditions dominated by land masses.

We believe that the other variety of tung oil—namely, *Aleurites Montana*—which is successfully cultivated in Cochin-China, would grow satisfactorily in the Pacific Islands, just as it does in Cochin-China; but the *Montana* variety, as a producer of tung oil, is not comparable with *Fordii*. We understand that the *Montana* variety produces smaller nuts with less oil content.

A period of four or five years is needed in which to test out properly the possibilities of *Aleurites Fordii*. A test was made recently on the north island of New Zealand; and we understand that the result was a failure. Norfolk Island planters should make inquiries.

Captain Julian Dashwood, formerly of Arorangi, Rarotonga, Cook Islands, is now settled down at Mauke Island where he is branch manager for the Cook Is. Trading Co. He is known to the Islanders as *Trader Rakau*—"rakau" being the Maori word for wood.

Mr. and Mrs. S. A. Bourke, of Koranga Gold Sluicing Ltd., arrived in Australia from the Morobe goldfield, New Guinea, by the *May "Montoro"*. They are on three months' furlough.

ARCHBOLD TO FLY TO NEW GUINEA

From Our Own Correspondent.

HONOLULU, May 2.

RICHARD ARCHBOLD, research associate of the American Museum of Natural History, who intends to lead another scientific expedition into New Guinea's interior this year, has completed exhaustive tests of his twin-engined airboat, which he will use as the expedition's mobile base.

He plans to fly from San Diego about June 1. His trans-Pacific route will be: Hawaii, Midway, Wake and Guam, and thence to New Guinea. He hopes to remain there six months, when he may visit Sydney or Brisbane. Australian defence officials have expressed a desire to see his airboat, which is a commercial version of the latest navy patrol bomber in service. It will prove an eye-opener to Australians.

In it he has made several non-stop flights across America. Indeed, his was the first airboat to make the long non-stop overland flight.

Mrs. Lorna Mackellar in April was granted a divorce from her husband, Mr. Colin Mackellar, who owns Pigeon Plantation at Kavieng, New Ireland, in the Mandated Territory of New Guinea. Mrs. Mackellar is a daughter of the well-known Judge Mocatta, of Sydney.

Mr. C. T. Drane, manager of the Vacuum Oil Co. Pty. Ltd. at Rabaul, sailed from Sydney for New Guinea by the "Nankin" on May 14 with his wife and son.

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NEWSPAPER RUBBISH

AS an example of the kind of rubbish that is published in responsible newspapers as authentic news of the Pacific Islands we commend the following, which appeared in the "New Zealand Herald" recently. The article said, among other things:—

1.—That the United States has made plans to colonise Christmas Island, because it regards the harbour there as having considerable strategic value. Actually, Christmas Island has been occupied and developed by Britain and British interests for at least 50 years; and there is no harbour there—there is only "a safe anchorage at the main settlement in calm weather".

2.—It said that there are "persistent rumours of Western Samoa and Apia being turned over to Germany in a British Colonial deal". The distinction between Western Samoa and Apia is quaint; and the statement itself is with-

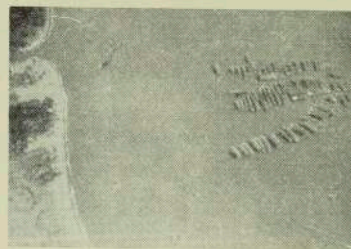
out the slightest foundation in fact.

3.—It was stated that American officials in March "met members of the British Geographical Society solar eclipse expedition on Enderbury Island". There was no such expedition, in any shape or form, in the South Seas in March, and there have been no British officials on Enderbury Island for some time. What probably happened was that the American officials, when they visited Canton Island, met the two Fiji officials who are stationed there under orders from the British Colonial Office.

The "New Zealand Herald" is a sober and reliable newspaper, and it ought to have known better.

Mr. W. G. Higgs, well-known in the Western Pacific as inspector for Messrs. W. R. Carpenter and Co., Ltd., took over the duties of manager of the Rabaul branch of the firm in New Guinea in mid-April.

A VILLAGE IN THE SEA



A marine village in Papua, as seen from an aeroplane. The coastal natives in some districts live away from the shore in this manner in order to minimize surprise attacks from marauding inland tribes.

YOUNG DUTCHMAN'S DEATH IN WESTERN PAPUA

From Our Own Correspondent.

PT. MORESBY, May 10.

ON May 3, Mr. Jan Vlug, employed by the Papua Oil Development Co. Ltd., died suddenly from blackwater fever on the Strickland River (a tributary of the Fly) in Western Papua. He was only 25 years old.

A Dutchman, Mr. Vlug arrived in the territory for the Company only within the last six months. He was employed as a geo-physicist operator of the Holweek Pendulum apparatus.

He was buried on May 4, the service being performed by Rev. H. L. Schlenker, of Daru, who flew over for the ceremony in Guinea Airways' Stinson seaplane. Those present at the service included the P.O.D. representative at Daru, Mr. Mulholland and Dr. Jenkins, and Messrs. Koch, O'Brien, Tait, and Weatherburn. Messrs. Tait and Weatherburn were members of Mr. Vlug's party on the Strickland River.

"DALIA" REFLOATED

From Our Own Correspondent.

THURSDAY IS., May 4.

THE South African Government steamer "Dalia", which went aground at the end of March on Mecca reef, near Thursday Island, and which it was thought would have to be abandoned, was refloated in April.

For 11 days she stayed on the reef, but luckily encountered no storms. If she had, there would have been no hope for her, as she was in an exposed position. The damage was patched up as much as possible and she came into T.I. harbour under her own power. Here she was further repaired and after some weeks was able to resume the journey to Brisbane with her valuable cargo of timber. Captain Hervey, of the Queensland Coastal Pilot Service, was engaged for the trip.

The Mecca reef claimed another victim last night. The oil-tanker "Sepia" ran aground there at 2 a.m. From all accounts she will not get away so easily as the "Dalia" did.

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JAPAN PUSHES SOUTH

Evidence From Samoa and East Indies

FROM all directions, we receive facts and figures showing the steady, southward thrust of Japanese trade and enterprise.

Year by year, for instance, the distribution of Japanese goods in the British islands of the Pacific is increasing. Ten years ago the United States sold about £40,000 worth of goods to Western Samoa, and Japan practically nothing. Last year Japan sold £39,600 worth of goods to Western Samoa, and bought nothing; while U.S.A. sales to the Territory were worth £21,000, and Americans bought £56,400 worth of Samoan products.

Samoa is a N.Z. Mandate. Not £1000 worth of British or American goods are allowed to enter Japan's mandated islands (Caroline and Marshall).

JAPAN IN TIMOR

The following is from the Batavia correspondent of the "Sydney Morning Herald", who wrote on April 27:—

The Nanyo Kohatsu, the semi-official Japanese South Sea Development Company, has obtained a one-third interest in the Portuguese company, which has practically a monopoly of the trade of Portuguese Timor.

Japanese steamers have established a service from Palau, in the Japanese mandated islands, to Dilly, the capital of Portuguese Timor, which previously was served solely by ships of the Dutch K.P.M. line.

The Portuguese-Japanese company, the Sociedade Agricola, Patria e Trabalho, has such control of the trade of this small colony that it is considered in the Indies to have almost as much power as the Administration itself. The Administration is required by law to pay its own way. It raises revenue by heavy duties on exports, practically all of which are controlled, and most of which are produced by the Sociedade.

In addition, the Administration levies a poll tax on the natives. A recent visitor to Timor said that the natives, who are poor and live in primitive fashion (they look more closely akin to the Australian aborigines than to the Malay peoples) are allowed to pay part of this poll tax by labouring a month a year for the Government. Practically their only way of getting money to pay the rest of the tax is to work for about two more months of the year for the Sociedade.

The Sociedade, which is controlled by members of the family of a former Governor of Portuguese Timor, recently demonstrated its power, and expressed its disapproval of the high export duties by buying the entire coffee crop of Portuguese Timor and omitting to export it. Thus the Administration was faced with the alternatives of bankruptcy (for lack of revenue), forcible seizure and sale of crop, or compromise. A compromise was arranged.

"It would be futile to complain about Japanese penetration of Timor", said a Hollander here who has a wide knowledge of the trade of the outer islands. "It is a poor colony, but probably capable of development on a large scale, and it must apparently import capital. The solution, from the Dutch and the Australian point of view, is for Dutch and Australian enterprises to take part in the

exploitation of the resources of Portuguese Timor".

Australia's interest in the island of Timor is likely to increase. It is an essential stopping-place on the England-Australia air route. It is nearer to Australia than any other foreign island of considerable size. Portuguese Timor is the only foreign area within 1,000 miles of Australia that is not either Dutch or French.

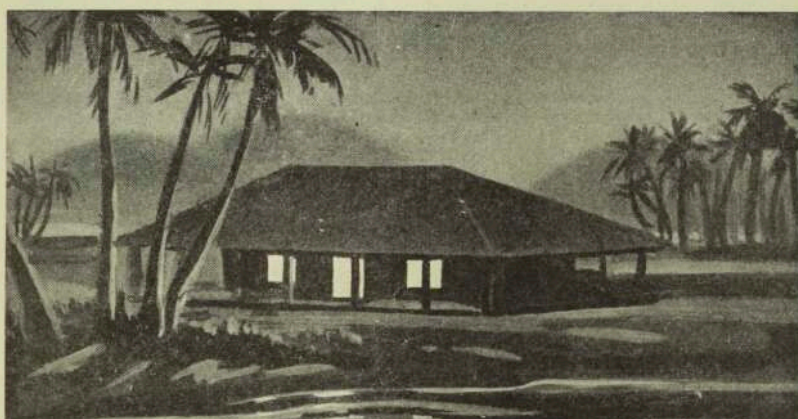
Mr. F. E. Williams, Government Anthropologist in Papua, arrived in Sydney from Port Moresby by the "Montoro" on May 11, on three months' holiday. He was accompanied by Mrs. Williams, who shortly will proceed to England to visit their son, who is at school there.

NIUE ISLANDERS

THE natives of Niue Island are among the best in the Pacific Islands, and are making satisfactory progress in various ways, said Dr. S. M. Lambert, medical inspector of the Rockefeller Foundation, who returned to New Zealand recently by the "Maui Pomare" after spending a month on Niue Island carrying out medical survey work.

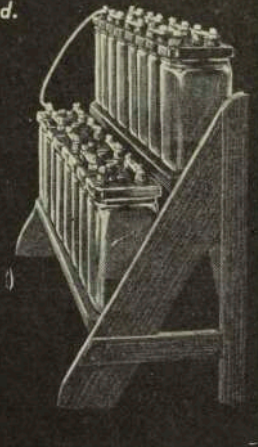
The Niue natives were happy and contented, and were adjusting themselves rapidly to modern conditions. This was all the more surprising in view of the little contact made with European people.

Sergeant-Major Isikeli Vulavou, of the Fiji Constabulary, has been awarded the Colonial Police Long Service Medal, with two bars.



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ANY NEWS OF THE "NJORD"?

From Our Own Correspondent.

HONOLULU, Apl. 24.

READERS of the "P.I.M." in the Marquesas and Tahiti area are asked to watch for and report the ketch "Njord", which left California early in January for Tahiti and now is unreported, according to the relatives of the men aboard.

Only the names of two are known: Clarence Johnson and John Edlund, of Oregon, U.S.A. They were joined by a third man at San Diego (Southern California), from whence they sailed on January 5. It was their intention to pass through the Marquesas Group en route to Tahiti, and then return to Oregon via the Hawaiian Islands.

Dr. C. E. Maguire, who was for a long time in the Fiji and Tongan medical services, sailed from New Zealand at the end of April for England, after retiring from the Auckland Hospital Board with which he served for 27 years.

ADVENTURERS OF TORRES STRAIT

Story of "Deliverance Harry"—Murder of Penrose—How Dick Roche Disappeared—Mystery of Jackson's Death

BY C. R. SHELDON, OF DOBO, AROE ISLANDS.

ALTHOUGH this is a short account of men who pioneered and opened up portion of Dutch New Guinea, and shot Birds of Paradise there, I feel I am obliged also to relate the history of a pioneer who lived on Deliverance Island, because his life more or less depended and formed part of the lives of those pioneers of the Netherlands New Guinea.

Deliverance Island, which was discovered and named by Captain Cook during his voyage of 1770, lies between Thursday Island, Australia, and New Guinea, and forms one of the boundary points of Australia. Very little is known about Deliverance Island. Certainly it received some prominence during the war 1914-1918, on account of its close proximity to New Guinea, and the passages joining the Arafura Sea and the Coral Sea.

Deliverance Island is about 1000 kilometres long by 400 kilometres wide, just a sandy stretch of land, low-lying and with practically no large trees, and is surrounded by sand-banks and coral reefs.

This island was uninhabited until, about 1893, a Danish sailor named Henrick Enevold took up his abode there. Very few people knew Henrick Enevold by that name, but he was widely known as "Deliverance Harry", and until his death, it was generally thought he was a Frenchman.

Harry led a very lonely life, living chiefly on turtles, fish, wild birds, etc. One of Harry's best friends was the late Reg. Hockings, a pearler, of Thursday Island, and it was due to the late Mr. Hockings' forethought that about 200 coconut trees were planted on the island, as a stand-by, for water and food. Deliverance Island is without water. Again, Harry had to thank the late Mr. Hockings for a 500 gallon galvanised iron tank and a galvanised iron house to act as a catchment for water.

Mr. Hockings did his utmost to persuade Harry to give up his life on Deliverance, but Harry was "man-shy", and much preferred to remain on his island with his dogs and cats.

Another great friend that Harry had was Dick Roche, of Merauke, a former shipmate, and in latter years Dick Roche made visits to Deliverance, on yearly trips to Thursday Island in his motor boat. It is only 187 miles from Merauke to Thursday Island.

During the South-east monsoons quite a number of pearling luggers from Thursday Island visited Deliverance Island, taking shelter there during the strong blows, and to catch turtles, and hunt for their eggs. This was another source by which Harry received provisions and heard all the doings of the outside world.

It was in November, 1928, when Dick Roche was on one of his periodical visits to Deliverance Island that he made a gruesome discovery. His friend Harry was dead, and had been dead for some time. Harry was discovered lying half inside and half outside the doorway of his hut, and the body was in a terrible condition. One of the arms was missing, being found some distance away from the body, and the body was mutilated in several places.

It is presumed that Harry had been too weak to recover after he had fallen in the doorway, and remained there until he died. Some time after his death, from what evidence was available, it appeared that Harry's dogs had tried to drag the body away from the doorway. Dick Roche buried Harry on his little island and reported his death to the authorities at Thursday Island.

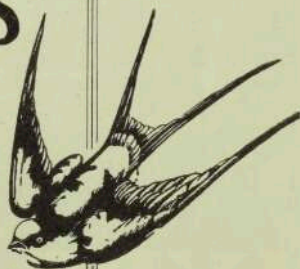
Such was the end of Henrick Enevold,

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who for over 45 years knew of no other world than his own little island, and who, during his time there, befriended many a passing ship, and gave welcome to all.

DELIVERANCE ISLAND is a wonderful island for turtles, they come up on the beaches to lay their eggs, not creeping up in ones and twos, but in hundreds at a time. Further, they do not wait until the dead of night, but they come up any old time, as long as the water is fairly high.

In 1929, I was weather bound at Deliverance Island on my way to Thursday Island with Dick Roche, spending close on two weeks there. My children had great fun, riding the turtles down to the sea after they had finished laying their eggs.

A few Malay boys who were on the launch, instead of going to the bother of digging for these eggs, hit upon the novel idea of following the turtle to the place where she wanted to lay, and then placed their hats under the turtle and received the eggs direct from the turtle.

In 1929, Harry's hut was still standing and it came in very handy for our forced stay at Deliverance Island. The water tank was more than acceptable, and after being cleaned out, it rained soon afterwards, so we had ample water for our needs.

CLOSELY bound to Deliverance Island was Dick Roche by his old shipmate Harry; but Roche—a New Zealander of Irish descent—was one of the pioneers of Netherlands New Guinea. First in partnership with an Australian called Jackson, and later on joined by another Australian named Penrose, this trio formed the first expedition of white-men as "bird shooters" for Birds of Paradise in Netherlands New Guinea. They led the way, opened up new country, and others followed.

Every season this trio had to open up new hunting grounds, not because of the Birds of Paradise becoming shot out, or anything like that, but on account of Chinese shooting parties following in the wake of the Britishers, and shooting on, more or less, Roche and Co's grounds. This necessitated the Britishers going every season further afield, breaking new ground, penetrating and exploring country where a white man had never been before. I refer mostly to the country surrounding the Eilander River and the upper portions of the Digoel River, where, in this district in the years 1912-1916, the native Kia Kias were head hunters and cannibals, making immediate war, and hunting any strangers entering their country.

It may be a coincidence, but it is a fact, that these three pioneers met with peculiar deaths.

In the latter portion of 1912 Dick Roche and his party, consisting of Jackson, Penrose, and native boys (recruited from other portions of Netherlands New Guinea), sustained their first catastrophe. Earlier in that year, Roche had heard of new hunting grounds on the upper Digoel River, and as soon as



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GUARDS AGAINST NIGHT-STARVATION

the season opened they set sail for the Digoel.

After the launch had steamed up the river for three days it was proposed to split up into three parties, Jackson and Penrose to take charge of a party each, and Dick Roche to stay at the launch to guard same. It was the custom, at night, to collect all the firearms in a safe place, owing to illicit trading taking place in firearms and cartridges with boys of other shooting parties.

A few nights after Penrose had left the launch, he was attacked suddenly at night by a large number of native Kia Kias, and before the arms could be distributed, most of Penrose's boys were killed, with the exception of one small boy. Penrose received a spear right through his body, just below the chest.

After the first assault, the Kia Kias withdrew, and the small boy managed to drag Penrose, with the spear still in his body, to a hollow log near by, and unseen by the Kia Kias. Penrose then told the boy to steal away and go and call Jackson to his assistance.

During the boy's absence he saw the Kia Kias come back to his camp, and start preparations for a cannibal feast of his boys who had been killed, the night before.

After two nights and a day Jackson, with his boys, arrived at Penrose's camp, and found Penrose still alive, but in an exhausted condition. Jackson did what he could for Penrose, but could see that there was no hope for him. After giving an account of the tragedy to Jackson, who took his dying

depositions, Penrose died and was buried by his partner.

A party was then organised under the command of Jackson to avenge the death of Penrose which was carried out without mercy.

By this time, word had spread to other tribes, and when Jackson commenced his trek back to the river, he found that he was hemmed in on all sides by Kia Kias, hindering his progress. He eventually came to a deserted



A pioneer of Dutch New Guinea—the late Mr. Dick Roche.

village, which had a large raised platform in its centre. On this Jackson and his boys camped for the night. The Kia Kias surrounded this camp but were afraid to attack.

One of the boys belonging to Jackson, without saying anything to his "Toe-an" (master), thought he could obtain a better shot at the enemy by climbing down at the back of the platform and hiding himself underneath the platform. This boy stayed there for about two hours, and finding there was nothing doing, started to clamber up on top of the platform, in the front, and was immediately shot by Jackson, he thinking, in the dark, it was one of the enemy.

The code of the natives of New Guinea is an eye for an eye, and a life for a life—therefore Jackson thought he would be murdered by his boys, in order to be avenged for the wrong he had done. Knowing this code, Jackson dared not go to sleep at night, and after two days and three nights, he was just about mad from the loss of sleep.

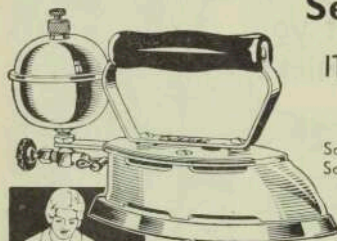
On the third night, Jackson decided to take an overdose of laudanum in order to put himself to sleep and, if he was to be murdered by his boys, he would be insensible of any action his boys would take. However, nothing happened, and his boys remained loyal to their master.

Jackson continued his trek to the river, but his adventures were not yet over. Just before he reached the river, Jackson and his party had to go through a narrow defile, and it was here the Kia Kias staged their final assault. Jackson had to fight his way through the horde of natives lining this defile, but he got through with little or no

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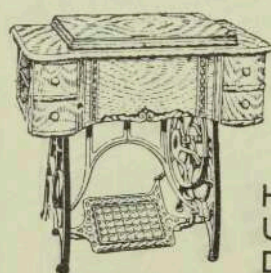
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casualties. He found Roche waiting at the launch and they immediately set sail for Merauke, where the murder of Penrose was reported to the Government authorities. A party of soldiers immediately left for the scene of the tragedy, and many Kia Kias were killed.

The murderer was brought back to Merauke where he is still in captivity. The body of Penrose was taken to Merauke, where he was buried.

DICK ROCHE made numerous other expeditions, shooting Birds of Paradise, but when the Government closed the bird shooting and prohibited the exportation of Birds of Paradise Roche and Jackson dissolved partnership. Jackson went to British New Guinea, and Roche took up coconut planting about six miles from Merauke.

In order to increase his earnings, Roche established a passenger service with his launch between Merauke and Thursday Island, and brought tourists and others across to Merauke. At one time he brought Captain Frank Hurley and his moving picture company, in order to "shoot" scenes for a moving picture, which required a true native setting.

In September, 1931, Roche proceeded to the Bian River, about 45 miles west of Merauke, in order to cut a new stern post for his launch "Somerset". At that time, in Merauke, there was an Australian named Palmer, who had been given his parole by the Dutch authorities, as Palmer was "wanted" by the Australian police for stealing a motorboat from Cairns. Palmer accompanied Dick Roche to the Bian River.

From the evidence supplied by Palmer, it appears that on the evening of September 15 Dick Roche was seen to step into one of the native dugouts and start paddling out to the centre of the river, using his hands as paddles. A strong stream soon took the dugout out of sight, and from that day Dick Roche has not been heard of. His ultimate fate has never been known.

Dick Roche, up to the time of his disappearance, was the best-informed man concerning conditions in his district and did more exploring than any other European. I refer mostly to the country surrounding the Eilander River, Digoel River, and the Bensbach River. He had many brushes with the Kia Kias, many narrow escapes from death at their hands, and, if his experiences could have been written in book form, it would have made interesting reading.

Jackson worked at many callings in British New Guinea, and eventually drifted to the New Guinea goldfields, where he met his death under peculiar circumstances. He was found out among the natives some distance from the gold diggings, shot through the head, and it was never proved whether he committed suicide, or was murdered by the natives. The remarkable part about his death is that Jackson died within one week of the date when Dick Roche was reported missing.

Mrs. F. R. Croft left Sydney for New Guinea by W.R.C. Airlines plane on May 10 to visit her son, who is a patrol officer in the Morobe District.

"NATURE MEN"

A Queer Influx in Tahiti

From Our Own Correspondent.

PAPEETE, Apr. 20.

YEAR ago, at nightfall, a point of light would appear far up the mountain side which overlooks Papeete. Nightly we would glance up to see if it were there, for it was the beacon which told us that Darling, the Nature Man, was safe and well.

Darling came from the United States and was reputed to be a graduate of one of the great universities. His manner of speech rather confirmed this rumour; but no one took the trouble to pry into his antecedents. All we knew was that he had come ashore from some ship, taken up land high up on the mountain, and proposed to live a life of primitive simplicity.

At his aerie he built a hut, levelled a section of ground where he planted banana, papaya, umera and other food plants, dug a swimming pool (supplied by a rill issuing from a spring higher up) went about in the costume of Adam, and wrote long articles for the health and physical culture magazines.

The natives marvelled at his temerity in braving alone the Tunapau (ghosts) and Poiwi (skeletons animated by evil spirits) which inhabit the mountains at night; and they fully expected that sooner or later the famous old Tuputupua (evil demon from the night world) who is reputed to dwell alternately in



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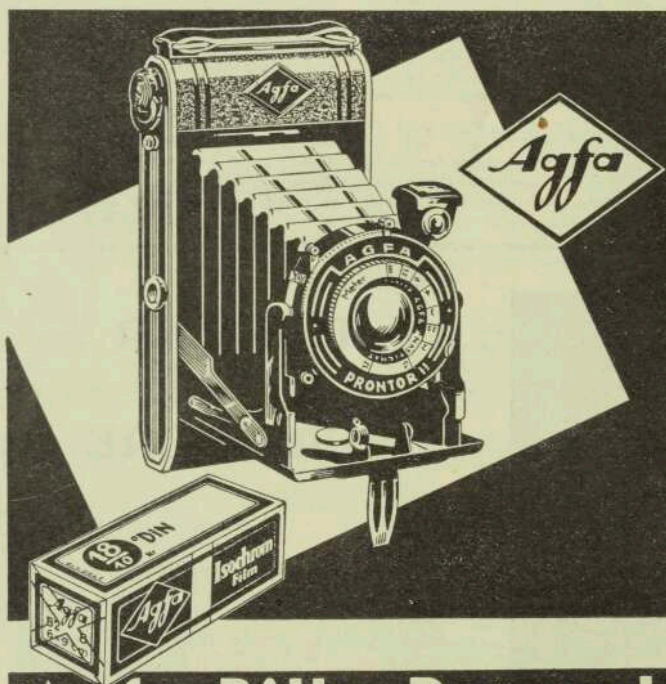
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Marae Taumeha, on the plateau of Punaauia, and Marae Ivirau, on the plateau of Papenoo, and travels from one to the other, in the form of a ball of fire, along the mountain face at the level of Darling's plantation, would tear him limb from limb and devour him.

But Darling was not superstitious and, if he ever saw the peripatetic evil spirit (the ball of fire is actually seen from time to time) he probably explained it as Ignis Fatuus, or ball lightning; as, no doubt, it is.

Frequently, he descended to the town. On one occasion, and once only, he came clad in as nearly a state of nature as decency would permit.

But those were the days before men and women, adorned only with a fig leaf and a smile, could parade the highways of Papeete, without being hustled into custody; and Darling was hastily covered with a blanket, sent home, and warned not to repeat the offence.

His articles in the physical culture journals soon started a migration to Tahiti of nudists and lovers of the primitive life. In the course of time the island became populous with nature men. They did not gather into a colony; but distributed themselves singly at various lonely places in the island.

During a number of years this immigration continued and then, suddenly, ceased.

Darling, first of all, departed and went to Fiji; where he lived for some time and eventually died, it is said, of tuberculosis.

After his departure the other nature men gradually drifted away until there are now not more than two or three tucked away in remote districts on Tairapu (the peninsula) or on Moorea.

29 DIE IN DYSENTERY OUT-BREAK IN FIJI

From Our Own Correspondent.

SUVA, May 2.

THE recent outbreak of dysentery in certain parts of Fiji, which gave rise to some alarm, is definitely on the wane. The total number of cases throughout the Colony for the months of January, February, and March was 569. There were 29 deaths.

The outbreak was worst in Navua and Namosi, this area alone accounting for 158 cases and 10 deaths. Stringent precautions were taken to prevent a spread of the disease. A temporary hospital was established at Navua under the charge of Dr. Dovi, and this establishment did good work in checking the epidemic. Native and Indian medical practitioners have scoured the district to mop up all possible sources of infection and their efforts have met with good results.

Mr. Jack Dunwoodie, manager of Bowden Pearling Co., Torres Strait, who has experienced ill-health during the past few months, arrived in Australia in May to seek medical attention.

COLOURS FOR RAROTONGA BOYS' BRIGADE

From Our Own Correspondent.

RAROTONGA, Apr. 16.

COMMENCING with the nucleus of one company in February, 1935, the Rarotonga Boys' Brigade has succeeded far beyond the expectations of its founder, Rev. R. L. Challis, of the London Missionary Society. The Brigade's present strength is five companies, consisting of 18 officers and 250 members. Unique in the annals of the Cook Islands was the open-air church service



The colour-bearers of the Rarotonga Boys' Brigade, with their new flags.

held on Sunday, March 27, in the grounds of the L.M.S., when two colour flags donated by the Resident Commissioner (Mr. S. J. Smith) and Judge H. F. Ayson (former Commissioner) were handed over to the Brigade. Members turned out in full force a week earlier to bid farewell to their Captain (Rev. Challis), who sailed by the April "Matua" for England on six months' furlough. The function was in the form of a sports display, witnessed by the R.C., Rev. Challis and many European guests.

Rev. P. J. Thomas, of the Australian Inland Mission at Thursday Island, married Sister Drydale, formerly of the Torres Strait Hospital, on April 16. Mr. Thomas expects to pay a visit to Papua in August.

Mr. C. Jennings, manager of Burns Philp (South Sea) Co's branch at Niue Island, Central Pacific, returned home after furlough in New Zealand by the April "Maui Pomare". He was accompanied by his wife and family.

Mr. S. A. Greenland, Chief Inspector in the Papuan Native Affairs Department, is now en route to Europe to spend several months' leave. He sailed from Port Moresby by the April "Swartenhondt".

Samoa and Candour

Marc T. Greene on the Warpath

THAT peripatetic American journalist, Mr. Marc T. Greene, who was in Paris on March 30, on his way back to the Pacific Islands, wrote to the editor as follows:—

Lately I have had a couple of somewhat acidulous encounters in respect of Samoa, the N.Z. Government and the League of Nations.

I wrote to the Mandates Commission giving some authentic information received from confidential and reliable sources in Samoa as to just what the position is now, and also as to certain significant happenings, likewise indicating the main source of present troubles and perhaps worse ones to come.

The Secretary of the Commission replied that said information "did not come from official sources and therefore was not admissible to the records of the Mandates Commission".

"To which I answered, with candour, that so far as Samoa, at least, was con-

cerned, the Mandates Commission, and the League itself for that matter, was "nothing more than a sorry farce!"

I also had a talk the other day in London with Mr. Jordan, the N.Z. Commissioner there. Like Messrs. Forbes, Coates, and sundry other well-meaning if not very effective gentlemen, I take it that Mr. Jordan is honest, sincere, and straightforward. But, also like the foregoing, he knows no more than a very small fraction of one per cent. above nothing at all about Samoa.

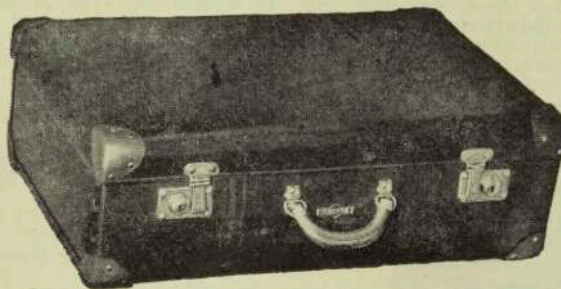
I told him that the present N.Z. policy there was as bad as that of the former Government, if not worse, and that the policy of asking a truculent people like the Samoans to "forgive and forget" was hopeless.

He declared that the "question was, what sort of government do the Samoan people want?"

I said, "What Samoan people, the natives or the Europeans?"

He then told me all about the improved conditions of the New Zealand farmers and the good prices they are getting for butter and cheese.

Mr. A. Christie left Papua in early May for a holiday in Scotland.



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FIJI'S NEW STAMPS

From Our Own Correspondent.

SUVA, Apr. 29.

AT last Fiji has its eagerly awaited pictorial postage stamps and, on the whole, there is general satisfaction with what is regarded as an attractive set.

As anticipated there was a rush for first day covers, and stamp sales in Suva on the day of issue, April 5, amounted to £859, over 3,100 letters being registered. Though satisfactory, this is a long way below the total on Coronation Day, when sales of Coronation stamps amounted to £1,540 and 6,805 articles were registered.

There are 11 stamps in the set, of a total face value of 12/1. Each stamp carries a vignette of the King's head. They are: 1/2d (green)—Fijian canoe under sail; 1d (blue and brown)—native houses and palm trees; 1 1/2d (red)—Fijian canoe study; 2d (green and brown)—map of the Group; 3d (blue)—Fijian canoe and the Colony's coat of arms; 5d (red and blue)—sugar cane; 8d (grey)—map; 1/- (black and yellow)—Fijian with torch, spearing fish; 2/- (mauve and orange)—old view of Suva Harbour; 2/6 (brown and green)—river scene; 5/- (mauve and green)—native house and palm.

Rev. Dr. George A. Forrest-Sale, M.A., D.Litt., died at Oniviro, Levuka, Fiji, at the end of March, aged 74. An Englishman, he went to the colony 25 years ago as vicar of the Levuka Anglican Church, and served there faithfully until he retired about nine years ago. Rev. Forrest-Sale was twice married, his first wife predeceasing him before he reached Suva. His widow and son are at present in England and a daughter, Mrs. Forster, lives in Fiji.

Another "Garden of Eden"

Young American Couple in the Galapagos

From Our Own Correspondent.

HONOLULU, Apr. 26.

CAPTAIN G. ALLAN HANCOCK, the California millionaire sportsman who backed the trans-Pacific flight of the Australian aviators, Kingsford-Smith and Ulm, in the "Southern Cross", has discovered new "Garden of Eden" activities in the famous Galapagos Isles during his current scientific expedition in the Eastern Pacific, according to radio messages from his yacht.

On the island of Floreana, an American mining engineer and his young wife were found hacking a clearing on the jungle-clad slopes of the volcanic island. The story has been played up by the American press because it is packed with romantic angles that prove setting up housekeeping in a South Seas paradise is not as easy as it is cracked up to be.

The "Robinson Crusoe" couple are Ainsley Conway and his wife, Frances, an ex-high school teacher. Vowing to work out an existence for themselves in

a wild jungle land that lies just below the equator, the Conways laugh at danger and hardships and revel in the hard work and adventure.

The Conways' nearest neighbour is Heinz Wittmer, a German who came to the islands more than five years ago. He has a wife and three children, and the most productive acres in Galapagos.

In April, 1937, Frau Margaret Wittmer gave birth to a little girl, Ingeborg Floreana. Her five-years-old son, Rolfe Hans, was the first white child born in the Galapagos. Another boy, Harry Wittmer, now 19, never was a very healthy child, but is growing stronger in the free and open life on Floreana, where hard work means existence.

Sailing to Guayaquil, the principal seaport of Ecuador, from San Francisco in March last year, the Conways took the old government schooner "San Cristobal" to the Galapagos. Reaching James Island in May, they set themselves up by a little spring to begin farming.

After five months of back-breaking work Conway was informed by Commandant Carlos A. Puente, Governor of the Galapagos, that there was not sufficient water on James Island and added that he could not afford them military protection. They were picked up and moved bag and baggage 100 miles to Floreana.

Captain Hancock supplied a large variety of staples from civilization, including everything from needles to heavy hardware and candy to canned goods, to the Conways and Wittmers.

Conway followed mining engineering, after serving two years in France during the World War, until dust affected his health. He returned to Chico, California, where he was born, and became a newspaper reporter. From that he turned to freelance writing in San Francisco.

Mr. J. Helg has been elected president of the Marist Old Boys' Union, Samoa, for 1938. Mr. R. Reid was appointed vice-president, and for the fourth year in succession Mr. C. Dean was made secretary. This year is the 50th anniversary of the foundation of the Marist Brothers' School in the territory—it was opened in September, 1888.

Rev. William G. Wiedemann, of the Melanesian Mission, Sag Sag, New Britain, married Miss Ethel Gwendolyn James, at Newcastle, N.S.W., at the end of April. They will leave Sydney for Rabaul by the June mailboat.

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CORRESPONDENCE IN ENGLISH, FRENCH AND GERMAN

TRAGEDY OF ATIMAONO

Story of the Rise and Fall of a Tahitian Cotton Enterprise

(From the MS. of J. L. Young, written at Merami, Warren, N.S.W., about, 1928, and edited by W. W. Bolton, M.A.)

SECTION I.

THE rise and fall of the Tahiti Cotton and Coffee Plantation Company Limited, of 9 Mincing Lane, London, 1863-1873 (also known as "La Compagnie Soares" and "The Atimaono Company") was one of the romances of the Pacific, in which the personality of William Stewart, the originator of the enterprise and the manager at Tahiti, played a leading part.

In 1862, cotton, in consequence of the Civil War in the United States, had attained a very high price, which induced William Stewart to visit Tahiti in that year. He obtained from John Griffin Orsmond the transfer of lease of 385 hectares—900 acres—of land at Teahupoo, on the peninsula of Tairapu. This land had been leased by natives to Orsmond for a term of 100 years, from 1843, at a rental of 275 francs per annum. The value was small, only a portion being cultivable.

Apparently, on the strength of this acquisition, Stewart induced his brother-in-law, Auguste Soares, a Portuguese financier of London and Paris, to form an association styled "The Polynesian Plantation Company", which was succeeded in 1863 by "The Tahiti Cotton and Coffee Plantation Company Limited of London"; capital, £100,000 sterling; general manager, Auguste Soares; manager at Tahiti, William Stewart.

In 1863, Stewart had persuaded the Governor, Commandant de la Richerie, to promise to assist him in acquiring an area sufficiently large to warrant the establishing of an agricultural enterprise: the intention being that lands in the Papara and Atimaono districts should be expropriated and paid for at prices to be agreed upon. The Protectorate Government (Tahiti was a Protectorate from 1842 to 1880) was to guarantee the lands free of taxation for 20 years, and exemption from Customs duties for a like period of all machinery and all other articles of prime necessity for the working of the plantation. It was on these prospects that the T.C.C.P. Company was formed in London in 1863.

But when Stewart, after visiting London, reached Tahiti, at New Year, 1864, he found that the Governor had received positive instructions from the Minister of Marine at Paris not to carry out any arrangements for expropriation of lands until further orders. These instructions were the result of protests to the Minister by interested parties at Tahiti, who from various motives were opposed to the proposed enterprise. Stewart, who was a man of action, then

decided to deal with the landowners direct.

The Governor on January 11, 1864, formally notified the natives that they were at liberty to dispose of their lands to Stewart or to decline to do so. However, there is no doubt that the Governor strongly advised the proprietors that it would be to the general interest to encourage the cultivation of the waste lands by sale to Stewart, as well as that of the comparatively small area of native food plantations which were contained in the proposed aggregation.

Stewart continued during 1864 and subsequent years to acquire the freehold of an area which, according to the plan made in November, 1867, by Surveyor John Turnbull, had a frontage of 3½ miles to the sea and extended inland and up the mountain side for more than 7 miles, the area being nominally some 7,000 hectares (17,000 acres), of which a large part was rugged mountain. But when, in 1875, the estate was sold at public auction the total area then claimed was 3,950 hectares (9,500 acres) of which 1,450 hectares (3,500 acres) was cultivable and 2,500 hectares (6,000 acres) mountain. All freehold; except 105 hectares of communal lands appertaining to the Chefferie of Atimaono, which was leased to Stewart in 1864 for a term of 50 years, renewable for a further term of 49 years at a rental of a little more than 400 francs each year.



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The Estate

THE Estate was called "Terre Eugénie" in honour of the Empress Eugénie, the wife of Napoleon III. It is to be noted that all titles to land stood in the name of William Stewart,

although he acknowledged that he purchased for the company.

The total area cultivated up to the cessation of operations in 1873 was 3,100 acres) as follows, as stated officially by the Court.

Under Sea Island	
Cotton	1,000 hectares.
" Coffee	150 "
" Sugar cane	50 "
" Coconut trees	50 "
" Maize, Rice, Vegetables, etc.	50 "
	1,300 "

In 1864, 1,000 Chinese were imported and others subsequently—also a number of Gilbert and Kingsmill Islanders. Numerous Tahitians and Cook Islanders were also employed, besides 60 or more whites and half-castes as overseers, artisans, clerks, etc. At an official enquiry in September, 1867, it was found that the number of labourers was at that time 916 Chinese and 323 Polynesians, of which 108 were women. This number was exceeded in 1869, when more than 1,500 were employed on the Estate.

The plantation was well laid out and cultivated, and extensive buildings erected, the foundations of several of which were composed of coral blocks from the Great Marae (sacrificial altar) of Mahaiatea, which was situated on

the Estate. These comprised cotton ginning mill, engine and boiler house, cotton drying house, sugar mill, coffee cleaning machinery building, boat houses, etc. Substantial quarters for employees, and hospital accommodation for both white and coloured patients, also quarters for the latter. There was a comfortable house for Stewart, who entertained lavishly during the first



William Stewart.

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years of his management, and more sparingly later on—due, it was said, to the advice of the Governor, the Comte de la Rouciere, who thought that too free a hospitality attracted officers and functionaries from their duties at the town of Papeete, 27 miles away.

At one period, three sailing vessels were employed in recruiting Polynesian labourers. Wages, which varied from 30 to 100 francs per month and found, were paid in cash in local currency, mostly silver dollars, to the labourers at regular stated intervals. These were on the whole well fed and cared for, and not ill-treated, and were under the care of a French medical man resident on the plantation, who reported to the Chief Health Officer at Papeete.

Stewart, though a strict disciplinarian, was naturally a humane man and if, as occasionally may have been the case, discipline was enforced with a certain severity by overseers, he did not fail to rebuke the authors. Anyone who has had experience in managing coloured contract labourers knows how difficult it is, with the best intentions, to avoid disciplinary methods which seem harsh. Of course, the Tahitians and their connections looked with disfavour on a system which compelled regular work during regular hours and enforced discipline; so it naturally came to be an

accepted fact that the Chinese and Gilbert Islanders were slaves.

Attacks on Stewart

THIS view was made use of by the opponents of Stewart, for whom "any stick was good enough to beat a dog". Among these were some who claimed that the land had been acquired by Stewart at prices which were too low—forgetting that originally most of the land, being unoccupied, had no practical value, and in fact an examination of the prices paid the natives, as appears in the Government records, shows that full values were paid, as values were at the time. His critics included some influential merchants at Papeete who were jealous of Stewart's preponderating influence and feared injury to their interests; also some Chauvinists among French officials and functionaries who objected, not unnaturally perhaps, to the extension of British influence in Tahiti—the memory of the Pritchard Affair was still recent—and, of course, the usual crowd who "bark as the caravan goes by". Not least was the enmity of the British Consul, who had personal reasons for disliking Stewart, and who had actually proceeded unsuccessfully in the French Courts against him on a charge of "insulting behaviour" arising from a reply Stewart had made to a letter.

Stewart was a masterful man and was not at all conciliatory in manner to his opponents, some of whom were quite unscrupulous in their methods of attack. For instance, they used as a tool a worthless rascal, a former visitor to Tahiti, who inspired articles in the American Press, charging cruelty to the labourers on Atimaono, which it was asserted was condoned and actually permitted by the Government.

In consequence of these attacks, which were republished in French and British newspapers, the Governor appointed a Commission to proceed to the plantation and investigate conditions there. The Commission was composed of 14 persons, all men of position, viz., the highest judicial and the highest executive functionaries of the country, a naval officer, two medical men, one French merchant, three French planters, one British planter, two American ship masters and the German Consul, who was also a prominent merchant. The British Consul was invited but declined to attend.

The Commission made its unanimous report to the Government on September 27, 1867, which was to the effect that the 1,239 labourers were well fed, well housed and well treated under the care of a qualified French medical man, and with good hospital accommodation. Further, that no complaints of bad treatment or of having been beaten or flogged, or of want of care or food, were elicited, though numerous Chinese and natives were interviewed privately by different members of the Commission. Outside of such minor complaints as that some abusive language had been used by some of the French and English overseers, the only serious complaint—if it can be called serious—was

made by the Chinese who claimed that Stewart's attempt to minimise suicide by their compatriots was unwarranted.

It appeared that certain Chinese who had lost money gambling had hanged themselves. Stewart as a deterrent had fined the fellow-gamblers of the suicides. They admitted that this measure had caused a cessation of the practice but maintained that suicide was a recognised way of ending trouble and settled all accounts, therefore fines were not in order! The Commission could not take that view, so the grievance remained.

The members of the Commission

unanimously declared their complete satisfaction without reserve with all that they had seen and heard at the plantation, which gave the lie to the statements which had been made to the contrary, which they described as "infamous calumnies". The report of the Commission is contained in a pamphlet in English, including the Report in French, which was printed at the Government Printing Office in September, 1867, under the title "An outline of how it came to pass that so many absurd stories have been circulated about the cotton plantation of Terre Eugenie".

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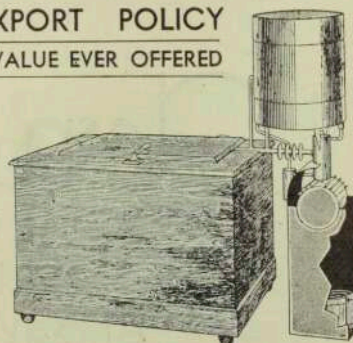
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End of Atimaono

THE ginned cotton was principally exported to England, and while the price of the article kept up, it appeared as if success might be assured; but with the fall in price of Sea Island cotton, from 1869 onward, from as much as 3 to even 4 shillings per pound, to one shilling per pound, and even less, suc-

cess was impossible; and in 1872 failure became inevitable.

Money could not be found to carry on, and operations practically ceased in 1873, and William Stewart was declared by the Court to be in a state of insolvency. All the lands had been purchased and held in his name and he was therefore legally the owner and responsible

for the debts of the very large estate.

A delay was caused by the necessity of regulating the situation, which was done by Auguste Soares, the general manager of the T.C.C.P. Company Limited, making a declaration in May, 1874, before the Lord Mayor of London, that William Stewart had acted solely in the capacity of manager and had never pretended to any personal ownership of the lands or other assets of the company.

Meantime, William Stewart died at Atimaono on September 24, 1873, at the age of 48.

As the result of a suit brought by Andrew Crawford and Co., of San Francisco, who were among the creditors, the Tahitian Court on August 22, 1874, declared the T.C.C.P. Co. Ltd., to be insolvent. The creditors having agreed to a voluntary liquidation, the estate was put up to public auction at Papeete on August 31, 1875, at the price of 500,000 francs for Atimaono, and 20,000 francs for the rights to lease of lands at Teahupoo, and was purchased by a syndicate styled Laharrague, Robin et Cie, composed of the two gentlemen above-named with Mr. de la Casa, Mayor of Paris, Mr. Francois Cardella, of Papeete, and others.

Under the management of Mr. Cardella, a little sugar and rum was made, and a little coffee and vanilla grown, and a precarious and uncertain revenue derived from the slaughter of some of the half-wild cattle, the progeny of the plantation herd, which had escaped into the mountain valleys. Gradually it was found that there was not enough revenue to pay expenses of management, and the estate became a wilderness.

Some of the proprietors entered into litigation with their associates, which proved fruitless; and eventually, about the year 1900, it was finally agreed to dispose of the estate piecemeal. It passed into the hands of several owners, who have planted many thousands of coconut trees, and one established a sugar mill which has turned out some thousands of tons of sugar during the past 25 years.

Mr. de la Richerie was succeeded as Governor-Commandant of Tahiti on December 14, 1863, by Comte de la Rouciere, who held office until June 5, 1869, when he was replaced by M. Touslard.

M. de la Rouciere believing, as M. de la Richerie had done, that the enterprise of Mr. Stewart was a benefit to Tahiti and to its inhabitants, did not fail to give it encouragement and thus gained the ill-will of those who were opposed to Stewart.

Mont Calme

ANY sketch of the history of Atimaono would be incomplete if mention of this "house on the height" was omitted. Stewart's action in erecting the house impressed the imagination of the people of Tahiti, which was what he intended, among other things.

Mont Calme, also known as the "White House", was situated on a small

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plateau on the mountain-side, at an elevation of 1,630 feet above sea level, nearly three miles in an air line from the sea and about half a mile from the Eastern boundary of the estate. The site is still marked by some tall Norfolk Island pine-trees, and a luxuriant mango tree, both planted by Stewart in 1866. The towering pines are still visible from the main road west of Taharuu River. These trees may be regarded as the only visible memorial of William Stewart, for all the many substantial wooden buildings which he caused to be erected, including his commodious residence, have in the course of more than 70 years fallen down through neglect or have been pulled down or burned, and so have totally disappeared.

Mont Calme was the result of a sort of Monte Cristo gesture on the part of Stewart. The Comtesse de la Rouciere remarked to him, in 1866, that such an estate should have a health resort on the heights. He replied that it was too soon to think of such an expense, but began at once to prepare, not mentioning his intention to any person. He had a road made up the hill and a site cleared on the plateau, ostensibly to plant Cinchona trees. All the material for the six-roomed house and outbuildings was cut and marked ready to erect. He then put on most of his 1200 labourers to carry up the material and erect the buildings, to instal the furniture and to lay out a garden and transplant bushes and even small trees watered by the supply from a neighbouring spring. He persuaded the police at the post on the plantation, near the Taharuu River, to stop all traffic towards the town for a day, in order that no news of the work in progress should reach that place. Then he hastened over the 27 miles to Papeete with relays of horses and induced the Count and Countess to return with him to be surprised!

On arrival at Atimaono, they were carried in sedan chairs up the winding road to the house, which he then presented to the Countess as a "Maison de campagne", furnished and with a staff of servants. She named the house "Mont Calme". She did not occupy it very often, for an ever-increasing feeling of hostility to Stewart was manifested by his opponents, who resented the friendship between the Governor and himself, which had the effect of curtailing the visit of the Count and Countess to Atimaono. The building of Mont Calme, though loudly denounced as an extravagance by those who had no money in the plantation and therefore nothing to lose, was really intended by Stewart as an advertisement and also as an additional lien between the Governor and himself.

Stewart was not extravagant in the management of Atimaono in view of the size and importance of the enterprise and his belief in the permanence of the same. He could not foresee the rapid recovery of the cotton industry in the United States, after the termination of the Civil War in 1865, and the consequent fall in the price of the article,

any more than did the planters of cotton in Fiji, Samoa and elsewhere at the same epoch, who equally suffered ruinous losses.

Mont Calme appears on the large plan of Terre Eugenie, made by the Surveyor John Turnbull in November, 1867, as the "White House".

Barque "Moaroa"

THE following incident throws a light on the conditions of recruiting labourers in the Pacific in those days.

(Editor's Note: The following account of the "Moaroa" tragedy is not regarded by Mr. Bolton as complete or accurate. It evidently was pieced together by Mr. Young, from several sources.)

On July 4, 1869, off Nukunau (Byron Island) the barque "Anna", of Melbourne, Captain Bruce, met the barque "Moaroa", of Tahiti, Captain Blackett, owned by the Atimaono Plantation under the French Protectorate Flag. The "Anna" had 159 natives of the Gilbert Islands on board, recruited at various islands as labourers for Fiji—most of them no doubt induced to ship by false pretences. Two days previously, Captain Bruce had heard from a passing vessel of the action being taken by the courts at Sydney against the captain and supercargo of a vessel for kidnapping and incidentally murdering natives, and feared prosecution if he proceeded to Fiji with his passengers.

Meeting the "Moaroa", which vessel was seeking labourers for Atimaono,

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J. B. Lattin, a Frenchman, who was the supercargo and also part charterer of the "Anna", saw the chance of disposing of his cargo of natives without risk of taking them to Fiji. In concert with Captain Bruce, he told Captain Blackett that his water casks had leaked and that he had not water enough to carry the natives to Fiji, and therefore wished to be rid of them. For payment of £6 per head—euphemistically called "passage money"—the 159 natives were sold to the "Moaroa". As Captain Blackett had not enough money on board to pay the sum agreed on, J. B. Lattin took passage on the "Moaroa" to get paid on arrival at Tahiti.

The "Moaroa" recruited about 150

more natives at Arorae Island, and some 200 more at various islands, and was bound for Tahiti on July 17 with about 500 natives on board, of whom not less than 100 were women and children.

On that date, at 7 a.m., the vessel being then becalmed about 5 miles S.S.E. of Nukunau, the natives rose and killed Captain Blackett and J. B. Lattin—the former with his own Winchester rifle, the latter with the cook's axe. They also killed three of the watch on deck, who were Eastern Polynesian natives. The fourth escaped aloft, and slid down a stay into the forecabin. The natives then attacked the watch below in the forecabin but Maori Harry (a pure-blooded Maori) transfixed with a harpoon the first man who came down the ladder and so stopped that attack.

Heinhault, the mate (subsequently well known to the writer at San Francisco as Master of vessels, but under another name) retreated to the cabin with the second mate, the cook and the steward.

About 9 a.m., all the natives being on deck, the men in the forecabin ran through the hold and joined those in the cabin through the bulkhead. The second mate, having found some liquor, became foolhardy and insisted on opening one of the cabin portholes to parley with the natives, when he was instantly killed with a double-barrelled gun which had been taken from the interpreter—who, by the way, was not killed, but tied hand and foot on deck. This was about 11 a.m.

Maori Harry suggested to the mate to blow up the half-deck next to the cabin.

All the powder obtainable, 34 half-pound tins, was emptied into a small keg, which was raised on cases of provisions, until the mouth of the keg was close up under the half-deck hatch, on which many of the natives were collected.

The powder was fired by a train, the mate and crew sheltering themselves with blankets, mattresses, etc. The hatch was blown off with considerable noise and smoke and, when the crew immediately rushed on deck shouting, with what weapons they had, the natives became panic-stricken and all jumped overboard.

Some of the natives, finding that the vessel was not destroyed by the explosion, tried to board her, but were prevented. It had been calm all through the tragedy, with the vessel drifting along the land some four or five miles distant, but a light breeze sprang up just after the natives quitted the vessel.

Owing to the strong current running to the S.W., between Nukunau and Beru Island, 20 miles to the West of the former, only few of the swimmers reached Nukunau, and a few of the strongest reached Beru, helped by the current. It is uncertain how many survived—some accounts say 8 landed on Beru of which 4 were women, other accounts say 12. Again, it was said that 30 reached Nukunau, others say more than 40, of whom several died soon after landing. Some of the survivors declared that they encountered a "demon" shark ("Bakou tua" or "King Shark") of great size, who devoured several and that fear and exhaustion caused the others to sink.

It was an awful tragedy. Several were no doubt burned by powder. The writer saw a man at Nukunau, in 1876, who had the mark of a burn on the hip, which he said was caused by the explosion. He said that several infants in arms and older children were among the victims and gave some harrowing details of the lamentations of the unfortunate swimmers who sank, one by one.

Captain Bruce, of the "Anna", is the same man with whom the writer was wrecked in the "Rose" in the hurricane

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of March 20, 1871. He related part of the foregoing—the rest was gleaned from various sources in the Gilbert Group, and at Tahiti and San Francisco. The Islands from which the natives on board the "Moaroa" were recruited are as follow, with approximate population in 1869:—Beru (Francis Island), 1500; Nukunau (Byron Island), 4000; Onoatua (Clerk Island), 3000; Tamana (Rotcher Island), 2000; Araorae (Hope Island), 2000. These figures are not to be relied on, being merely estimates. Owing to the number of labourers recruited from 1869 to 1873, and the loss of life by starvation during droughts in the late 70's, it would be difficult to ascertain what the probable numbers were in 1869—possibly about the foregoing.

Chinese Murders

IN 1869, the opponents of Stewarts made much capital of the execution of a Chinese who had been the ringleader in the murder and mutilation of three other Chinese. Four were accused, but after trial by the Courts at Papeete, only one was condemned to death. The Governor was also abused for having "introduced the guillotine to Tahiti", and Stewart for having "demanded four heads" by accusing four men as murderers, which they were!

Tragedy seemed to haunt Atimaono, the last being the murder of Mottu, an aged Swiss, who was employed by the owners of the estate in 1896 (of whom the writer was one at that epoch) as caretaker.

The natives of Papara had for some time been in the habit of trespassing on the property and killing the half-wild cattle. Mottu, while sitting by a path watching for the marauders, was sneaked on and killed by a stone thrown by one of them. His body was buried by the murderers and, for a length of time, his disappearance was a mystery to all but the murderers and their friends. After many months, one of the latter was overheard by a half-caste relating the story to a boy. The police were informed, the remains exhumed, the man who threw the stone was condemned to imprisonment at Noumea, and "Justice was satisfied"!

The skull of Mottu is a gruesome exhibit at the Museum at Papeete to the present day.

(TO BE CONTINUED.)

Captain and Mrs. H. Gosling left Suva, Fiji, by the April "Mariposa" for England.

Miss Mabel Yandall, who for the past 12 years had been well-known in Western Samoa as an assistant in the store of Burns Philp (S.S.) Co., Ltd., died at Tufuiopa on April 9, aged 30. The cause of her death was tuberculosis. Educated in New Zealand, she was closely connected with the Apia Protestant Church, singing in the choir and teaching in the Sunday school. Miss Yandall visited Sydney at the end of 1936 to seek medical advice.

N.G. PUBLIC SERVICE

EARLY in April the following staff movements in the New Guinea Public Service were announced by the Government Secretary, Rabaul:—

PERMANENT STAFF TRANSFERS

Public Health Dept.:—A. R. K. Atkinson, Medical Assistant, Rabaul to Wewak; J. T. Barracuff, Medical Assistant, Rabaul to Kavieng; C. W. Lambert, Medical Assistant, Rabaul to Salamaua.

District Services Dept.:—G. F. Hammond, Clerk, Manus to Rabaul; J. A. Costelloe, Patrol Officer, Rabaul to Salamaua; G. W. L. Townsend, District Officer, Rabaul to Wewak; B. W. Brazier, Clerk, Rabaul to Kavieng; J. I. Merylees, District Officer, Wewak to Rabaul.

Agriculture Dept.:—R. F. Brechin, Inspector and Instructor, Rabaul to Madang.

Public Works Dept.:—G. Hoffman, Roadmaster, Rabaul to Salamaua.

TEMPORARY ENGAGEMENTS

Government Secretary's Dept.:—S. C. Beazley to be Assistant Instructor, Native Technical School.

Treasury Dept.:—Miss H. L. Sweet to be Typist; F. Venning to be Storeman.

Public Health Dept.:—Mrs. J. W. Smith to be Nurse.

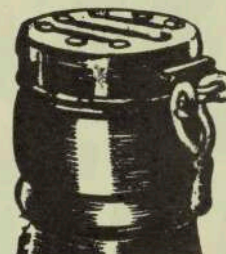
POLICE FORCE TRANSFERS

H. Taylor, Warrant Officer, 1st Class, Rabaul to Kavieng; D. McDougall, Warrant Officer, 2nd Class, Wau to Rabaul.

Captain W. Snewin, formerly harbour master at T.L., died recently at Maryborough, Queensland.

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ONE ANZAC NIGHT

ON April 25, 1938—probably as a result of the menacing international situation—Anzac Day was celebrated with more than usual fervour. There were scenes of great feeling and public tenseness; but, later, the crowds relaxed and, led by the now middle-aged ex-soldiers, engaged in all kinds of irresponsible and harmless horse-play. For several hours, the cheery old "Diggers" took possession of the city of Sydney, and did everything their fancy dictated, from arresting policemen to running a two-up "school" on Central Railway Station.

In the following article, an anonymous correspondent describes an amusing and typical incident in the Solomon Islands.

ON Anzac Day, 1937, the steamer "Malaita" anchored at a port on a large island in the Solomon Group. The day was celebrated, and celebrations continued well into the night. But by 11 p.m. most folk had turned in and, by midnight, there was no one about at all.

The tropic night was alluring and beautiful. The stars shone out and not a breath of wind could be felt. It was cool and glorious. The only sound that broke the stillness of the night was the "tut-tut" of the engines of the "Malaita", which supplied electric power on board. Then!

Several deck-hands had been ashore celebrating Anzac. In the middle of the night they decided to get aboard their steamer. No boat was available. The launch had long since ceased to run between land and steamer. But there was a native canoe tied up to the wharf.

There is no one so venturesome as he who is filled with John Barleycorn. But, halfway to the steamer, it occurred! One, whom we will call Bill, fat and heavy, upset the frail canoe. A native canoe will support quite a heavy weight when kept free of water. But, submerged, it takes only a few pounds weight to sink it out of sight.

In the middle of that glorious Anzac night we were rudely awakened by horrid yells, babbling oaths and frantic splashes. We heard: "Keep still you d... fool! Keep st... bbbbbb! Oh, help! Gawd, he's gone. No, here he is! Keep him up. Gawd help us!

Then, evidently, when they had settled down and were allowing the canoe to merely help them to keep afloat, we heard, "No, Jim, you stop on the outrigger and splash all the time with that paddle. There's sharks here!"

And all through what followed there was that rhythmic splash splash, of poor Jim on the outrigger of the canoe, doing his bit on Anzac night for the salvation of himself and his friends.

Then the talkative one organised a community shout and appeal for help. We heard: "Now, altogether, boys! 'Malaita' ahoy! Rescue! Rescue! 'Malaita'!

bridge ahoy! Rescue! . . . The b. b. b. cows! They won't hear us!"

But they were heard by many. A head, here and there, popped out of a schooner cabin—and wisely popped back again.

The writer began to suspect that out of the comedy there might emerge a tragedy. But just then help appeared.

Another canoe, manned by a native and a European, carrying a lamp, shot out from the shore and approached the drowning warriors. Then we heard: "No don't try to come aboard, because I won't let you. I told you not to go and this is your own punishment. I've come to help you, but I won't take you out of the water. You deserve all you've got. I'm just going to stand by and see that you are not eaten by sharks!"

Implopingly the talkative one pleaded: "Take Bill. He's nearly drowned us, and he will drown us". But the visitor, as soon as he saw Bill moving towards him, got the boy to paddle the canoe well away.

Hastily a couple of boys on our boat

were awakened, and we sent them over with a lamp in our very small dinghy.

The little dinghy reached the three, and immediately Bill, fifteen stone or so in weight, grabbed the side of the cockleshell and tried to clamber in. Over went the dinghy, rolling completely over and over as Bill, silly with his cargo of booze, tried to clamber up on top.

The shouts of the boys, the gurglings and oaths, and calls for help, resounded all over the bay. Fearing that something serious had happened, we shouted to the boys on a launch nearby to take their big dinghy over; and, after a lot of grumbling and remarks about "long-long white men", they went over.

Bill was the first in. Fortunately they guided him over the big tuck stern. "Good black boys", we heard. "I give you plenty bacca soon". But we learned later that no boy received the promised reward. The capsized dinghy and the submerged canoe were taken in tow to the wharf.

Then Bill received two smart punches on the eye and jaw from the talkative

SURVEY FLIGHT TO NEW GUINEA



The crew of the Carpenter D.H. 86 B. airliner, which left Kingsford-Smith aerodrome, Mascot (Sydney), at the end of April on a survey of the air route for the new service to Papua and New Guinea. From left: Messrs. G. J. I. Clarke, K. J. Jackson, C. W. Carpenter, aviation officer, of W. R. Carpenter and Co. Ltd., and R. O. Mant, Flying Superintendent. Mr. Carpenter did not accompany the fliers.

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WATERLOO — NEW SOUTH WALES

one, and was carried aboard the "Malaita" in an unconscious condition. Next day a lovely black eye and a swollen jaw were explained naively—they had been frightening the sharks away with a paddle when they capsized and poor Bill got in the way of the descending blade!

But the "Malaita" folk are very jealous of their prestige in the Islands and, next trip, the trio were missing from the crew, having been promptly dismissed in Sydney.

FAMOUS YACHT IN TAHITI

THE handsome yacht "Nourmatial", the property of Mr. Vincent Astor, of New York, U.S.A., arrived at Papeete on March 25 and departed on March 28.

Mr. Astor, who is a close friend of Mr. Franklin Roosevelt, the President of the United States, has on more than one occasion placed his yacht at the disposal of the U.S.A. Chief Executive for fishing cruises in the Gulf of Mexico. A member of the Roosevelt family is a guest on the "Nourmatial" during the present cruise.—Papeete Correspondent.

Captain L. H. Ross, of Guinea Airways Limited, Lae, arrive in Sydney with Mrs. Ross by the April "Neptuna".

Miss F. J. Irvine, B.A., a New Zealander, has joined the teaching staff of the Methodist Mission in Fiji.

POSTAL MYSTERY

Unclaimed Letter for Amelia Earhart

From a Special Correspondent.

JALUIT, Mar. 17.

HERE is a curious thing. On November 27, 1937, in the Jaluit post-office, in the Marshall Islands (Japanese), among the unclaimed mail a certain letter attracted my attention. In its upper left-hand corner was printed "Hollywood-Roosevelt Hotel, Hollywood, California". A little lower down appeared the postal date stamp, with "Los Angeles, California, October 7, 10 p.m." within the circle. Lower down, in the usual place appeared the following stating address:—

"Miss Amelia Earhart (Putnam)
Marshall Islands (Japanese)
Ratak Group, Maloelab Is. (10)
South Pacific Ocean".

Written diagonally across one corner was this, "Deliver promptly". On the back of the envelope "Incognito" was pencilled in very small, fine handwriting. The letter was unopened, and consequently I have no idea of the contents.

Now, it seems to me that anyone in U.S.A. writing as late as October, ought to be well aware that Amelia Earhart had been given up as lost long before. Hence, it would appear that the letter may have been written by some one desirous of hoaxing the public. Still, it

is just possible that such may not be the case at all.

Certainly, the writer of the address on the envelope, while making some errors such as anyone at a distance might make, displays a little more geographical knowledge of these parts than one would expect of the average individual, but which one would certainly expect of anyone about to traverse the Pacific, and who would be passing this group at a distance of a few hundred miles.

It is conceivable that Amelia Earhart may have told some trusted friend in America, before setting out on her ill-fated journey, that she intended to take a look-see in at the Marshalls en route, or that she might possibly do so if in danger as she passed by. And it is possible that this hypothetical friend in Hollywood might think that Amelia had reached this group, and might be lying low for some reason or other at Maloelab. It seems curious that anyone without specific interests in the group should know the name of that particular atoll, which is of no great importance. What the number "10" might mean in connection with that island, I have no idea.

By a decision of the Governor of French Oceania, dated February 15, 1938, a committee, headed by the Mayor of Papeete, has been constituted for the purpose of erecting at Papeete a monument in memory of the last king of Tahiti (Pomare V).



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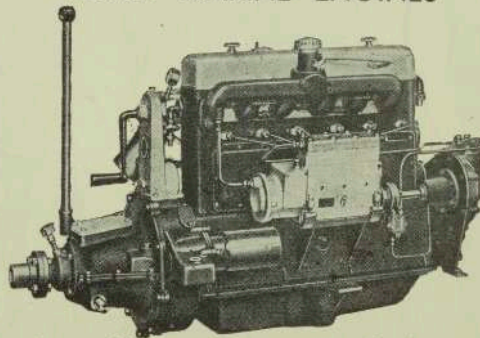
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ORIGIN OF THE POLYNESIANS

Relationship Between India and Easter Island

From Our Own Correspondent.

PAPEETE, Apl. 24.

A QUESTION which is intriguing the minds of those engaged in research in Polynesian origins, is the possible relationship between the inscriptions found at Mohenjo-Daro (India) and those on the ancient tablets of Easter Island.

"Indus Civilisation", by Ernest MacKay, informs us:—"It is a little more than a decade since the researches of the Archaeological Survey of India revealed the existence of a great prehistoric civilisation in the Indus Valley, dating back to the third and fourth millennium B.C., and rivalling and, in some respects perhaps, excelling, those of ancient Egypt and Babylonia.

"At Mohenjo-Daro, the evidence points to a highly organised society of peaceful character widely engaged in trade; living in carefully-planned brick-built cities, with elaborate systems of drainage and public and private baths; making a fine, wheel-turned pottery—often highly decorated; cultivating cotton, wheat, barley and the date palm; and employing wheeled carts for carriage".

"Hundreds of seals delicately engraved with various figures and inscriptions in pictographic characters that have hitherto defied attempts to decipher them" . . . have been unearthed.

The first resemblance between the Easter Island and Mohenjo-Daro inscriptions is the manner of their arrangement—from left to right and right to left alternately—which has been given a long and tongue-twisting name: Boustrophadon, culled from a Greek lexicon by some scientist delighted at his discovery, and signifying "turning like oxen in ploughing".

Experts in ideographic symbols are fully persuaded of the resemblance of the characters themselves, save that those of Mohenjo-Daro have assumed conventional forms, whereas those of Easter Island are of the crude, primitive fashion of an earlier age.

The whole matter, however, resides in the realm of theory and will remain there until the discovery of some Rosetta Stone shall disclose the key to unlock the mystery of the Indus Valley inscriptions.

The reason Polynesian scholars are deeply interested in the resemblances is that the establishment of kinship between these widely-separated inscriptions would set a signpost on the road to that baffling, misty homeland of the Polynesian: the Havaiki of their remote ancestors.

That this natal land lies somewhere in Asia has been the opinion of many writers, from Fornander and De Bovis to those of the present day.

Miss Teuira Henry quotes from Mr.

S. Percy Smith:—"Mr. Smith states that a very learned chief of New Zealand, named Taare-Wetere-Te-Kahu, in describing the original Havaiki, of Maori tradition, pictured it as a 'Tua-whenua' (extensive land), in Atia (India), in which was to be found a very extensive area of level country, bounded inland by very high mountains, which were perpetually capped with snow. Through this expansive country flowed a great river called Tohinga (cleansing by immersion), a word that plays an important part in Maori tradition.

"This description of land points to India, the mountains perhaps to the Himalaya range, and the river to the Ganges, in which to this day the Hindus bathe to cleanse themselves of their sins.

"The Maoris have probably retained this old tradition pure from their most ancient tribes, owing to their isolation from more modern blendings, while it has become lost to the central Polynesians".

Mr. W. L. Holland, international research secretary for the Institute of Pacific Relations, New York, is at present in Australia.

Mr. Pat Costello, well-known in connection with the Fiji mining industry, arrived in Sydney by the April "Mariposa".

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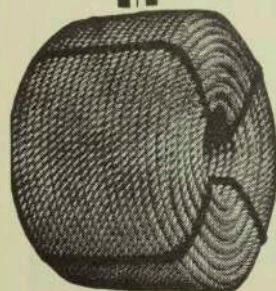
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Mr. Geoffrey Cook, of Wau, New Guinea, has announced his engagement to Miss Lorna Reynolds, daughter of Mrs. N. H. P. Neal, of Wau. The tentative date of the wedding is November.

Mr. Mark Pitt, of the District Services Department, Talasea, New Britain, is at present on furlough. He is being relieved by Assistant District Officer McCarthy, formerly of Buka Passage.

Mr. R. C. Kerkham, auditor for Burns Philp (South Sea) Co., Ltd., at Suva, returned to Fiji by the "Monterey" in early May, after a business visit to Western Samoa. He was accompanied by Mrs. Kerkham.

Mr. R. F. Pickering, manager of the Bank of New South Wales, Suva, has been appointed a nominated member of the Fiji Legislative Council.

A WONDER OF THE PACIFIC

WHEN the Seven Wonders of the South Pacific shall be gazetted, the list will surely include the church of Saint Michel on Mangareva.

The most distant from Tahiti of all the islands of French Oceania, Mangareva is situated at the south-eastern extremity of the thousand mile Tuamotu barrier and is, to-day, one of the most lonely spots in the broad Pacific. Twice a year, perhaps, a schooner from Papeete will voyage thither. Less often, a vessel from the coast of South America will stop to rest and refresh the ship's company. For the major part of the year, the inhabitants look over the placid expanse of the broad lagoon at horizons unblemished by the white canvas and black smoke of ocean traffic.

The stately twin belfries of Saint Michel tower over the groves of bread-fruit, orange, and palm trees, which screen and shelter the little settlement, Rikitea. Its great towers and massive walls constructed of cut stone faced with gleaming white coral Saint Michel has the proportions of a cathedral. Within, the roof is supported by white pillars decorated with filigree work in blue.

The high altar and reredos are marvels of mother-of-pearl inlay wrought in exquisite and intricate patterns of flowers and leaves, by Mangarevan craftsmen of a century ago, under the tutelage of the early fathers of the mission. The massive candelabra are of silver inlaid in flower designs with other materials as well as mother-of-pearl, to give variety of colour: rose, blue, and gold. Seated in orderly rows of pews, 1,200 people could comfortably worship in this huge church. On great occasions, 2,000 could enter without overcrowding.

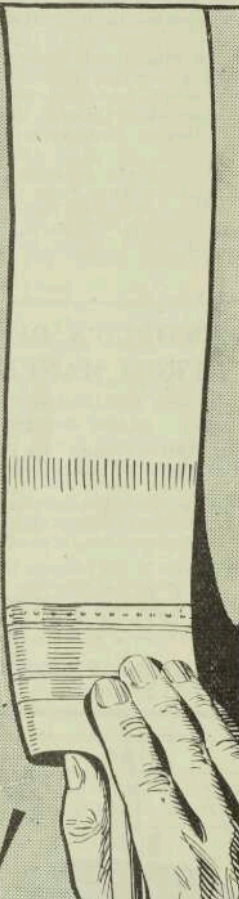
On the island of Akamaru—another of the Gambier Group situated near Mangareva, in the vast lagoon—is another church; much smaller, but of similar design. Its altar and reredos are also resplendent with inlay of mother-of-pearl wonderfully wrought.

The foundations of Saint Michel were laid in the year 1839, five years after the founding on Mangareva of the first Roman Catholic Mission in the South Pacific. At that early time the islands were thickly populated. Later, the treasure of pearl shell and pearls of fine quality brought to these islands adventurers and traders from many lands. With them came the diseases of civilization. The twain accomplished the exhaustion of the pearl beds and the decimation of the people.

France did not take over the islands until 1881.

—A.C.R.

Mr. Ivan H. Young, of the Income Tax Office, Brisbane, has been seconded for service at the Thursday Island radio station as assistant engineer and clerk.



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AGENTS THROUGHOUT THE ISLANDS.

"FRUIT CONTROL" OPPOSED

Cook Islanders Refuse to Cut Bananas

From Our Own Correspondent.

RAROTONGA, Apr. 25.

SINCE February, when the Resident Commissioner (Mr. S. J. Smith) returned from New Zealand with the fruit prices that the N.Z. Government was prepared to pay for the coming season, everyone had been looking ahead for a prosperous year.

At the end of March the Commissioner issued a notice to the effect that the N.Z. Government would now pay 4/- per case for oranges, and 3/6 per case for bananas, instead of the same prices plus 6d. per case where a grower had no debt with the stores, and where he had a debt that 6d. would be deducted from it. The reason for this alteration in prices was due to a misunderstanding between the N.Z. Government and the C.I. Administration, as this debt collecting arrangement had been in force last year.

At the same time there was issued the new banana packing regulations. In the past growers had packed their own fruit, but there were many complaints from N.Z. buyers concerning the bad and loose pack. The new regulations stated that the Government would do the packing, the growers delivering the fruit loose at the sheds, where it would be weighed, and a credit slip for the weight given. When the shipment was completed the average weight per case would be known; the growers then would be paid for the number of pounds delivered, less their share of rejects.

This seems to be the fairest method of buying to all concerned.

Without permitting this scheme a fair trial, a number of growers, whom Commissioner Smith calls "hot-heads" and "agitators", convened meetings of native growers, advising them not to cut bananas, unless the Government was prepared to pay their price of 3/6 for a 70-lb. case, and allow them to do their own packing.

To counteract this propaganda, Mr. Smith called a meeting of Arikis, Mataiapos, Island Council members, Fruit Advisory Committee, European growers, and traders. He informed them of the true position and asked the leaders to advise their people to give the scheme a fair trial. If the growers did not ship there would be a danger of Rarotonga losing its market in New Zealand, and possibly the steamer service. Councillor Bennett and many of the Arikis spoke in favour of supporting the Government.

Mr. W. P. Browne (who at one time was a chief advocate and supporter of the "fruit control" scheme) bitterly attacked the scheme. He urged that the Government should yield to their demands otherwise no bananas would be cut.

It is admitted that the price of 3/6 is

hardly adequate for the amount of work entailed to produce a case of bananas, but growers cannot expect any improvement in price until the quality and pack are improved.

The upshot of it all was that only 800 cases were shipped to the New Zealand market by the April "Matua", instead of the usual 4,000.

Mr. R. B. Jackson, of the New Guinea Police Force, Rabaul, spent furlough in Australia with his wife in April.

Mr. H. Terpstra, an Amsterdam mining engineer, with two geologists, is making preparations to undertake another gold-seeking expedition on behalf of the Netherlands New Guinea Mining Company in Dutch New Guinea.

Mr. J. P. Tracey, of Nauru, Central Pacific, received a welcome cable from Sydney early in May, stating "Mother and three sons are doing well". The triplets, Richard, John and Joseph, were born to his 26-years-old wife at St. Margaret's Hospital on May 1. They are the couple's first children.

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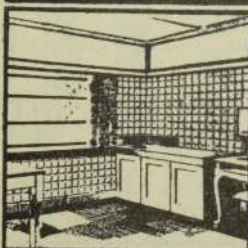
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DURATILE

Monsieur Casimar arrived at Vila, New Hebrides, by the April "Ville de Strasbourg" from France to replace Monsieur Sautot as French Resident Commissioner in the New Hebrides during the latter's leave in Europe.

Inspector G. G. Kermode, accompanied by Mrs. Kermode and family, left Fiji for England on leave by the "Niagara" in April. Inspector I. E. Lucchinelli is relieving him as District Inspector in Suva.

Mr. and Mrs. A. J. Peardon departed from Sydney on May 10 for New Guinea by the W.R.C. Airlines plane. They returned to the Ramu, where their gold claim is situated.

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Increasing Use of Teleradio

WITHIN the last two years a new development in radio has assisted communications between Australia and the Islands, especially New Guinea, Papua, the Solomon and Fiji Islands. This equipment, called teleradio, is of increasing value to isolated persons and communities, especially planters, explorers, prospectors and patrols.

Fifteen years ago, the ambition of every person cut off by distance from civilisation, was to have a telephone. Often, that was impossible, owing to the cost of line extensions. With the advent of broadcasting, a great improvement was wrought, as it became possible for almost anyone to hear news of the outside world. But they could only hear; it was not possible to send any message.

Then came teleradio, a development within the Amalgamated Wireless organisation. At first, it consisted of a small wireless receiver and a trans-

mitter, which could be carried by one or two native "boys". It derived its power from a native, pedalling a kind of stationary bicycle. Experiments showed that two-way conversations, by word of mouth, could be conducted over distances up to 300 and even 400 miles. The next improvement, for use where either the weight of the equipment was not a material factor, or where the teleradio was to remain in one place, was the introduction of a small engine to generate the necessary electrical power.

In this form, teleradio has proved a wonderful boon. About one hundred installations have been made in Australia and the Islands, and settlers bear united testimony to the value of being able at any time to speak to persons in the centres of civilisation. In April, Mr. Bodger, of the Anglican mission station at Dogura, Papua, found he could talk with Government House, Rabaul, 450 miles away.

The latest extension of the teleradio system is in the Northern Territory, where an equipment has been supplied to Mr. T. A. Holt, of Royallison Pastures, Ltd. Mr. Holt speaks daily with Darwin, 200 miles distant.

Installations are of varying cost, details of which can be supplied on application to the manager of any A.W.A. station. Purchasers will understand, of course, that they are limited to certain specified wave-lengths; and that as a rule they can communicate with telephone subscribers only through the nearest A.W.A. station. A photograph of an installation is shown in the A.W.A. advertisement in this issue.

VICTIM OF ERUPTION AT RABAU

ACCEPTING an affidavit by a New Guinea native, Mr. Justice Nicholas in the Equity Court, Sydney, on May 1 granted leave to swear death in the case of William Wallace Elworthy, 28, engineer at the Rabaul power station, who disappeared on May 29, 1937, on Matupi Island. The affidavit was sworn by Kulau, personal servant to Mr. Elworthy, who was with him on that date during the eruption at Rabaul.

Just prior to the outburst on Vulcan Island, according to Kulau, Mr. Elworthy paddled across the harbour in a native canoe to the base of Matupi to obtain some photographs. He began to climb the crater, carrying his camera, and called out for Kulau to follow him, but the terrified native refused. When Mr. Elworthy was half-way up a black pall of smoke descended on the volcano and beach. Losing sight of him, Kulau searched for 24 hours but was unsuccessful.

The cable ship "Recorder" arrived in Sydney in April from Singapore, where 140 miles of telegraph cable was taken on board to be used on renewals of the cables between Norfolk Is. and New Zealand and N.I. and Fiji.

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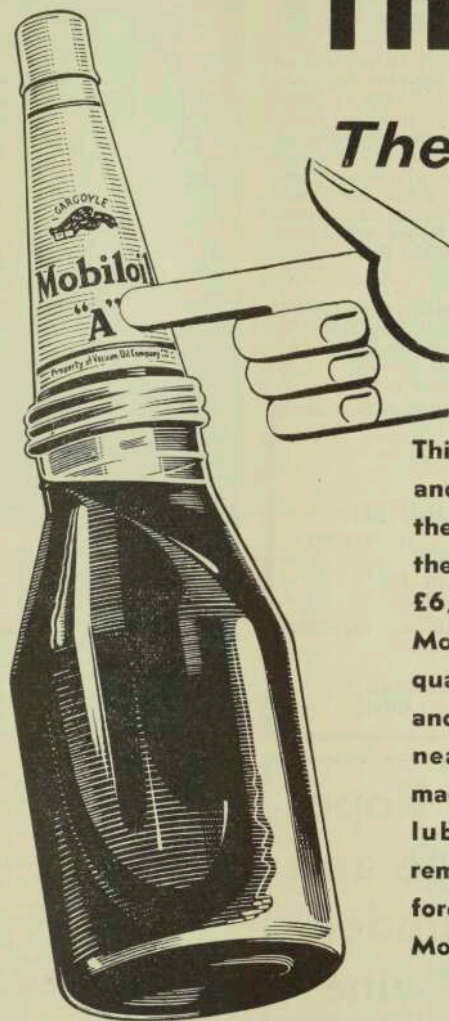
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Captain Rex Nicoll, of Wau, New Guinea, married Miss Alice Hemsworth, of Campbelltown, N.S.W., at Wau on April 16.

Mr. T. Gould, of the Fiji Civil Service at Nadi, has been transferred to Hong Kong to take up a position in the Colonial Legal Service.

Mr. H. King Irving, of the Colonial Sugar Refining Co., Ltd., sailed from Suva with his wife by the "Yngaren" for Europe on April 22.

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COPRA SHED ON FIRE

From Our Own Correspondent.

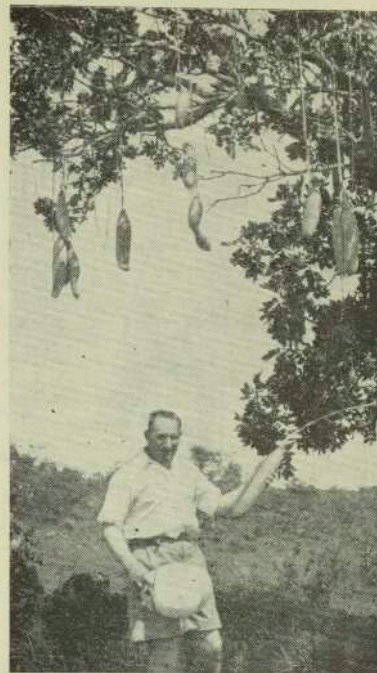
RAROTONGA, Apr. 16.

THE monthly boat-day creates a certain amount of excitement among the residents of Rarotonga, but on March boat-day there was more than the usual excitement when word went round that copra in the Union Steam Ship Co's sheds was on fire.

Luckily, all the wharf labour was on hand, and in a short time the road was strewn with smouldering bags of copra. The actual fire was speedily extinguished, no great damage being done. Had the outbreak occurred 24 hours later the damage would have been considerable—the sheds would have been stocked with the incoming cargo from the "Matua" and no labour would have been available to fight the fire.

Mr. Horace F. Humphreys, who served for many years at Thursday Island as sergeant of the Royal Australian Artillery Garrison, died recently in his sleep at Sunshine, Victoria.

BELIEVE IT OR NOT !



ROBERT RIPLEY, the man who has been everywhere, photographed under the sausage tree. This curious tropical tree grows in Central Africa and bears fruit resembling the sausage. The fruit—while not real sausage—is used for food, drink and clothing. The natives eat it raw and cooked; they squeeze the pulp and let it ferment, making a delicious beer. The dried fibrous meat of the fruit makes excellent footwear or sandals, as well as bath mats and carpets. And, believe it or not, many of the soft bath sponges used by Europeans are made from these "sausages".

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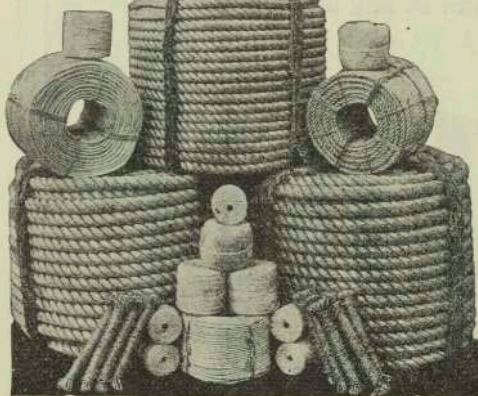
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PLAN TO SHOOT TONGAN MINISTERS

From Our Own Correspondent.

NUKUALOFA, Apr. 2.

A PLOT to assassinate the Ministers of the Tongan Cabinet was disclosed recently. It was hatched at the Siaine Prison by a native who was sentenced last December to four years' imprisonment for fraudulent conversion of property.

This man incited a fellow-prisoner, a youth named Tugua, to carry out his plan. He wrote a letter to a friend employed on the "Matua", requesting him to procure two pistols and some ammunition from Auckland. The letter was given to Tugua, who was engaged, with a gang of prisoners, working on the wharf on steamer days. Tugua, instead of taking the letter to the man on the "Matua", took it to the police.

There has been an alarming increase in crimes in Tonga during recent years. In 1935 there were 28 criminal cases before the Supreme Court. In 1936 this figure rose to 48, a record. That figure was exceeded last year when it increased to 59. This year there already have been 13 criminal cases before the Supreme Court.

Wreck of "Joliette" To Be Removed

MR. JOHNSTONE, an Australian diving expert, arrived at Noumea, New Caledonia, by the "Notou" during April. Under the direction of the Societe le Nickel, he will attempt to locate and remove the hull of the sailing ship "Joliette", which sank at her moorings at Thio, on the east coast of New Caledonia, almost 30 years ago.

On February 11, 1909, the "Joliette" (2,022 tons) was moored to the quay, loading a cargo of nickel. A cyclone hit the harbour, picked up the "Joliette" and flung her against the cargo wharf, demolishing not only the two piles, but also the partly submerged blocks of masonry which supported them. The sailing ship went down like a stone; fortunately, the crew was saved. Since then the wreck has lain at the bottom of the sea hindering shipping traffic. By a new modern process, Mr. Johnstone hopes to remove this troublesome wreck.

Mr. C. Hughston, who has spent 18 months in New Guinea with Bulolo Gold Dredging, Ltd., returned to Melbourne in mid-April by the "Neptuna". He was accompanied by Mrs. Hughston.

SUDDEN DEATH OF FIJI BANDMASTER

From Our Own Correspondent.

SUVA, May 2.

THE death occurred at Lautoka on April 25, following an operation, of Mr. Henry Alfred Collier, Bandmaster to the Fiji Defence Force, in his 46th year. He went to Lautoka for the Easter rifle meeting and while there took ill and was admitted to the hospital, where he passed away.

Mr. Collier had had long service with the army, serving through the Great War, and coming to Fiji in January, 1936. Since his arrival here he had done splendid work with the Defence Force native band. He left a widow and two daughters in England.

His death was a great shock to a wide circle of friends, for he was a most popular man, not only with all ranks of the Defence Force but with the community generally. The funeral, which took place in Suva on April 26th and was largely attended, was fully military in character.

Amalgamated Wireless (A/Sia.) Ltd., in April, shipped new radio equipment to the United Kingdom for the Colonial Sugar Refining Co.'s vessel, "Tambua", being built at Dundee for the Fiji sugar trade. The apparatus included a standard 500 watts transmitter and receiver, together with an auto alarm, and an echometer (an instrument by means of which the depth of water under the ship's keel may be determined continuously).

"MYSTERY WARSHIP'S" MID-NIGHT VISIT IN CAROLINES

From Our Own Correspondent

HONOLULU, Apr. 21.

JAPAN'S mandated islands, that lie sprinkled conveniently (for Japan) above the equator, a stone's throw from Australian territory, are becoming a mystery to Japan herself.

Coincident with the current American navy war games, the Japanese press is playing up a story that a "mystery warship"—of course believed to be American—entered Truk Harbour (Caroline Islands) early in April, and "after midnight, played searchlights over the harbour and surrounding hills, then quickly disappeared", to quote the front page stories.

Pointed out the potent "Hochi": "The mystery naturally is connected with the fact that the U.S. navy has expanded its area for Pacific war games. American warships visited Singapore base recently. America has claimed Canton and Enderbury Islands, and the current war games are featuring landing operations. . . ."

The Japanese newspapers claimed that American warships and warplanes would sweep through the mandated islands during the manoeuvres, a fact which Washington and the Pacific fleet's "brass hats" promptly denied.

Mr. Harry Gregory married Miss Gladys Louise Benton at Rabaul on April 26. They will live at Put Put.

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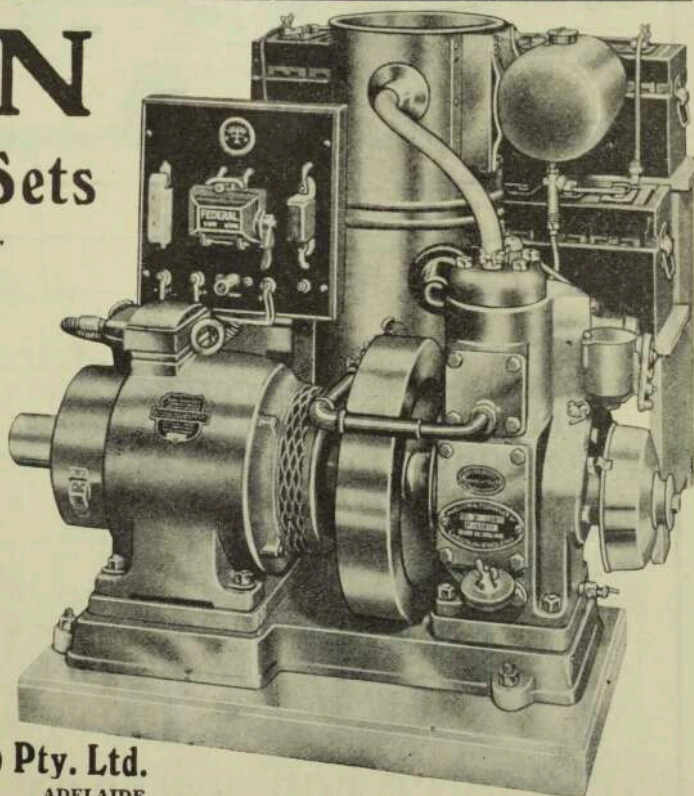
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TONGAN M.L.A. IN TROUBLE

From Our Own Correspondent.

NUKUALOFA, Apr. 13.

OSAIASI TOGA FALEOLA, Member of the Tongan Legislative Assembly for Vavau, was recently committed for trial by the Vavau Police Magistrate, on a charge of fraudulent conversion of money. Faleola, with others, organised a society at Vavau for the purpose of collecting money to pay the taxes of its members. The society's fund, members were informed, was safely accumulating in the Government Savings Bank; but recent investigation revealed that the fund was not in order, and a charge was made against Faleola.

The motor-boat "Magia", operated in Western Samoa by Burns Philp (South Sea) Co. Ltd., struck a reef at the Faga passage, Savaii, in April. Several frames and planks were smashed, and the pantry deck house and iron railing were lost. It was reported that a very rough sea was running in the passage at the time of the mishap.

Hawaii—Auckland**No Word Yet of Start of Trans-Pacific Air Service**

THERE still is nothing to show when the Pan American trans-Pacific Air Service between Hawaii and Auckland will be commenced. Apparently, the plan is now subject to various Government conversations which are proceeding.

SOME P.A.A. HISTORY

Letter to the Editor.

IN the March issue of "P.I.M.", Mr. Harold Gatty objects to my references to certain aspects of the activities of Pan American Airways in the Pacific, the division which employs him.

To keep the record straight, I beg to quote from two significant letters. The first was written by Dr. Dana Coman (see Feb. "P.I.M." story) to a man in New York who, so Dr. Coman told me, was "treasurer" of the Coman Expedition and "go-between" for it and its relations with Pan American. A copy of the letter with

the man's name was given to me by Dr. Coman, who on July 23, 1935, wrote:—

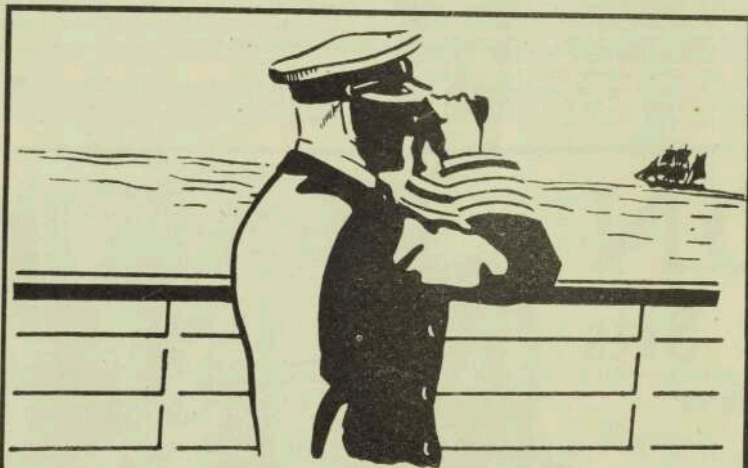
"... In general we found upon arrival (in Honolulu) a strong rumor of Pan American interest in our investigation. ... Throughout the period, both before and after Mr. Gatty left for Australasia, we had the protection and most invaluable aid of an intelligent newspaperman, Mr. John Williams (Dr. Coman is a psychiatrist!), who continued to keep off too persistent inquiries from the many news services here. ... He knew the facts of the expedition enterprise and would publicise them at a dignified and proper moment. Premature publicity would only impede the smooth organisation of a legitimate and important expedition. Due to his access to important contacts otherwise practically unobtainable, he facilitated the establishment of essential co-operation for the sound organisation of our venture. ..."

Writing to me on December 20, 1935, the New York head office of Pan American said this:—

"... We very much appreciate the sympathetic attitude you have taken and are grateful for the interesting information which you have given in this connection (the N.Z. air route) ... We were particularly concerned at the time with anyone connected with the purely commercial aspects of the expedition (Coman's) discussing aeronautical matters in a positive tone that could not entirely be substantiated. We are sure you appreciate the situation. With the other aeronautical activity (Orient route) in the Pacific, such mention was sufficient to cause ... greatly distorted aspects. ..."

According to the general Scheme behind the Coman expedition, Mr. Gatty's job was to visit New Zealand and persuade the Government to sign an agreement with Pan American. As Dr. Coman and the company admit in their letters, I did whatever I could (without compensation.) I was (and am still) anxious to see aviation get going properly in the Pacific. To this end, prior to Mr. Gatty's arrival in New Zealand, I made satisfactory arrangements so that without waste of time he was able to get "next to" Mr. Gordon Coates, then Prime Minister, and so expedite the Scheme, which by 1935 had changed greatly from the original 1933-34 version. Through the courtesy of certain N.Z. newspaper influences which I have the honour of representing here, the real purpose behind Mr. Gatty's visit to N.Z. was kept secret and announcement withheld for many weeks until Mr. Gatty agreed, at the most auspicious moment, to announce his association with Pan American and the plan for a service to Auckland. This was somewhat embarrassing to me because, at Mr. Gatty's request, in the Honolulu papers, I had denied that he was associated with Pan American. Mr. Gatty continued this denial (via me) upon his return to Honolulu—for reasons best known to himself.

By this time (end of 1935) the Coman Expedition had won much publicity for itself. Vital navigation tables had disappeared from the expedition's schooner during a visit to Pago Pago; a Pan American employee aboard was sensationally rescued from drowning in the surf at Baker Island and his coral wounds effectively treated by Hawaiian lads on the island; the schooner had engine trouble which necessitated aid from Honolulu, etc. I know all this because almost nightly I maintained radio contact with the expedition and have before me now full notes of all the topsy-turvy business. These notes, incidentally, go back to early 1934, when I first began to help Mr. Gatty work on the trans-Pacific Scheme.



★ 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.

DEWAR'S
The SCOTCH WHISKY

Dr. Coman, a most excellent fellow and companion, probably to-day chuckles at many angles of those years, as he in 1935 chuckled at many angles of the first Byrd Antarctic expedition, of which he was medical adviser.

Returning to details of Mr. Gatty's letter: The same year of the Coman Expedition (1935), Mr. Donald Douglas appeared on Pan American's board of directors. This position must have its advantages, which I imagine Mr. Douglas appreciates. They may be worth more to him than actual cash stock in the company. Anyhow, he sells plenty of his planes to the company. My February "P.I.M." story was not based upon a letter which unwarrantedly Mr. Gatty suggests I obtained through some unethical means. (These personal touches are unlike the good-mannered replies to critics which his company issues from its head office.)

In reporting, one cannot cover a story from one source alone. Thus, when Mr. Gatty gave out information, there were natural checks, which in the N.Z. service instance meant checks with three U.S. Government Departments that keenly watched the Coman Expedition's activities. Perhaps Mr. Gatty had read into my story things that were not intended. There is no law against the principle of capitalistic enterprise, although to-day President Roosevelt is moving to prohibit such enterprise when it climaxes in monopolies. Often enough, he has said he is trying to save capitalism, but capitalism will not be saved!

I have reported Pacific aviation, from its bold beginning with the Rodgers U.S. navy flight from California to near Hawaii, in 1925. Pan American operates on a U.S. subsidy of 8,000,000 dollars annually. This great network has been under fire and investigation in Washington for at least four years, as Congressional records amply testify. Aircraft builders, defence experts and some observers feel that the network has retarded the best expansion of U.S. international aviation. While the company uses the huge subsidy, it is long-headed enough to expect the criticism and close Washington interest which is perfectly legitimate. The first of the competition which the critics demand now is being organised.

I feel that aviation is at an important stage of its rapid growth, particularly in America, the home of so-called "rugged individualism", which in Australia is called "open slather".

More and more Washington is going to discipline airline operations, especially those airlines that use great amounts of public money. Transport in America is washed up. One-third of the railroads are bankrupt with the balance operating on public subsidy. The same applies to

the merchant marine. The Government is determined to stave off similar conditions in air transport, which has been too politically ridden and at the mercy of powerful Washington lobbyists representing the major companies.

In regard to international aviation, such as the N.Z. route, I feel the Governments should get together (they foot the eventual bills) and arrange a long-range mutual programme. There has been the extraordinary delay in the N.Z. service solely because there was not enough of both Governments in the Scheme. It was very natural, of course, for the pri-

vate interests behind the original Scheme to try and obtain all the monopolies they could and other "first in" rights. There was nothing illegal about that.

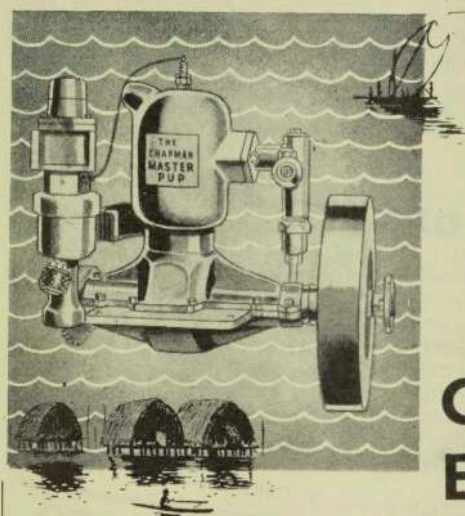
U.S. Government approval of the N.Z. service will not be complete until the post office subsidy is approved by Congress.

The delay in making the grant probably best proves that much yet remains to be done before the N.Z. service can start. It depends upon the present Government conversations, which should have started in 1934.

I am, etc.,

JOHN WILLIAMS.

Honolulu, April 19, 1938.



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Miss Nancy MacKenzie, of Taveuni, Fiji, recently arrived in Australia from Suva to be married to Mr. Charles Pockock, of the Bank of New South Wales staff.

Sergeant H. Irwin, Senior Constable in the Samoan Police Department, was in New Zealand in April spending furlough.

Captain A. Campbell, commander of the Burns, Philp liner "Neptuna" left Sydney early in May by the "Otranto" for England to take over the new vessel "Bulolo" which will replace the "Mentoro" on the Sydney-Papua-New Guinea run. He was accompanied by Mrs. Campbell. At present the "Neptuna" is under the command of Captain F. Vogelmann.

"THE DEVIL!"

MONSIGNOR F. X. GSELL, Bishop-elect of Darwin, supplied a sidelight on the effect of civilisation on the primitive mind, in an address at the May meeting of the Pacific Islands Club.

An old native of Bathurst Island approached Monsignor Gsell and expressed a desire to see Darwin and the wonders of civilisation he had heard about. Monsignor Gsell consented, and the ancient crossed to Darwin in the mission cutter. Wandering around the streets, the native was paralysed with astonishment to see a horse and cart approach. He had seen horses, but never a horse and cart together. He continued his wander, and then he caught sight of a motor car. He threw his arms in the air, cried out "the devil", and fell dead.

Fiji Has Half Million Surplus

From Our Own Correspondent.

SUVA, Apr. 29. THE satisfactory position of Fiji's finances was revealed in figures given by His Excellency the Governor (Sir Arthur Richards) at the opening of the Legislative Council on April 22. These disclosed trade totalling nearly £4,000,000 for 1937 and a surplus of £69,232.

His Excellency said that the final figures for 1937, within approximately £200, showed that ordinary revenue amounted to £861,003, an increase of £129,824 over the original approved estimate. To this must be added extraordinary receipts, £86,333, representing a reimbursement of expenditure on the Government buildings, now recouped from the new loan.

Ordinary expenditure amounted to £688,165, an increase of £7,148 over the original estimate. Added to this were: (a) £147,499 expenditure on public works from surplus balances; and (b) £42,440 transferred to general reserve (£30,820) and Government vessels replacement fund (£11,620).

Total revenue (£947,366) exceeded total expenditure (£878,104) by £69,232. The excess of assets over liabilities, which at January 1, 1937, amounted to £472,894, was therefore increased to £542,126 at December 31. At the same date the general reserve and the emergency reserve funds stood at £136,541 and £140,000 respectively.

Total trade for 1937 was £3,974,401, being £337,120, or 9½ per cent. higher than 1936. Imports valued at £1,760,744 are the highest on record and, compared with 1936, show an increase of £258,890. Exports were valued at £2,213,657, or £78,230 higher than in 1936.

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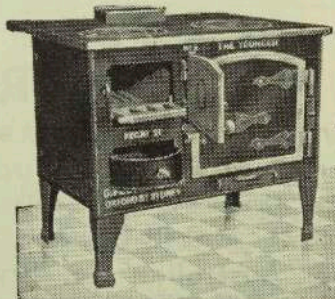
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NEW B.P. VESSEL FOR SAMOA

A NEW motor vessel to replace the Burns, Philp inter-island ship "Makoa", wrecked on a reef at Hull Island in May, 1937, is nearing completion at Hong Kong. She will be delivered in Samoa at the end of August.

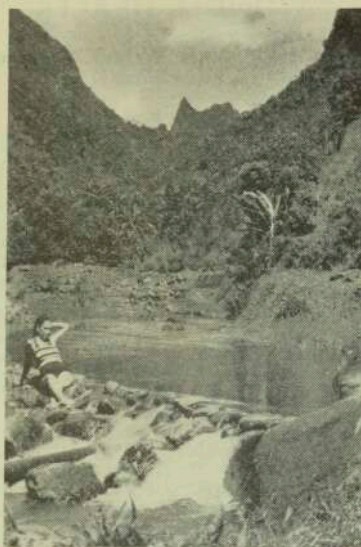
The "Matafele" will be 110 ft. in length, with a 25½ ft. breadth and 11½ ft. depth. Two full diesels, with twin screws, will give her a speed of nine knots. Provision has been made for eight passengers, and she will have cargo space for 120 tons of copra.

It is expected that the "Matafele" will be in commission at Apia at the end of August when she will take up the run previously maintained by the "Makoa", i.e., the Tokelaus, Swain's Island, Puka Puka, and the Phoenix Group. She will also connect with the Matson liners "Monterey" and "Mariposa" at Pago Pago (American Samoa).

M. Jore, Governor-elect of New Caledonia, sailed from Marseilles for Noumea by the "Ville d'Amiens" on May 16. He is due in New Caledonia on July 1.

Dr. G. H. Vernon, well-known in Thursday Island and Western Papua, has left Daru and gone to Port Glasgow at the eastern end of the Territory where he has acquired a plantation.

"LA DIADEME"



LA Diademe is the symbol of Tahiti; the insignia of her royalty as Queen of the Pacific.

Hidden in the centre of the island, the mountain is a like a crowned sovereign, seated on her throne, surrounded by her guards and subjects—the higher mountains—and visible only to those who approach along the road leading through the gateway of her palace.

The royal highway is the majestic gorge of Fautaua and her throne the tableland, Rupe, which extends from the foot of the mountain to the high precipice at the far end of Fautaua Valley.

La Diademe is about 5,000 feet in height, while the flanking mountains rise to an altitude of 6,000 and nearly 7,000 feet.

Mr. H. J. Hutchinson of the New Guinea Administration, Rabaul, is at present making a motor tour of Australia. He is associated with the investigation of native claims for properties which the Germans acquired during their regime and for which the question of compensation has not, in instances, been settled.

Mr. Hugh Stuart Forbes, of the Savu Savu Hot Springs Hotel, Fiji, died in April at the age of 55. Going to the Colony from New Zealand, he took up banana planting at Waidina River some four years before the Great War. Enlisting with the Fiji forces, he went to England, took a commission, and served with the King Edward Horse regiment. For a time after the war, he was in New Zealand, but eventually returned to Fiji to take up the management of Vunalagi plantation for Messrs. Morris, Hedstrom, Ltd., resigning last year after 17 years' service. Recently, with his wife, he took over the hotel at Savu Savu.

HONOURS FOR THREE FIJIAN CHIEFS

From Our Own Correspondent.

SUVA, Apr. 29.

AT the opening of the sessions of the Legislative Council on April 22, Certificates of Honour and the accompanying medals were presented to three Fijian chiefs, Ratu P. Veli, I.S.O., Ratu I. Tawake, and Ratu A. Laitanara, by the Governor, Sir Arthur Richards.

Making the presentation to Ratu Veli, who is Roko Tui Macuata, His Excellency said that Veli had been born in the year of Cession, so that his life had coincided exactly with the period of British protection in Fiji. For 43 years he had given honourable service to the Government and to his people and in the Coronation year he had been awarded a Certificate of Honour.

Ratu Tawake, remarked His Excellency,

had given 30 years' service to the Government and the Fijians and now occupied the high position of Roko Tui Talevu. Ratu Laitanara had rendered honourable service for 40 years, 30 of which had been as Roko Tui Serua.

"Moamoa" Calls at Tokelau

DURING April, the small Burns, Philp motor vessel "Moamoa", which recently replaced the "Ralum" in the Gilbert and Ellice inter-islands shipping service, called at the Tokelau Group, Swain's Island, and Hull Island, where supplies were landed and produce lifted. After visiting Samoa, the "Moamoa" proceeded to Suva, Fiji, where she was slipped for several days before returning to take up her run in the G. and E. Group.

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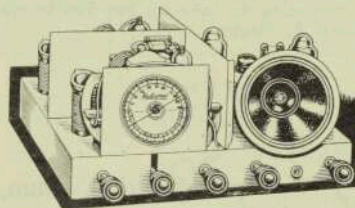
Safety Protects all the Family through Summer and Winter

Mr. Mark White, of Lautoka, Fiji, has been transferred to Nadi as manager of the branch store of Morris, Hedstrom, Ltd.

Mr. R. H. Garvey, of the Western Pacific High Commission, Fiji, arrived at Ocean Island at the end of April to act as Resident Commissioner. He was accompanied by Mrs. Garvey.

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PRIMITIVE DIVORCE

ISOLATED Bathurst Island, in the Timor Sea, does not boast magnificent divorce courts, but the inhabitants have provided a substitute for the settlement of marital differences. Like many of their white sisters of more civilised regions, those of the weaker sex who become restive under the bonds of wedlock usually express their feelings by returning to their parents. But, after this, the course of events differs from that generally followed by the white lord and master.

The injured spouse of Bathurst Island usually retaliates by dragging the lady back to her place in the home; but this seldom dampens her desire for freedom, so again she may return to her father's home. After a series of desertions, the husband wonders whether the woman is worth all this trouble, and then he invokes the divorce laws of the community. The hapless wife is tied to a tree, while the husband takes up a position about thirty yards away. He then proceeds to hurl ten spears, one after another, at the disturber of his household. Should she be hit, it is then her duty—if still alive—to return and take up the yoke of family duties where she dropped it. If, however, she dodges the spears, she is free.

Monsignor Gsell, who described this system to the Pacific Islands Club, remarked, amid laughter and applause, that its adoption in Sydney would simplify domestic relationships and greatly cheapen the processes of the law.

A daughter was born to Mr. and Mrs. "Mick" Rees, of B.G.D. Ltd., New Guinea, in April.

Rev. and Mrs. J. W. P. Gillan returned to Tangoa, New Hebrides, by the "Morinda" on May 12 after spending furlough in Sydney. Grandson of the famous Dr. J. G. Paton, he is principal of the training institution for teachers and evangelists at Tangoa.

RISE AND FALL OF A "WONDER-HEALER"

Samoan "Quack" Who Could Not Cure Himself

From Our Own Correspondent.

APIA, Apr. 22.

A FEW months ago Pa'u, a young native taulealea of Satapuala, appeared in the village of Malie, about five miles west of Apia, and proclaimed to the Samoans that after having fasted for seven days in the bush, he had had apparitions and was called upon to heal the sick. Awed by tales of wonderful cures effected by the "wonder-healer", hundreds of Samoans from all parts of the Group flocked to Malie to be healed by the "doctor". He was hailed by them as a new Saviour, come to earth again to help suffering mankind.

Pa'u, who had a not unblemished reputation in his home village, had regular visiting hours. He claimed that all diseases were caused by "aitus" or ghosts of the dead and he diagnosed disease by dissolving fluid in a glass of water. From the resulting colour of the mixture, he judged what the specific treatment required should be.

Playing on the well known credulity and superstition of the Samoans, Pa'u succeeded in attracting a large clientele who preferred his "quack" treatment to medical attention by qualified doctors at the Government Hospital. Wisely the "wonder-healer" refused to accept monetary remuneration for his services, though he took payment in the form of foodstuffs brought by his clients.

The harm done by this charlatan can only be surmised. According to reports a half-caste and his aged mother treated for some time by Pa'u died from unknown causes within a few days of each other.

The fame of Pa'u came to an abrupt end. With hundreds of sick natives seeking his help in the crowded village of Malie, he suddenly fell seriously ill himself and—ironically enough—had to seek the help of the Government medical practitioners. He died early in April in Apia Hospital.

There have been a number of cases of witch doctors, sorcerers, and "wonder-healers" in Samoa in past years, quite a few court convictions having been recorded. The Mandates Commission at Geneva has taken great interest in the matter; though it cannot be said that the existence of these "quacks" has been of importance in the life of the Samoans. Superstition and the belief in devils are still fairly rooted in Samoan life and it will take a great deal of education, especially by the Missions, to eradicate completely these ancient and hereditary beliefs and pagan practices.

Rev. and Mrs. C. K. Crump, of New Zealand, left Sydney for Nguna, New Hebrides, by the "Morinda" on May 12. Mr. Crump will carry on the work of the late Rev. W. V. Milne, who was murdered by a demented native in April, 1937.

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Men's Latest Square-shaped "York" Lever Wrist Watches; 15 jewelled movement, Chrome Link Band 39/6.

Gent's Chrome 7-Jewelled Lever Watches, on leather band 29/6.

Men's 10-year Guaranteed Gold-filled Wrist Watches; 15 jewels, 5 adjustments, very latest smart shapes 45/-.

Gent's Solid Gold-filled Wrist Watches, modern shapes, 15 jewelled movement, luminous dial, leather band, complete with presentation case 55/-.

"Fenchurch" Solid gold-filled Gent's Wrist Watches, latest square shape, 15 jewelled, shock-absorber movement, latest modern dial, Rolled-gold Link Band, complete with presentation case £4/15/-.

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KEABLE'S OLD HOME

Letter to the Editor.

IN your issue of April appears an interesting article by Mr. J. D. McComish under the heading "Road-side Signs in Tahiti".

After dealing with the school opened many years ago by Monsieur Souvy and explaining the quaint sign over the gateway ($2 + 2 = 4$) at Punaaula, he goes on to mention the house of the late Robert Keable, the author, at Papeari. He says: "Since his death the house has fallen into disrepair, and the formerly well-kept grounds are a wilderness of weeds", etc.

I understand that this was the case; but when I was in Tahiti in July, 1936, Mr. Allan Cross had acquired the property and had set about the restoration

of the house and grounds. Whether Mr. Cross is still there I do not know but I feel sure that, if so, it must by now have become a very beautiful home.

The outlook across the bay to the peninsula of Taiarapu is charming, and its historic association with the late author are all aiding the new owner in making it one of the show places on that entrancing island.

I am, etc.,

B. H. EDGELL.

Tasmania, 3/5/1938.

Dr. J. Schuy, who recently obtained a diploma at Hamburg Tropical Institute, Germany, arrived in New Guinea in April to join the Sacred Heart Mission at Vunapope, New Britain. He was accompanied by his wife, who is a trained nurse.

Passing of a Noted Fijian

Chief Takalaigau, Centenarian, Goes to His Rest

BY E. M. FRY.

ON February 25, in a brown peaceful village, nestling picturesquely at the foot of bush-clad hills on the island of Gau, there died the 100-years-old Fijian chief, Takalaigau.

As the last preparations were being quietly made to take the old chief to



Takalaigau, with the ancient village lali (native drum) of Gau. He was the lali-beater at Levuka in 1874 when the Deed of Cession was signed and the Fiji Islands handed over to England.

his resting place, long drawn-out thunderous rolls were heard far away in the haze. All nature seemed to brood darkly before threatening to break into violent fury, for a storm was brewing. Outside the "bures" (houses) wisps of grey smoke curled upwards until beaten down again to lay like a pall over the stricken township.

The great funeral feast, to which most of the inhabitants of the island had contributed, was all in readiness. Men and women (commoners) sat in murmuring groups on the outskirts of the village. A "dauvui" (conch shell) sounded sadly, eerily, somewhere in the leafy distance, and a lali, the old man's war-drum, almost as old as he himself was, boomed out a parting salute.

An air of suspense, of waiting, held the village in its thrall. Never before in the known history of the island, had there been such a solemn congregating in one place.

The church, a white-limed building typifying a new era, was the centre of all interest, for the body of this fine old relic of the past now lay within its precincts.

Meanwhile, let us hark back to the old days, when this same village was the scene of many tribal wars, and the old centenarian, then in full manhood,

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The funeral cortege, headed by four chiefly men bearing Takalaigau's coffin, proceeds from the little Methodist Church on Gau to the burial place. Immediately following are the "dauvui" (conch-shell) blowers; and at the rear are the women bearing his mats and a huge length of rolled tapa cloth.

the prime mover of events. As a fierce warrior, he led willing followers against enemy neighbours, whom he finally conquered and so remained their recognised chief for the rest of his long, and ultimately peaceful life. Gone the way of all flesh were his boon conspirators in those savage times. Also, the peace-offering—a young girl in the agreement—who thus cemented that life-long allegiance from all subordinate tribes to one head chief.

Actively connected with outstanding events in the history of the Fiji Islands, Takalaigau, the last of her warriors, has also gone into the limbo of time. No more will his stentorian voice be heard commanding this, and that; inciting the young generation to frenzied war-dance, then, in the common way of the aged, deploring that they lacked the vigour and artistry of their an-

cestors, in the "good old days".

In the church, the native missionary's voice could be heard reading the first part of the familiar burial service. Then a deep silence as the cortege came into view outside. A cortege, distinguished by the presence of the District Commissioner (Commander Burrows), Ratu Edward Cakobau (one of the hereditary chiefs), and Mr. G. A. Peck (police officer), whose official visit to the island co-incided with the date of the funeral.

The flower-covered coffin, made by the native carpenter, and a surprising departure from the old-time mat custom, was carried shoulder high on a crude litter composed of fibre and wild vine, by four chief men, relatives of the deceased, who had been chosen to attend him exclusively, throughout his last short illness. Immediately following were the "dauvui" blowers, continuing

the high sad notes as the procession left the spaciousness of the village green and wended its way along the single track into the obscurity of tropical vegetation and waving palm tops. In the rear came the head women bearing huge mats in their arms, the foremost being conspicuous by the addition of a large roll, the chiefly tapa cloth.

At the end of that sad journey, the mats were spread, one by one, over the waiting grave, the tapa over all. On this, the coffin was placed into position, and the whole forced into the depth of the excavation by the bearers' own weight. Finally the ends of the mats were carefully folded in, enveloping the whole entirely before the filling of earth, over which the customary cairn will be later raised.

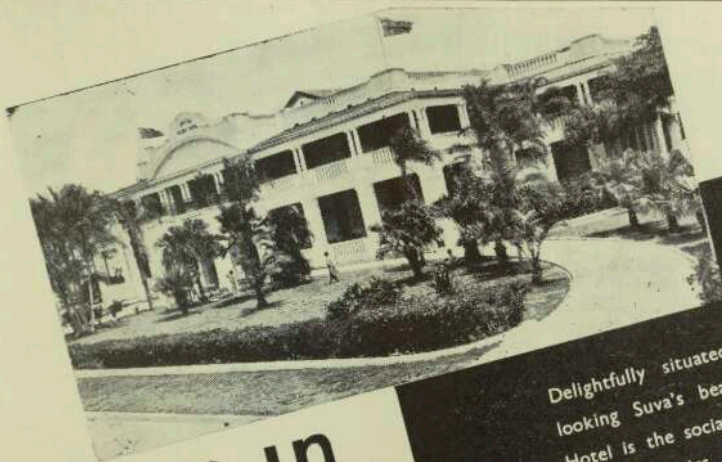
Once more the "dauvui's" mournful notes died away, were carried out to sea, and lost in the eternity of space.

Takalaigau's successor will be chosen by common consent, but the romance attached to his position will have vanished, as has its unique creator.

Thus passed an historical figure, who will most certainly add to the annals of Fijian lore and song.

Mr. Sylvester Reilly has retired from the New Guinea Police Force.

Mr. A. Murison arrived in Port Moresby, Papua, at the end of April to join the staff of the Samarai branch of Messrs. Burns, Philp and Co., Ltd.



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Mr. G. O. Higgins, general manager of Papua Oil Development Ltd., arrived in Australia early in May by the W.R.C. Airlines plane from Port Moresby, on a short business visit, and returned a week later.

Rev. Dr. Thomas Macmillan, who retired two years ago after a lifetime of missionary work in the Pacific for the Presbyterian Church, died at his home in Surrey Hills, Victoria, on May 10. He was 70 years of age. Born in India and educated in Scotland, he went to the New Hebrides 41 years ago and laboured faithfully under the John G. Paton Fund until he returned to Melbourne in 1936. Dr. Macmillan is survived by a widow and four sons, one of whom is at present engaged in ornithological work in Noumea.

PAPUAN RUBBER GROWERS AWAIT DECISION

From Our Own Correspondent.

PT. MORESBY, May 4.

THE decision of the Commonwealth Government about assistance to be given to rubber growers in Papua and New Guinea is still awaited with anxiety.

The matter has been shelved by Canberra lately, owing to the urgency of defence problems. To a recent enquiry by the Lieutenant-Governor of Papua (Sir Hubert Murray) a reply was received during the last week in April that the question will be considered at an early date. The decision will then be communicated to the Territories as soon as possible.

POLYNESIAN KINSHIP

Maori Pilgrimage to Hawaii

MAKING a strange pilgrimage to Hawaii to perform baptisms for their kindred dead, a party of 19 Maoris arrived in Honolulu on the "Niagara" on April 29 from New Zealand. The majority of the group are members of two famous east coast tribes of Maoris in New Zealand, the Ngati-porou and Ngati-kahungunu.

They have brought with them (says the Honolulu "Star-Bulletin") genealogies which tend to show that some of them are descendants of early Pacific voyagers who emigrated from Hawaii to the South Pacific. Primary purpose of their visit is to perform baptisms for their dead ancestors and relatives, in accord with the tenet of the Mormon faith which makes it possible for the living to be baptized for their dead relatives.

The pilgrims will spend about three weeks at the Mormon colony at Laie, Oahu.

Some members of the party trace their ancestry to immigrants who came to New Zealand in the Takitimu canoe about 1350 A.D. This canoe, according to legend, was captained by the famed Tamatea-ariki, whose ancestors included two famous chiefs in Rarotonga. Genealogies of these chiefs, in turn, may be traced to the Tahitian chief, Hiro. Hiro's ancestors are said to have migrated to Tahiti from Hawaii.

INDIAN EXPANSION IN FIJI

BECAUSE of their natural increase, the number of Indians in Fiji is gradually overtaking that of the Fijians, the Commissioner of Lands, Surveys, and Mines in Fiji (Mr. F. R. Charlton) explained at a dinner tendered him by the Old Boys' Association of the Brisbane Grammar School in Brisbane in April.

The Indian birthrate was high, and the death-rate low, he added. The Fijian birthrate was high, but the death-rate probably three times that of the Indians. Fijian women were lackadaisical, and did not give their children proper food. Fijians numbered 97,651 in a population of 198,379, and Indians 85,000.

The half-castes (people of mixed descent), with a population of 4,574, exceeded the European population by 546.

Fiji had no malaria, sleeping sickness, or yellow fever, but it had the diseases common to more temperate zones, and filariasis, which was mosquito-borne.

Mr. James A. Lawrence McAndrew, well-known in the Buka District of New Guinea, died at Namanula Hospital, Rabaul, on April 15. About 15 years ago he accepted the position of plantation overseer for Choiseul Plantations Limited and later was manager of the Buka Trading and Plantation's property at Bonis. Recently he joined the staff of W. R. Carpenter and Co., Ltd., to manage their Kuradui and Maulapao plantations at Kokopo.

Mr. L. Luscombe, of Darwin, has been transferred to Thursday Island to take charge of the wireless station, replacing Mr. Gerald Walters, who has returned to Sydney after considerable service at T.I.

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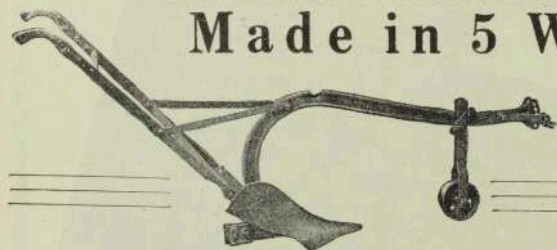
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ON A FIJI PLANTATION



A team of ploughing bullocks, with the native driver, on a plantation near Nailaga, Fiji.
—Photo.: "Missionary Review".

NEW TRADERS IN COOK IS.

From Our Own Correspondent.

RAROTONGA, Apr. 24.

IN the past, there has been little scope for independent traders in the outer Cook Is., as, with the big firms buying all the fruit and paying mostly in goods, little ready cash was in circulation. Now, with the Government buying, and paying out cash for all fruit, small traders think that they may have a chance.

Three local European residents are venturing into the business world—namely, Miss Paget, Mr. Ken Graham and Mr. Bill Bond. They leave to-day for the outer Cooks.

Mr. Gregory Bateson, an English anthropologist, has arrived in New Guinea to carry out scientific research work in the Sepik River area. He was accompanied by Mrs. Bateson (formerly Margaret Mead).

"J.K.T." SAYS GOODBYE TO NEW GUINEA

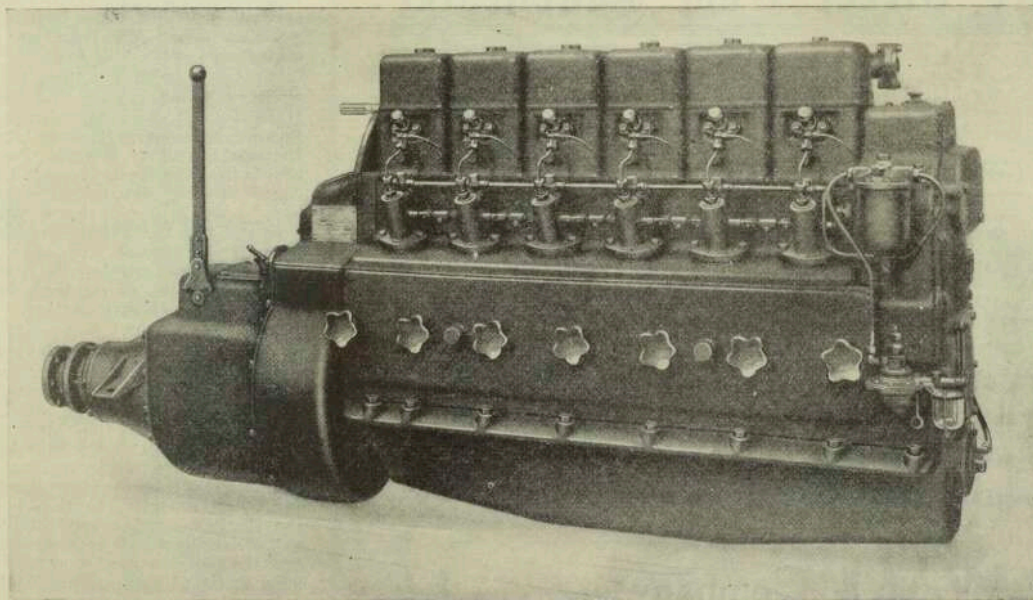
MR. J. K. TWYLCROSS, who was radio inspector in New Guinea for Amalgamated Wireless (Australasia) Limited, has been transferred to the branch of A.W.A. which deals specially with civil aviation radio service, and he will be stationed in Perth, Western Australia, in future.

Mr. Twycross knows New Guinea well—he had represented Amalgamated Wireless there for over 12 years. He was successively at Woodlark Island (Eastern Papua), Bitapaka (New Britain), Morobe, Madang, Kavieng, and Rabaul. He spent the last few years in Rabaul, which included the 1937 eruption. Before leaving Rabaul on April 15, Mr. Twycross was the guest of honour at numerous private and public functions and many presentations were given, testifying to the high regard in which Mr. and Mrs. Twycross are held.

Mr. Twycross is a Western Australian, and his transfer to his home State was very welcome.

Miss May Sharpe, M.A., of Christchurch, New Zealand, has been appointed by the Methodist Mission to the Davuilevu Teachers' Training Institution, Fiji.

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Mrs. Garton, well-known as the proprietress of the famous swimming-baths and tea-rooms at Ravuvu, near Rabaul, has disposed of her interest in New Guinea. She arrived in Australia by the "Montoro" early in May. Mrs. Garton's Ravuvu establishment was very seriously damaged in the eruption a year ago.

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Many of those gnawing, nagging, painful backaches people blame on colds or strains are often caused by tired kidneys—and can be relieved when treated in the right way.

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SEARCH FOR OIL

Another Vessel for P.O.D.

From Our Own Correspondent

PT. MORESBY, May 8.

ON May 4, the motor vessel "Philis" arrived in Port Moresby from Rotterdam via Singapore, Java and Dutch New Guinea ports for the service of Papua Oil Development Co. Ltd.

The vessel, which was in charge of Captain W. Groom, with a first officer and two engineers and a coloured crew, will be engaged on the run between Port Moresby and Daru and other bases of the company, replacing the "Angas", which will remain at Daru as a depot ship. The "Philis" will leave shortly for Western Papua, where she will be taken over by Captain Main. Captain Groom and the first officer and engineer will then return to Europe.

She is a vessel of 363 tons gross, 106 nett, with length over all of 146 ft. and beam 24 ft., and she has capacity for about 300 tons of cargo.

The Papua Oil Development Co. Ltd., which is carrying on a far-reaching intensive search for oil in New Guinea, has increased its capital by £100,000, bringing the total to £300,000.

Mr. J. L. Ormond, of Marau estate, T.N.G., recently married Mrs. E. Slatter at Rabaul.

Printed by Melanesians For Melanesians

Products of the Mission Presses

WE have received a copy of a book of 84 pages, very well printed and neatly bound, which is a product of the small press set up by the Papuan Mission of the Seventh Day Adventists at Mirigeda, near Port Moresby, in Papua. The book is a hymnal, and it contains the text of 166 hymns printed in English and in Motuan. Interest lies in the fact that practically the whole of this work of typesetting and printing was done by Papuans under European instruction.

The missionary, Mr. E. A. Boehm, in sending the book, says his two native assistants, as a result of the training they have had, are now capable of running the press by themselves and that their work provides an example of how effectively the Papuan will absorb technical education and training.

Another parcel of seven books is to hand from Mr. F. R. Isom, who is in charge of the Melanesian Mission Press at Guadalcanal, in the British Solomon Islands. This is now a printing establishment of some importance—from this station there goes out a constant stream of well-printed books and pamphlets in English and in the native languages, to assist the Mission in its work of educating and training the natives of the Solomon Islands. Judging by the samples of work to hand—the last of several—the Solomon Islands native printers, under Mr. Isom, are getting better and better.

And now we have a third batch of a similar character—this time from Rev. Harold Short, who has charge of the London Missionary Society's station at Raukele, near Port Moresby, Papua. Mr. Short has the same report to make. These samples of excellent printing, he says—and they comprise a variety of booklets and pamphlets—are the work of native Papuans who have become typesetters and printers as a result of the instruction which they have received at the Mission station.

These three little presses all provide examples of interest to anyone who studies the present conditions and probable future of the native races. Apart from the remarkably high quality of the printing done in the three Mission presses, it is noteworthy that by means of this activity an increasing number of native people are learning to read (and, consequently, to think) both in the English language and in their own native language. It is a slow business, but the missionaries concerned can at least feel that they are not labouring in vain.

Rt. Rev. Dr. L. Kempthorne, Bishop in Polynesia, reached Auckland, New Zealand, from Fiji by the April "Niagara" to spend six weeks in the Dominion.

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JAPAN'S SOUTHWARDS THRUST

Ruin of Australia's Pearling Industry

THE Southwards thrust of Japan continues.

Early in May, a fleet of no less than 116 Japanese pearling vessels from Palau, in the Caroline Islands, appeared off the northern coast of Australia, and proceeded to fish for pearl shell.

It was reported in the "Sydney Morning Herald" that the quota allowed to each vessel was 30 tons of shell for the season; and it was pointed out that, if each vessel secures its quota of shell, the total will be 3,480 tons, which is double the usual trade requirement of the world.

This overwhelming invasion by Japanese pearlers of what was exclusively an Australian business, has not only destroyed the Australian character of the industry, but is in danger of destroying the industry itself. Last year, the activities of the Japanese produced an enormous quantity of pearl shell much of which is still unsold, with the result that the current market price has fallen very seriously. Further, the Japanese, by taking "chicken" shell, have wiped out many shell-beds.

This is only one more example of what European communities in the Pacific must face in the ceaseless and merciless expansion of Japanese interests and activities.

It was announced on May 12 that the Japanese luggers had anchored off the North Australian coast. Owing to the war in China they were unable to receive oil supplies from their usual sources, and were trying to purchase oil and other necessary commodities in Darwin.

It was reported in the Dutch East Indies in mid-April that, since the beginning of 1938, Dutch naval ships have arrested 10 Japanese motor fishing-vessels in the Rhio Archipelago, south of Singapore. Dutch destroyers are patrolling the East Indies constantly, trying to keep off the ever-increasing swarms of Japanese fishing-vessels which, unless checked, have no hesitation in invading the three miles' limit.

The East Indies, being nearer to Japan, will feel the pressure more quickly than the British and French Islands south of the equator; but that does not lessen the ultimate menace.

Mr. Percy Drayson, manager of New Guinea Estates, Ltd., died in Madang Hospital at the end of March, after a short illness. He arrived in the Territory in 1929 to take charge of the Dylup, Karenap, Sarang, and Walog plantations.

Mr. Frank Waterman's Departure from Nauru

NAURU, Apr. 26.

MR. F. A. WATERMAN, accountant to the Nauru Administration, left the island, with Mrs. Waterman, by the last "Triaster", to resume duty with the Commonwealth Public Service. Both Mr. and Mrs. Waterman were highly esteemed on the island.

Mr. Waterman came to the island 12 years ago during the regime of General Griffiths; and during the time he has spent here he has gained the confidence of the native people through his scrupulous fairness in his dealings with them.

It is reported that Mr. C. A. Wright, one of the most popular of the young men of the island and a "good all-round sport", who has been Acting-Administration Accountant since the departure of Mr. Waterman, intends to resign to rejoin the Commonwealth service, in which he will take up the senior grade to which he was recently promoted at Brisbane.

A number of Mr. and Mrs. Waterman's oldest friends in Nauru were present at a farewell party before their departure. During supper, many friends spoke appreciatively of Mr. Waterman's life and work on Nauru, and of the talents and personality of his charming wife. The party was held at the house of Mr. and Mrs. W. C. Groves. Among those present were Captain and Mrs.

Preece, Captain and Mrs. Stringer, Mr. and Mrs. Lacey, Mr. and Mrs. Marquis, Mr. Wright, Mr. and Mrs. Lloyd, Mr. and Mrs. Dickinson, Mr. and Mrs. Dicks, Mr. and Mrs. Cameron, Mr. and Mrs. Rigby, Dr. Thompson, Mr. Waring, Dr. and Mrs. Quin, Mr. and Mrs. McPherson, Miss Hitchcock, Mr. and Mrs. Allen, Rev. C. Welch, and many others.

Earlier in the week the Nauruan people had given a touching farewell at the Domaneab (native meeting house), and Mr. Waterman was presented with a book inscribed and autographed by all the Nauruan Chiefs. Then the people, standing, sang "Ar-a-baoen", a native song composed and sung at the time of the departure of General Griffiths, some years ago, and only sung upon the departure of those who, like General Griffiths, have got very close to the hearts of the Nauruan people.

A Seagull Amphibian left Richmond Air Force Station for Cape York Peninsula on May 10, to carry out a photographic survey. The aircraft, which will have bases at Thursday Island and Cooktown, will be away from Richmond station for at least three months.

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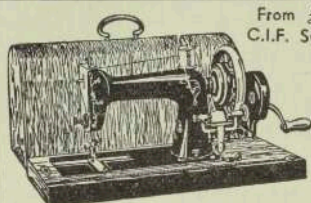
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"MORINDA" ON RUN AGAIN

AFTER undergoing extensive repairs in Sydney, the Burns Philp steamer "Morinda", which went ashore near Malo Island, New Hebrides, on March 28, resumed the Lord Howe—Norfolk—New Hebrides service on May 12.

A Commonwealth Court of Marine Inquiry announced on April 26 that it had found that the grounding of the "Morinda" was the result of a wrong course being set by the master and the second officer shortly before the accident. The Court held that neither was guilty of misconduct, but agreed that the second officer, Hugh Sandison, should be severely censured.

The evidence of the master, Captain Richard Perry, and various members of the ship's company, showed that when the ship struck at 4.13 a.m. visibility was practically nil, owing to rain and mist, and that there was a strong easterly set.

Mr. H. A. Bentley, of the G. and E. Colony Administrative staff, left Ocean Island in May, on sick leave, to consult an ear specialist in Auckland, N.Z.

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.



Evening Jacket,
11,372—8d.

11,372—Fashion's newest cut for an evening jacket for an Islands dance or bridge party. Front shoulder yoke corresponds with the back; the latter continues in a panel. Front is fitted at the waist with a dart. Roll collar extends to the front fastening, arranged with a jigger button. Material (for 36 in. bust): 2½ yds. 36 ins. wide. Bust sizes 32 to 40 ins.

NEW ROAD TO RABAUŁ AERODROME

A NEW road has been constructed between the Rabaul aerodrome and Kokopo, via Kurakakaul plantation, and this provides a considerably shorter route than the road via Wunawutung. The grade is very severe, however, being 1 in 7 in places.

Mrs. Gibson, wife of Mr. Walter Gibson, of Messrs. Burns Philp (S.S.) Co. Ltd., died in Suva on May 4, after a brief illness.

Mr. F. J. H. Grattan, of the Samoan Native Affairs Department, married Miss Gareth Barclay, of Rakaia, N.Z., at Apia Protestant Church on April 23.



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Fashion Hints for Islands Women

By Therese.

CLOTHES consciousness in women is very necessary if they wish to come under the category of the well-dressed. Every detail must be given full consideration and accessories chosen as carefully as the frocks themselves. Attention must also be given to grooming, with careful avoidance of exaggerated effects whether it be in coiffure or complexion. Chic springs from simplicity of line and a knowledge of how to choose and wear clothes; and a study of requirements for individual needs will launch a woman on the road to successful dressing.

There is a wider variety of evening modes than ever before. You may be as slim and sophisticated as a siren or demure and bouffant as your Victorian ancestress, and whatever you choose will be attended by success if you have given attention to your individual needs. There is no necessity to stick to one type because you have placed yourself in a certain category. Be daring and adventurous, and with your change of style see to it that your coiffure and your makeup are in harmony.

Tier on tier of material go to the making of a fascinating evening gown. The bodice is moulded to the figure, the waist slim and the skirt flares gradually until it reaches the floor in a swirl. The foundation of this type of frock may be of satin, and the ruffles of tulle, lace, chiffon or even fringe. Drapings are again to the forefront, and on a heavy crepe intricate drapery is formed by a wide inserted band of material that falls loosely at the back to form a train. A low bodice buttons down the back—an important point.

The combination of dark blue and cherry is lovely, and when a blue tulle dress takes unto itself a cherry velvet sash its success is a foregone conclusion.

Sequins appear everywhere, and many gowns are sequin trimmed, while some even boast full jackets of these twinkling discs. The new seasons' sequins are not only gold and silver, but of every conceivable colour and some beautiful combinations are evolved.

COATS for evening may be of any length, from the tiny bolero jacket to the coat reaching to the floor. Now that the winter approaches coats of face cloth and other woollen materials find much favour, and a woollen coat black with a scarlet lining matching the wearer's frock would be an enviable possession. Many gathers are featured in the bodices of evening gowns, and this note is repeated in the fascinating little bolero jackets that match or contrast with the frock beneath. Capes still retain a swashbuckling air and are very graceful on the tall woman who has a good carriage. Capes should be avoided by these of medium height as they have a tendency to detract from

height of a woman who is not so tall.

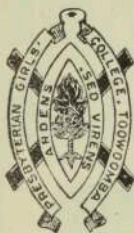
Zip fasteners in diamante and brilliant colours are sometimes the only splash of contrast on coats, and these same fasteners have ousted buttons from their favoured position. Every second frock one sees whether it be for day or evening boasts one or more of these fasteners. They make ideal trimming for a frock and offer wide choice for colour combinations.

Rust, green, and black seem to be

Fashion's favourite colours this season; but they are so popular that one is apt to tire of them. Fortunately, there are many other attractive colours to choose should you have no desire to follow the crowd.

Instead of the rust and green combination try that of brown and royal blue. If cleverly treated it can be exceedingly attractive and distinctive. After all, one ceases to be individual when one follows popular opinion on whatever subject, and particularly is this so of clothes.

HATS are as temperamental as a prima donna. They soar madly skywards or fall flat as a flounder; and



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NOTE: The fee charged under the heading of incidentals as above covers Sports, Class Singing, Physical Culture and ordinary school stationery.

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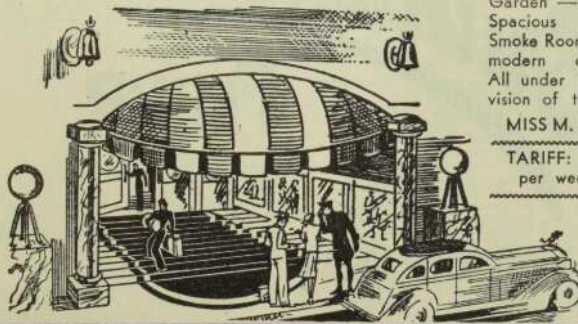
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the pill box is as popular as the high crowned Mexican sombrero. Great discrimination needs to be shown in those hats that tie under the chin. They are really charming for the deb. and sub-deb. and even her slightly senior sister may venture forth with some success in them, but the older woman who favours this mode simply courts disaster—it shows up every facial defect, particularly a double chin line.

Tremendous tassels spring from the centre of page boy hats and these may match or contrast and are very effective with an afternoon toilette. Caps

for evening are fast coming into favour. These appear in all sorts of shapes from the Juliette cap of sequins to the tiny veil surmounted by a coronet of flowers. Even the Spanish mantilla effect is sought after, and this is particularly attractive when worn by a woman with the dark glowing complexion that is typically Spanish. Flowers have not yet faded from Fashion's horizon and adorn the coiffure as well as the gown for evening wear.

Gay colours accentuated by novelty trimmings are well in evidence in clothes for day-time wear. Plaid designs that can claim no Scottish forebears find equal popularity with traditional tartans, and are very chic when worn with plain materials in their predominating colour. Buttoned bodices, with basques cut full or well fitting, are another contribution to the new season's scheme of things. Collars fit close to the throat and are frequently lined with another colour. Gaily coloured belts add a note of vivid contrast to the dresses with

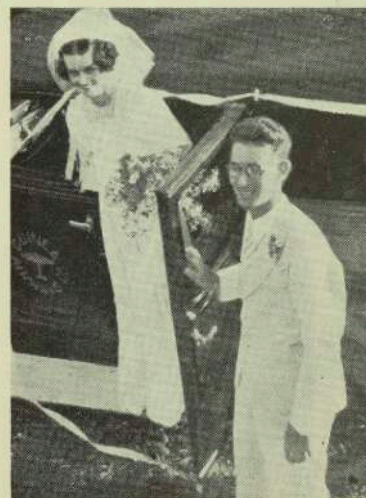
which they are worn, and a navy frock adds a scarlet leather belt and tucks a handkerchief of the same brilliant colour in its pocket and is immediately lifted to the heights.

BROAD shoulders make hips look incredibly slim, and a frock of shrimp pink made on these lines has a see-saw hem and collar, and six large buttons trim its double-breasted front. A frock of black swathes its waist with scarlet and adds red cuffs reaching well up the arms, which show beneath the three-quarter sleeves of the short accompanying jacket. An amusing black hat flaunts a scarlet feather.

A very lovely hostess gown is of heavy blue crepe with a gracefully draped bodice and sleeves and waist-band aglitter with sequin embroidery. The skirt reaches to the ankles. A delightfully simple fuchsia gown is Magyar in cut and relies on flat ruched bands on bodice and sleeves for trimming.

Blouses and skirts again take their place in Fashion's scheme of things, and whether for day or evening wear are as delightful as ever. High to the throat and long in the sleeves, they may be made to tuck in the skirt or have fitted waist lines. The jacket blouse is very chic and if you can wear this type do so, as it looks trimmer than the one which tucks in the skirt.

"HERE COMES THE BRIDE!"



Miss Ellen (Nell) King, daughter of Mrs. M. King (late of Port Moresby, Papua, and now residing in New Guinea), was married a few months ago to Mr. B. Jack Cooke, of Guinea Airways Ltd., Ltd. She is shown being assisted from one of G.A.'s cars by the best man, Mr. Moresby King, her brother.

Miss Else Strobel arrived in Sydney from Germany on May 7 by the "Mosel" on her way to New Guinea to join the teaching staff of the Lutheran Mission at Finschhafen. She will remain in the Territory for about five years.

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GERMANY AND TONGA

Interesting Items of Forgotten History

Letter to the Editor.

SINCE 1918 the Tonga Government, in its official Almanac, has published under "Remarkable Days—November 8" the following item:—

"Fakata-eaoga ae Talite Fe'ofa'ofani a Toga mo Jiamane i he Fanogonogo 1916"—which means that on November 8, 1916, the Treaty of Friendship between Tonga and Germany was abrogated.

Actually, this Treaty was cancelled by Article 4 of the Convention between Great Britain and Germany, signed in London on November 14, 1899, by which the German Emperor renounced, in favour of Great Britain, all the rights of Germany on the Tongan Islands, including the rights of extra-territoriality in the said Islands.

The "Koe Boohoo" (first Tongan newspaper, printed by the Wesleyan Mission), published in the issue of November, 1877, the fact of the signing of a Treaty of Friendship between H.I.M., Emperor Wilhelm of Germany and King of Prussia, and H.M. King George Tubou of Tonga, which was signed and witnessed by the following:—

Ernest Wilhelm Heinrich Hugo Edward Knorr, Commander of H.I.M.S. "Hortha".

Theodor August Ludwig Weber, German Consul for Samoa and Tonga.

Uiliami Tugi, Minister of Lands and Speaker of Parliament.

Rev. Shirley Waldemar Baker, of the Wesleyan Mission.

The Treaty was signed and sealed by H.M. King George Tubou I, of Tonga. On January 6, 1879, the following decorations arrived from Germany:—

The Insignia of the Red Eagle, Class II, for H.M. King George Tubou I.

The Insignia of the Red Eagle, Class III, for Prince Wellington Gu (grandson of George Tubou I).

The Insignia of the Red Eagle, Class IV, for Uiliami Tugi, Minister of Lands and Speaker in Parliament (grandfather of the present Prince Consort, U. Tugi).

A most elaborate, pearl-handled set of surgical instruments for Rev. Shirley Waldemar Baker, of the Wesleyan Mission.

On the subject of decorations, it may interest readers of the P.I.M. to know that the late King George Tubou II received, in 1914, from the Sultan of Morocco, the Insignia of a Commander of the Star of Morocco; and also, in the same year, from the King of Italy, the Insignia of a Chevalier of the Order of Peace (founded by Prince Sergim Orloff and at that time under the joint patronage of the Czar of Russia and the King of Italy). H.M. Queen Salote became, in 1935, Dame of the Order of the British Empire, and Prince Tugi was created O.B.E. in 1937.

I am, etc.,
Haapai, Tonga, F. T. GOEDICKE,
March, 1938.

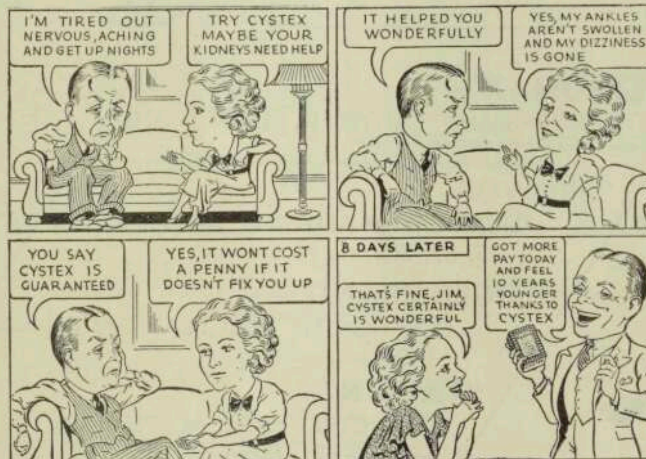
EDITORIAL NOTE: Mr. Goedicke is quite correct. The agreement made between Britain and Germany in 1899 supplied a clear definition of their interests in Samoa, Tonga and the Solomons. Germany withdrew from Tonga, while the British renounced all claims to the northern Solomon Islands of Bougainville and Buka. The latter became part of the German colony of the Bismarck Archipelago, and that is why to-day they are part of the Mandated Territory of New Guinea, instead of part of the Solomon Islands, to which, geographically, they belong.

The Germans, until the fateful August

of 1914, never lost their interest in Tonga, however. The writer was in Vavau on a ceremonial occasion in May, 1914, and the German flags on display that day easily outnumbered the Tongan and British flags together.

Hon. B. B. Perriman, M.L.C., of W. R. Carpenter and Co. Ltd., arrived in Sydney from Rabaul, New Guinea, by the "Nellore" on May 25. After 19 years in the Territory, he is now making his headquarters in Sydney, but will continue to make periodic visits to his Company's N.G. branches.

Germs in Your Kidneys Kill Health and Vitality



There is nothing that can make you feel older and more rundown than Kidney and Bladder disorders caused by Germs developed in your body during Colds or from Bad Teeth or Tonsils or during other infectious or bacterial diseases. Ordinary medicines don't help you much because they do not kill the Germs which are the true cause of your trouble.

Germs in your Kidneys and Urinary System cause you to suffer from one or more of the following dangerous and energy destroying ailments: Getting up Nights, Excess Acidity, Nervousness, Leg Pains, Dizziness, frequent Headaches, Lumbago, Rheumatism, Swollen Ankles, Dark Circles under the Eyes, Dry, Muddy Skin, Physical Weakness, Loss of Energy, and Burning, Itching Passages.

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More than 5 million men and women in all parts of the world have used **Cystex**. Letters in praise of it are written every day.

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Get **Cystex** from your chemist today. Put it to the test. See what it can do for you. **Cystex** will not cost you a single penny unless it satisfies you completely and you agree that it is easily worth ten times the small cost. **Cystex** starts working in 3 hours, must alleviate your pain, make you feel younger, stronger and full of life and energy, or you simply return the empty package and your money is refunded in full. You are the sole judge as to your satisfaction. During the first two or three days you probably will notice a marked improvement but we want you to take the full 8-day supply and see for yourself the tremendous good that this complete twin-tablet treatment can do for you. Ask your chemist for **Cystex** today. The guarantee protects you. **SCHAFFER & CO., SYDNEY.**

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GOODS.

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MAKE
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PACIFIC MINING REPORTS

From Fiji.

MOUNT KASI MINES LTD.

MARKED improvement occurred in the position of Mt. Kasi Mines Ltd., Fiji during 1937. After writing off development charges of £1,356 and depreciation totalling £3,741, the surplus of revenue over expenditure was £8,046. The debit balance of £6,106 has been wiped off and replaced by a credit balance of £1,940.

During the year, 33,232 tons of ore were treated for 7496.52 fine oz. of gold, or an average of 4.51 dwt. a ton. Average tailings value was .9 dwt., so that the head value of the ore was 5.41 dwt. a ton. Mine working costs showed great improvement. They amounted to 27.6% a ton against 44.8% in 1936. Development work was hindered by shortage of labour, and the difficulty has not yet been entirely overcome.

The general manager estimates that there are 144,700 tons of ore proved, with an expected value of 5.4 dwt. a ton, while probable ore amounts to 116,700 tons of approximately the same value.

EMPEROR MINES LTD.

Treatment figures for four weeks ended April 20, at the Emperor Mine, showed an increased head value of 7 dwt. a ton compared with 6 dwt. in March. Details were:—Crushed 11,444 long tons for 4,133 oz. of bullion, estimated to contain 3719.3 oz. fine gold. Head values 7 dwt. a ton, residues 5 dwt. Plant closed for three days for Easter holidays. Ore character enabled increased daily through-put.

LOLOMA (FIJI) GOLD MINES N.L.

The return for Loloma (Fiji) Gold Mines N.L. for the four weeks ended April 20 was as follows:—Mill ran 395 hours crushed 1,930 long tons for recovery of 2,692 oz. fine gold and 470 oz. fine silver. Residues 1.95 dwt. per ton.

The Co. has declared a dividend of 1/4 share, payable May 27. The distribution is the first. The dividend will require £41,250. The Co. was formed early in 1935. Production was begun at the mine at Tavua, Fiji, in September, 1937, and rich yields have been obtained since then.

It is expected that the Co. will now pay quarterly dividends of 1/4 share. Bonuses may also be expected from time to time, as profits are exceeding the amount necessary to pay four dividends of 1/4 each a year.

The Co. has had a meteoric history, and so far has justified all the original claims as to its worth. In its first six months of production it won 11,751 fine ounces of gold from 10,118 tons of ore. Average grade of the stone treated at the mine was thus 23.3 dwt. of gold to the ton. Loloma was the first Fijian area to be floated as a public company. Following the successful development in the privately-owned Emperor mine and the market rush for Loloma shares, more than a score of companies were formed. Mining men rushed to the field and the most spectacular share boom of recent years followed. The parties first in, however, had chosen well. After a hectic period, when share prices reached fantastic heights, the interest and resources of most of the companies waned. Emperor, Loloma and Koroere continued.

KOROERE GOLD N.L.

Shareholders in Koroere Gold, N.L., at the annual meeting in Melbourne on April 26, authorised the sale of the Company's undertaking to Emperor Gold Mining Co. Ltd. for £25,000. This is to be satisfied by the issue of 50,000 fully paid 10/ shares in Emperor Mines Ltd.

The managing director (Mr. E. G. Theodore) said that development work by Koroere in the last 12 months had not altered the mine position materially. Unfortunately the early hopes had not been fully realised. Much work has been done on the Koroere Hill and Cardigan areas at an economic cost. On the Cardigan area a valuable ore deposit had been opened up, but, unfortunately, at the lower level (100 ft.) the lode had not shown a continuance of values, although the channel persisted.

On Koroere Hill, he continued, the lode had proved too low in value for economic milling. That area contains probably 100,000 tons of ore averaging about 3½ dwt. The lode was irregu-

lar in shape and value. Possibilities existed in both areas at depth. But to explore them adequately would need more money than the Co. had or was likely to raise. Attack at depth in the area could be handled better by the Emperor Co. than by anyone else. If exploration of the Emperor ore bodies was carried out at depth, that Co. would be in a good position economically to explore the Koroere area.

The Cardigan ore body possibly would persist in depth. To develop that body to 600 ft. would cost between £15,000 and £20,000. The Emperor Co. would soon begin mining and treating the ore from the Cardigan area, which could be worked easily by open cutting, Mr. Theodore concluded.

KASI DEVELOPMENT LTD.

Disappointing results from prospecting work have caused the directors of Kasi Development Ltd., Fiji, to abandon the leases and cease operations. Net cost of prospecting in 1937 was £1,807, raising development account to £8,137. At December 31 cash items were £978 and creditors £330.

From New Guinea

PLACER & BULOLO CO.'s

UNCHANGED half-yearly dividends have been declared by Placer Development Ltd. and Bulolo Gold Dredging Ltd. Placer's interim dividend on account of the April 30, 1939, year, is 60 cents (Canadian) per share. Bulolo is paying 1 dollar 50 cents as an interim dividend in respect of the May 31, 1938, year. Both dividends will be payable on June 10, plus exchange ruling on May 21. Dividends payable to non-residents of Canada will be subject to an absentee tax of 5 per cent.

ENTERPRISE OF N.G. GOLD AND PETROLEUM DEVELOPMENT N.L.

Production of unrefined retorted alluvial gold from all sources for April was 44 ozs. 7 dwt., from 3,079 cubic yards wash dirt and 1,972 cubic yards overburden, reports the manager of

Mining Ore Treatment Machinery

COMPLETE CYANIDE PLANTS SUPPLIED

Dorr Classifiers

Dorr Thickeners

Dorr Agitators

Oliver Filters

Merrill Crowe Zinc Dust

Gold Precipitation

Richardson Mine Fans

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Enterprise of New Guinea Gold and Petroleum Development N.L.

Having made an inspection of the Edie gold mine, in New Guinea, Mr. W. J. Turner, mining engineer, has submitted a comprehensive report to the directors. The mine, Mr. Turner reports, is a partly developed low grade prospect of considerable promise. There are three lode systems, but only one of these has been explored to much extent. This is the main western lode that has been traced on the surface for a length of 4,800 ft. A tunnel has been driven on this lode for a length of 770 ft. and the average width of the ore is 5 ft. and the average assay value 7 dwt. of gold a ton. A new drainage adit is being advanced to intersect the lode at an horizon 150 ft. below

the level above and at an average depth of 285 ft. below the surface. Should the lode persist to this depth, and the geological evidence is in favour of its persistence to much greater depth, a possible 262,500 tons of ore may be developed above this horizon. Assuming the recoverable gold at 5 dwt. a ton, this would represent £525,000 possible value.

Regarding future operations, Mr. Turner advises that the main western lode justifies a vigorous development policy. He recommends that the new drainage adit be advanced as rapidly as possible to intersect the main western lode, then drive on the lode to the eastward and westward. The future of the mine will depend upon the results obtained here. If the lode at this horizon compares with that exposed in the main western drive above, the mine is worth while developing to the producing stage, but if the lode falls here the mine will be a salvage proposition. Whilst this work is in progress the main western drive should be advanced, and No. 2 winze continued to connect with the level below. A rise also should be put through to the surface at a selected point in the drive somewhere about the 500 ft. mark. To expedite the programme the installation of a rock-drilling plant is recommended. During the progress of the underground campaign metallurgical research work should be conducted at the mine, giving special attention to the economic limit of grinding, flotation tests, and cyanidation tests to be followed up with bulk tests of a ton or so, of representative ore, at the Commonwealth Industrial Research, Melbourne, or the School of Mines, Kalgoorlie, to determine the most economical flow sheet and the class of machinery to be installed.

BULOLO GOLD DREDGING LTD.

Production of Bulolo Gold Dredging Ltd. for April, compared with that of the previous two periods, as follows:—

	Feb.	Mar.	April.
Cubic yards	897,000	1,041,000	1,117,000
Bullion, oz.	11,224	16,281	17,420
Gold, fine, oz.	8,020	11,235	12,020

Value—
Aust. currency* . . . £70,175 £98,306 £105,175
Value, per c. yd. . . /18.7 /22.6 /22.8
Working profit . . . £52,421 £68,958 £73,745
*At £A8/15/ per fine ounce.

February treatment included 154,000 cubic yards tailings.

SANDY CREEK GOLD SLUICING LTD.

No. 1 plant of Sandy Creek Gold Sluicing Ltd., New Guinea, began operations in April at the southern boundary of the Sandy Creek area

at its junction with the Bulolo River. The Co. was occupied during the month in treating the comparatively poor terrace gravels near the Bulolo River, preparatory to starting on the Sandy Creek gravels in May. No. 2 plant was delayed for over ten days by some slips in the Cold Water Creek water race. Production figures for the last three months are compared in the following table:—

	Feb.	Mar.	April.
Yards, treated	18,441	17,620	18,790
Gold, oz.	258	338	212
Value a c. yd.	2/1½	2/10½	1/8½
Working costs	1/5	1/1	1/4

At the end of April the Co. issued the following financial statement for the three months ended January 31:—Cash in hand commencement of period, including balances due on gold sold, £5,563; revenue from operations, £6,720; expenditure, £5,512; cash in hand end of period, including balances due on gold sold, £6,771; debtors, £220; creditors (approx.) including provision for accruing expenditure, £3,278.

NEW GUINEA GOLDFIELDS LTD.

Production statements of New Guinea Goldfields compare as under:—

	Jan.	Feb.	Mar.
Alluvial—			
Pine gold, oz.	1274	914	1163
Pine silver, oz.	904	665	847
Golden Ridges Mill—			
Pine gold, oz.	308	601	50
Pine silver, oz.	359	671	55

Edie Creek Mill—
Pine gold, oz. 1181 652 758
Pine silver, oz. 4126 2936 2845
Alluvial profit . . . £3593 £2383 £4286
G. Ridges Mill profit . £1018 £3532 £411
Edie Creek profit . . £2502
Edie Creek loss . . . — £1214 £1427
The Golden Ridges' yield was from a clean-up of plant.

SUNSHINE GOLD DEVELOPMENT LTD.

The manager of Sunshine Gold Development Limited, New Guinea, reported on May 5 that a clean-up of the Company's property in April yielded 325 ozs. of gold.

BULOLO GOLD DEPOSITS LTD.

The following yields have been reported by Bulolo Gold Deposits Ltd., New Guinea:—

	Jan.	Mar.	Apr. 27.
Morobe Alluvials—			
Hours	625	545	825
Yards	7,800	4,720	8,500
Gold, oz.	110	120	180
Morobe Deposits—			
Hours	450	470	850
Yards	*3,000	3,500	4,000
Gold, oz.	25	135	50

*Incomplete. †Includes balance of clean-up from previous month.

MOROBE WARDEN'S REPORT FOR MARCH.

Gold Export.—Bullion exported from the Morobe goldfield, New Guinea, in March, was 25,560 oz. valued at £A129,068. The effect of No. 5 dredge on production has not yet been felt owing to minor stoppages and owing to not having yet dug clear of tailings. Next month production from Nos. 5 and 6 should materially increase the output. Also exported through Wau was 94 oz. valued at £A657 from Madang, and 19 oz. at £A148 from the Sepik goldfield.

Surveys.—Mr. Bergin and party continued surveys on the Bitol. Mr. Livingston was without a chairman for most of the month so did small surveys near Wau, visited Salamaua to fix points for the radio beacon, and assisted the Court in a pegging dispute.

General.—The weather was normal during the month. No. 6 dredge commenced dredging at the end of March. Court work was heavy during the period.

From Papua

GOLD MINES OF PAPUA LTD.

GOLD MINES OF PAPUA LTD. reports that during April the plant, running at approximately half capacity crushed 1,375 tons ore and recovered gold valued at approximately £930. Most of the mechanical difficulties have been overcome, but metallurgical trouble is still being experienced, the residues carrying high gold values. The preliminary run to March 31 resulted in the treatment of 1,750 tons for gold valued at £1,150, with £350 worth remaining in the plant.

CUTHBERT'S MISIMA GOLD MINE LTD.

At the annual meeting of Cuthbert's Misima Gold Mine Ltd. in Sydney on April 29, the acting-chairman, Mr. H. G. Carter, said that

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MOTOR PUMP



Complete Plant's weight, 140 lbs. Capacity up to 12,000 gallons per hour. All heads from 10 to 115 feet. Fuel consumption, 1 gallon per hour. Pressure 55lb. square inch. Especially suitable prospecting and all Sluicing Requirements.

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the positive and probable ore reserves in the southern section of the Co.'s property had increased by 50,000 tons, although some 26,000 tons had been mined during the year. The opening up of branch lodes encouraged the belief that these increases would continue for some years. Progress was being made in developing the northern section, but it would be at least 15 months before ore was available. The whole of the ore reserves in the southern section, and that being developed in the northern, lay in the oxidised zone. The treatment plant was laid out entirely for dealing with oxides. There were 3,400 ft. of oxide lode available in the southern section, and 2,700 ft. in the north. Mr. Carter said that below the entire length of this lode was the sulphide zone, which was quite an unknown quantity. It had not been attacked, mainly because its level was below the present drainage level of the mine.

The output was 3,000 tons a month said the chairman, and it was hoped that it could be steadily maintained. The new additions to the battery and treatment plant were now practically complete and were functioning satisfactorily. These additions had primarily enabled the increased output. Their present limitation was the output of ore from the mine—the machinery could handle all that came to the ore bin. The problem of increasing the mine output was being met by driving a second tunnel, which should be put in service before the end of the year. Additional crushing machinery would be placed at the mouth of this tunnel, which would deal with all ore from Nos. 1, 7, and 8 levels (and No. 9 when opened up), leaving the present tunnel to deal with No. 2 level of the northern section.

The monthly reports showed that the assay values of the various ore faces ranged from one and two dwt. per ton to over one oz. added Mr. Carter. The faces were sampled only one day each month, hence the samples and assays were not truly representative of the ore body. Experience had shown that the average grade over any particular section of ore was approximately 6½ dwt.

Recent production figures have been:—

	Feb.	Mar.	Apr.
Treated, tons	3,062	2,895	2,856
Bullion, oz.	3,305	2,814	2,496
Gold, fine oz.	918	845	764
Silver, fine oz.	1,876	1,550	1,503
Estimated Value (Gold at £48 per oz.) ..	£7,438	£6,833	£6,184
Value, per ton	48/7d.	48/9d.	46/7d.

MANDATED ALLUVIALS LTD.

The directors of Mandated Alluvials Ltd. reported on April 29 that "the treatment plant has been fully completed, and is now operating successfully. The first shipment of matte to the refineries will be made within the next few days". The Co.'s property is situated near Port Moresby, Papua.

BORNEO OPTIONS N.L.

Borneo Options N.L., which has a three months' option over two areas on the old Astrolabe field in Papua reports that the manganese leases show high quality ore. The Government report is satisfactory. Additional leases of manganese and a valuable lease of iron oxide have also been acquired.

A later report stated that the manganese and red oxide areas will not require more than £100 monthly for labour. No machinery will be required. The gold lease promises to be profitable and economical to work, and preliminary arrangements for smelting ore have been made. Three dormies, which should prove interesting, have been located.

PAPUAN APINAIFI PETROLEUM CO. LTD.

The May report of Papuan Apinaifi Petroleum Co. Ltd. stated that No. 2 bore had been drilled to 564 ft. On a report from the Co.'s geologist, Mr. Launcelot Owen, it has been decided to cease drilling No. 2 bore for the present, and move the drilling plant to the Oiapu area, where drilling will commence next month. The location for No. 3 bore having been selected, the manager, Mr. Haynes, states that the transfer of the drilling plant presents practically no difficulty. Mr. Haynes and Mr. Owen reached Sydney early in May to confer with directors and the Commonwealth Oil Advisory Committee on the Co.'s future drilling programme.

The Permit issued to the Co. by the Papuan Administration has been renewed for one year from April 1. It confers upon the Co. the exclusive right to prospect for oil over an area of 75 sq. miles in the Gulf and Central Divisions.

Mr. C. G. Harris, of Djaul Island, Kavieng, New Guinea, arrived in Sydney early in May, after a visit to Europe, and left by the next steamer for Rabaul.

Quotations for Islands Gold Shares.

Fiji.

	Mid-Dec.	Mid-Mar.	Mid-May.
Emperor Mines ...	b12/	b13/3	b11/9
Koroere	s3/1½	s1/6	b1/8
Loloma	b17/3	s23/6	b22/6
Mt. Kasl	b4/10	b4/2	b4/5
Vatu Kasia ...	s1/6	s1/3	b6d.

NEW GUINEA.

Bulolo Deposits ..	b1/3½	b11d	b8½d.
Bulolo G.D.	b£5/15/	s£7	b£6/5/
Enterprise of N.G.	b£1/2/6	b17/6	b20/
Guinea Gold ..	b12/6	s13/11	s13/9
N.G.G., Ltd.	b1/9	b1/5	b1/3½
Oil Search	b6/4	b5/11	b6/2
Placer Dev.	b£3/12/	b£3/15/	b£3/11/
Sandy Ck.	b1/9	b1/6	s1/3
Sunshine Gold ..	b11/1	b11/3	b11/6

PAPUA.

Cuthbert's	b20/	b21/	b20/
G.M. of Papua ..	b9/11	b8/6	b6/7
Mandated All.	b1/9	b1/4½	b2/1
Oriomo Exp.	b3/2	b2/4	b2/9
Yodda Gold Co ..	b2d.	s6d.	b6d.

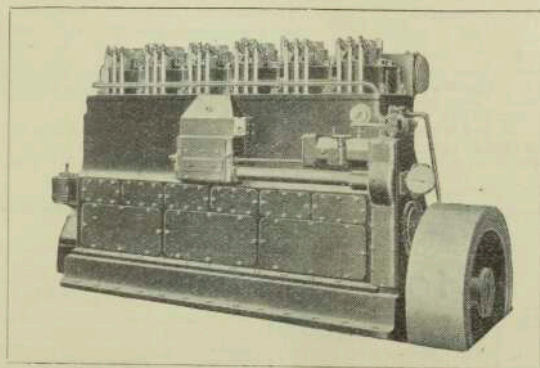
C.S.R. Co. EXPANDS

SOME 250 tons of machinery to provide for extensions to the operations of the Colonial Sugar Refining Co. Ltd. arrived in Fiji from New Zealand in April by the C.S.R. steamer "Fiona". The machinery, which will be used in three raw sugar mills, was brought out from England to Auckland by the N.Z. Shipping Co.'s motorship "Otaio".

A ship to shore telephone service has been installed at Apia, Western Samoa.

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IN this photograph, taken at Jaluit, kindly forwarded for publication, there are Japanese officials of the Mandate Administration (Marshall and Caroline Islands) and their native assistants. It is most interesting, as showing how Japan is carrying on her work in the tropical islands.

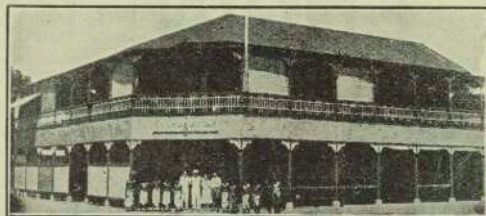
Says our Correspondent:—In the front row are some members of a youths' social welfare association. In the second row are Japanese officials, of

whom the Governor—an energetic impartial Administrator—is the eighth from the reader's right. The fourth from the reader's right, the one with the shoulder straps, is the Chief of Police, a very jovial man.

In the other three rows are native police boys and other minor officials from various islands of the Group. Most of them are graduates from the Japanese schools in the Mandate, and who consequently understand Japanese, all

instruction in such schools being given in that language.

Members of the social welfare association wear brown uniforms on special occasions; but native government officials at all times, when on duty, wear white drill clothing, usually starched and ironed. They are expected to be always neatly appareled, down to shoes and socks, bare feet not being permissible.



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APIA WATERFRONT IMPROVED

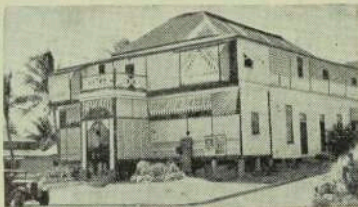
From Our Own Correspondent.

APIA, May 3.

APIA Main Beach road, in the neighbourhood of the Roman Catholic Mission and Cathedral, has been widened by removing the ancient, ugly stone wall, and a new attractive cement wall has been built farther back. As a result, the beach frontage has been improved in appearance.

Mrs. W. G. Mackay, of Uacangi, Fiji, is at present in Sydney.

WHERE TO STAY IN PORT MORESBY



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The PAPUA HOTEL

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BRANDS OF
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OUTCLASSED !

An Incident of the "Vanora's" Visit to Papua

From Our Own Correspondent.

PT. MORESBY, Apr. 29.

THE American yacht "Vanora" (40 tons), arrived here on April 22, on a world cruise which began in London in August, 1936.

Mrs. M. Hart, an American lady, is the owner and navigator, the master being her nephew, Mr. P. Perez. The vessel will make a prolonged stay at Port Moresby for purposes of overhaul, and will then proceed across the Pacific by way of Samarai and Noumea.

"Satan" we are reminded, "finds mischief for idle hands to do"; and the hands on the "Vanora" have not been neglected by his sable majesty. There are four sailors, picked up at various ports of call; and three of them decided that Port Moresby was just the place for a little exhibition of "weight-chucking". They had a festive night ashore on the 25th, and at about 4 o'clock the following morning, feeling a little jaded by the gaiety, decided to go on board.

There was no boat available; but a search revealed a boat attached to the "Laurabada", the Lieutenant-Governor's yacht. If it was good enough for the Governor, it was good enough for them; so they boarded the "Laurabada" and essayed the delicate task of climbing into the boat. But Mr. Ritchie woke to the noise, and intervened.

Besides being an engineer of long standing, Mr. Ritchie is an Australian. It therefore may be imagined that in the subsequent exchange of complimentary remarks, the strangers were outclassed. They eventually retreated by the way that they had come.

Anxious to re-establish their honour, they called on Mr. Ritchie again at the following midnight, having apparently spent the interval in thinking up new words and combinations; but it was all in vain. Australia triumphed again, and the intervention of the police resulted in the three seamen appearing before the Magistrate the following morning. In spite of a voluble defence by the fourth member of the crew, they were sentenced to pay fines of £3 each or endure a Papuan gaol for 14 days.

When the "Vanora" was at Daru, earlier in the month, she grounded on a shallow patch near the beacon. Fortunately, with the rise of tide, she floated off.

MISCEGENATION

From Our Own Correspondent.

APIA, May 4.

THE law aiming to prevent cohabitation between Chinese plantation labourers and Samoan women is to be more strictly enforced in future.

On April 8 seven Samoan women and six Chinese labourers of the Government plantations at Tuanaimato and Falelunui appeared in Apia High Court charged respectively with being found in the coolies' quarters and with allowing the women on their premises. Commissioner Kay pointed out that these were the first charges of the kind for some time, and that the coolies were liable to three months' imprisonment and the women to one month. Under the circumstances he would convict the offenders and order them to come up for sentence within three months, if called upon.

NEW ISLANDS VESSEL

FOUR sturdy boats recently built by Lars Halvorsen Sons Pty. Ltd. for Islands Exploration Ltd., are powered by Vivian diesel engines. These vessels are being used in the search for oil in Papua and New Guinea, carrying cargo on ocean and river voyages.

The "Panuco" and "Potrero", sister ships, have a length of 64 ft., a beam of 18 ft., moulded depth of 7 to 9 ft., gross tonnage of 67.94 tons, and are powered by a 6-cylinder 6½ in. stroke by 10 in. bore Vivian diesel engine rating 120 B.H.P. The vessels have a cruising speed of 9 knots.

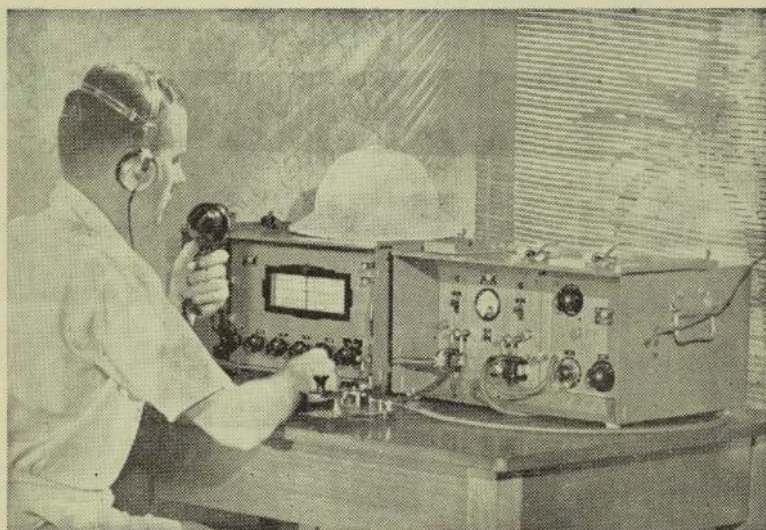
The other boats, the "Casiano" and the "Chinampa", have a length of 53 ft., beam of 17 ft., moulded depth 7 to 6 ft., gross tonnage 59.92 tons, and are powered by 4-cylinder 6½ in. stroke by 10 in. bore Vivian rating 80 H.P. They have a cruising speed of 8 knots.

Vivian diesel units, by which the four boats are powered, were first introduced to Australia from Canada where they are manufactured, about a year and a half ago and became popular in vessels where excess strength and de-

pendability were important. Sydney Ferries Ltd. in their new tug boat "Vivian" have had a 120 H.P. Vivian in use for a year and have recently ordered two more Vivians of the same size and power to go into two new tugs. Cockatoo Docks are also using a Vivian engine in one of their boats, as is Charles Messenger, the well-known Sydney launch proprietor.

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 3 p.m. and 5 p.m. (0500-0700 G.M.T.) and 8 p.m. and midnight (1000-1400 G.M.T.); and on Mondays between 2.30 a.m. and 4.30 (1630-1830 G.M.T.).



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The equipment is particularly suitable for use by Government administration out-posts, survey and mining parties, light-houses, forestry observation towers, island plantations, cattle stations, patrol launches or small trading schooners, etc.

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22 Short (Case Lots 5,000), 21/- per 1,000. 22 Long Rifle (Case Lots 5,000), 28/6 per 1,000. Plus Tax.
Browning Automatic (.22 Short), Model 422, £4/5/ nett.



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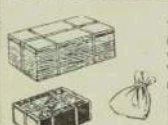
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All Bakelite Roulette Wheels British 25/-.
Cloths 9/6, 12/6, 15/.

Other types of Novelties 35/; 38/6, 48/6, 65/; 75/; up to £12/10/. Write for full particulars. Small Roulette glass tops with betting sheets, 3/6. In Wooden Types 12/6.



Electric Fore-head Torch & Battery. For Night Workers, Bandsmen, Miners, etc. 10/6. Standard Batteries.



"PRESTO": In Moulded Bakelite Hand-some Case. The world's most outstanding & Puzzling Trick. You can master it in a jiffy. 2/6, with instructions. Pocket Size. It creates a furore. They all want to know how it is done. AGENTS WANTED for this Rapid Seller. Not much larger than a safety-match box.

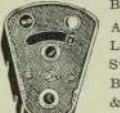


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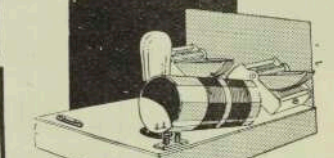
Pocket Telescope & Compass, Fountain Pen size.

Collapsible, High Grade Telescope, in Leather Case. 16/6.

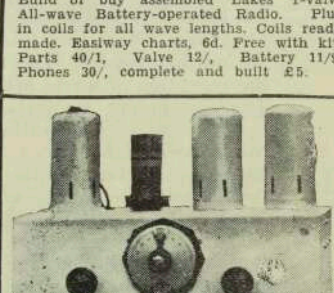
"MAN-O-WAR" RUBBER CLAD AERIAL

40 STRANDS 30 FT. 5/6
100 FT. 10/6

High tone buzzer for Morse Code Work as illustrated 3/6, other 2/6, 3/9, 7/6. Morse Keys 12/6 & 19/6.

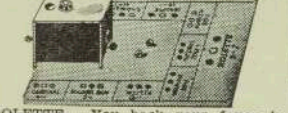


Build or buy assembled Lakes 1-valve All-wave Battery-operated Radio. Plug in coils for all wave lengths. Coils ready made. Easiway charts, 6d. Free with kit. Parts 40/1, Valve 12/, Battery 11/9, Phones 30/, complete and built £5.



Build or buy ready made the Linguist 3, all-World Battery Operated Radio. Cover All Wave Bands Parts 58/4; batteries, 19/; Valves, 51/6; Phones, 32/6; Speaker, 20/. If to be assembled by us add 30/- extra. Charts, 6d.

Like-a-flash 'Eliminoid' Aerial Kit, for short or dual wave sets. Aerial Pyrex type Insulators, transposition blocks and 200ft. aerial wire. 22/6. Eliminates unwanted aerial and hideous electrical noises from your dual-wave or short-wave set.



ROLETTE. You back your fancy in the numbers and colors of three balls. The game ejects 3 colored balls. 55/. For homes, hotels, clubs, etc. Complete with betting sheet and instructions. Send for Leaflet.



Everlasting All Metal Cigarette Makers. Makes Cigarettes just like the factory, in a jiffy. English make; Vest Pocket size 6/6.



Pickup Heads, fit all standard Gramophone tone arms. 10/6, 12/6.

English Cosmo-cord 11/6, 19/6.

English "Gold-ring" 16/6, 18/6, 19/6, with self-contained Volume Control 21/- and 25/- with separate volume control.

Buy assembled or build the Air Patrol 2-valve Battery-operated Radio for all short-wave stations and broadcasts. Easy to operate, change over switch. All parts £4/15/6. Valves 28/9, Batteries £2/15/9, Phones 30/-. Speaker 21/3. The set assembled and complete, £12/14/9. Easiway Charts 6d.

Graphoscope 8/6. With it you can draw anything from any copy.

Focussing Torches, 1,500 ft., 5-cell. 6/6.

"Cosmocord" British 240 Volt AC Electric Gramophone Motor and all turntable fittings, 39/6.

Valves; we guarantee a cheaper price for any replacement. Just send along your order.

Batteryless Hand Holding Microphone for speech or music, 45/- value for 22/6.



As illustrated. Hand Holding Microphone with long lead fitted. Splendid Reproducer.

Excellent English Microphone, Table Model, with self-contained pre-amplifier Unit in Base. 39/6.

These Microphones suit all sets. The leads plug into the Pickup terminals of the set. Write for full illustrated list of the finest range of microphones available.



Morse Code Keys. As illustrated. Ad-12/6. Justable all ways, Long or Short Tappers.

P.M.G. Heavy Brass Fitting Type, 19/6. P.M.G. Type Sounder, 35/-. English P.M.G. Surplus Stock. High Grade Morse Code Set with Sullivan Headphones and Buzzer—good as new, 38/6. Buzzers 2/6, 3/9. High Tone Adjustable Professional type, 7/6.

"Radio Moderne". The Greatest Battery Operated Dual Wave Radio Made. No idiosyncrasy. A real and established fact. "Radio Moderne" is specially designed for the Island trade £22/10/. Send for the latest illustrated leaflet.

"COSMOCORD"
25/-
British

"Like a Flash" British make Gramophone Pickups complete Richards, just arrived 25/-
"Cosmocord" — — — 25/-
"Cosmocord" De Luxe 32/6
"Cosmocord" high definition — — — 38/6
"Cosmocord" Super de Luxe — — — 45/-
Amplion (English) — 28/6
B.T.H. bakelite models 32/6

LEVENSON'S RADIO
Write for Punch Board Leaflets
GAMES, NOVELTIES AND HOBBIES
226 PITT STREET, SYDNEY
Manufacturers, Importers, and Exporters.
Branches: Radio Cheapside, 240a Pitt St. N.S.W., AUSTRALIA
Cable address: "Leveradioh." Goods forwarded V.P.P. or Sight Draft. Satisfaction and Service Guaranteed. We can supply by mail all General Merchandise at a Better Price. Quotations with pleasure. Please add freight and packing. Write for full list of interesting leaflets of Games, Hobbies, Novelties, and Electrical Goods.

Australian Short Wave Broadcast

JUNE 5 TO JULY 9

AUSTRALIAN National Short Wave Programme, broadcast from Melbourne, Victoria, on 31.34 metres for listeners in the Western Pacific. Call sign: VLR.

p.m.	DAILY — WEEKDAYS
12.25	Stock Exchange Reports and London Metal Prices.
12.40	Recorded Music.
1.00	Time Signal, and News Bulletin.
1.05	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	Sporting News.
7.00	(Saturday excluded) Markets and Weather for North Australia.
7.15	Overseas News Service.
7.30	Queensland and North Australian News.
7.40	(Monday, Wednesday, and Friday) Talk.
7.40	(Tuesday and Thursday) News in French (Usually) Musical Programme.
8.50	Australasian News Service.
10.50	Musical Programme.
11.30	Close.
p.m.	EVERY SATURDAY
12.40	Music.
1.15	5.15 Description of current sporting and athletic events, interspersed with music.
6.30	Markets Summary.
7.35	Sporting Highlights of the Week.
11.00	Dance Music.
12.00	Close.

p.m.	EVERY SUNDAY
6.00	Musical Programme by various State Orchestras.
6.30	Talk.
6.50	News Bulletin.
7.00	"Alice in Orchestralia".
7.30	Recordings of Overseas Artists.
8.30	Talk on International Affairs.
10.15	News.
10.30	Close.
(Times given are Australian Eastern Standard—10 hours ahead of Greenwich Mean Time.)	

JUNE 5 TO JULY 9.

June 5 (Sun.)—8.30 p.m. New Note Octet; 9.15 Play; 10.20 Epilogue.	June 16 (Thurs.)—1.30 p.m. Mornington Races; 7.40 Book Review; 8 "The Play's the Thing"; 9.10 A.B.C. Symphony Orchestra.
June 6 (Mon.)—8 p.m. Serial—"Into the Light"; 8.30 "At the Sign of the Maison Rouge"; 9.30 "History of Jazz"; 10 Travel Letter.	June 17 (Fri.)—8 p.m. Jim Davidson's A.B.C. Dance Band; 8.30 Organ Recital; 9.30 Musical Comedy of the 18th Century.
June 7 (Tues.)—8 p.m. Everyman's Music; 9 Presentation—"Prince Olaf"; 10 Organ Recital; 10.20 Music.	June 18 (Sat.)—1.15 p.m. Caulfield (Melb.) and Rosehill (Sydney) Races; 8 Everyman's Music; 9 Story; 9.15 Revue; 10.15 Music.
June 8 (Wed.)—1.30 p.m. Ascot Races; 8 Request Items; 8.40 "Emma and 'Erbert'"; 9 National Military Band; 10 Recorded Feature.	June 19 (Sun.)—8.50 p.m. Musical Programme; 9.15 Play; 10.20 Epilogue.
June 9 (Thurs.)—1.30 p.m. Woodend Races; 7.40 Book Review; 8 "The Play's the Thing"; 9.45 "Chorus, Gentlemen, Please"; 10 Talk on World Affairs.	June 20 (Mon.)—7.40 p.m. "The Distribution of Wealth"; 8 Serial—"Into the Light"; 8.30 "At the Sign of the Maison Rouge"; 9.30 "History of Jazz"; 10 Travel Letter.
June 10 (Fri.)—3 p.m. "Adventures in Music"; 8 Description of 1st Test Match at Trent Bridge, England; 3.30 a.m. Close.	June 21 (Tues.)—8.10 p.m. Concerto Hour; 9 Ballad Concert; 9.30 Topical Talk; 10 Harry Bloom's Dance Band.
June 11 (Sat.)—1.15 p.m. Moonee Valley Races; 7 Music; 8.10 Description of Test Match; 3.30 a.m. Close.	June 22 (Wed.)—1.30 p.m. Moonee Valley Races; 8 Request Items; 8.40 "Emma and 'Erbert'"; 9 National Military Band; 9.30 "We Present—".
June 12 (Sun.)—7.30 p.m. A.B.C. Symphony Orchestra; 8.50 Richard Tauber; 9 Organ Recital; 9.30 "Soft Lights and Sweet Music"; 9.50 Selected Recordings.	June 23 (Thurs.)—1.30 p.m. Ballarat Races; 8 "The Play's the Thing"; 9.15 Instrumental Ensemble; 9.45 "Chorus, Gentlemen, Please"; 10.15 Harry Bloom's Band.
June 13 (Mon.)—1.30 p.m. Flemington Races; 3 "Milestones in Modern History"; 8 Description of Test Match; 3.30 a.m. Close.	June 24 (Fri.)—3 p.m. "Adventures in Music"; 8 Description of 2nd Test Match, at Lords, England, and National Programme.
June 14 (Tues.)—1.30 p.m. "Everyday Science and Nature Study"; 7.40 Comment by the "Watchman"; 8.30 Description of the Test Match; 3.30 a.m. Close.	June 25 (Sat.)—1.15 p.m. Williamstown (Vic.) and Canterbury (Sydney) Races; 8 Description of 2nd Test Match and National Programme.
June 15 (Wed.)—1.30 p.m. Mentone Races; 8 Request Items; 8.40 "Emma and 'Erbert'"; 9.30	June 26 (Sun.)—7.30 p.m. A.B.C. (Brisbane) Symphony Orchestra; 8.50 Richard Tauber; 9 Organ Music; 9.30 "Soft Lights and Sweet Music" by Harry Bloom's Tango Band.

Stanley Clarkson (Bass) and Ernest Llewellyn.	June 27 (Mon.)—1.30 p.m. Caulfield Races; 8 Serial—"Into the Light"; Description of 2nd Test Match, and National Programme.
June 16 (Thurs.)—1.30 p.m. Mornington Races; 7.40 Book Review; 8 "The Play's the Thing"; 9.10 A.B.C. Symphony Orchestra.	June 28 (Tues.)—7.40 p.m. Comment by "The Watchman"; 7.55 Music; 8.20 Description of Test Match and National Programme; 3.30 a.m. Close.
June 17 (Fri.)—8 p.m. Jim Davidson's A.B.C. Dance Band; 8.30 Organ Recital; 9.30 Musical Comedy of the 18th Century.	June 29 (Wed.)—1.30 p.m. Moonee Valley Races; 8 Request Items; 8.40 "Emma and 'Erbert'"; 9.30 "We Present—"; 10.30 Lunchtime Cricket Scores—Australia v. Derbyshire.
June 18 (Sat.)—1.15 p.m. Caulfield (Melb.) and Rosehill (Sydney) Races; 8 Everyman's Music; 9 Story; 9.15 Revue; 10.15 Music.	June 30 (Thurs.)—1.30 p.m. Pakenham Races; 8 "The Play's the Thing"—"Eldorado" and "For Fear of Little Men"; 9.10 Richard Tauber—
June 19 (Sun.)—8.50 p.m. Musical Programme; 9.15 Play; 10.20 Epilogue.	
June 20 (Mon.)—7.40 p.m. "The Distribution of Wealth"; 8 Serial—"Into the Light"; 8.30 "At the Sign of the Maison Rouge"; 9.30 "History of Jazz"; 10 Travel Letter.	
June 21 (Tues.)—8.10 p.m. Concerto Hour; 9 Ballad Concert; 9.30 Topical Talk; 10 Harry Bloom's Dance Band.	
June 22 (Wed.)—1.30 p.m. Moonee Valley Races; 8 Request Items; 8.40 "Emma and 'Erbert'"; 9 National Military Band; 9.30 "We Present—".	
June 23 (Thurs.)—1.30 p.m. Ballarat Races; 8 "The Play's the Thing"; 9.15 Instrumental Ensemble; 9.45 "Chorus, Gentlemen, Please"; 10.15 Harry Bloom's Band.	
June 24 (Fri.)—3 p.m. "Adventures in Music"; 8 Description of 2nd Test Match, at Lords, England, and National Programme.	
June 25 (Sat.)—1.15 p.m. Williamstown (Vic.) and Canterbury (Sydney) Races; 8 Description of 2nd Test Match and National Programme.	
June 26 (Sun.)—7.30 p.m. A.B.C. (Brisbane) Symphony Orchestra; 8.50 Richard Tauber; 9 Organ Music; 9.30 "Soft Lights and Sweet Music" by Harry Bloom's Tango Band.	
June 27 (Mon.)—1.30 p.m. Caulfield Races; 8 Serial—"Into the Light"; Description of 2nd Test Match, and National Programme.	
June 28 (Tues.)—7.40 p.m. Comment by "The Watchman"; 7.55 Music; 8.20 Description of Test Match and National Programme; 3.30 a.m. Close.	
June 29 (Wed.)—1.30 p.m. Moonee Valley Races; 8 Request Items; 8.40 "Emma and 'Erbert'"; 9.30 "We Present—"; 10.30 Lunchtime Cricket Scores—Australia v. Derbyshire.	
June 30 (Thurs.)—1.30 p.m. Pakenham Races; 8 "The Play's the Thing"—"Eldorado" and "For Fear of Little Men"; 9.10 Richard Tauber—	

Calstan AC/DC Multimeter

—will test ANY radio set from the grid of the R.F. valve to the output terminals of the Speaker

It's RANGE that counts in Test Equipment—Range in Volts, AC and DC—in MILLIAMPS, and in OHMS, all important factors to the Serviceman. Wise Servicemen choose the CALSTAN AC/DC CIRCUIT TESTER, for they appreciate the importance of Precision, Accuracy, and Low Cost, which combined with the wide range of this excellent instrument, make it a sound investment for increased radio servicing business.

MULTIMETER RANGE CONSISTS OF 2 TYPES—

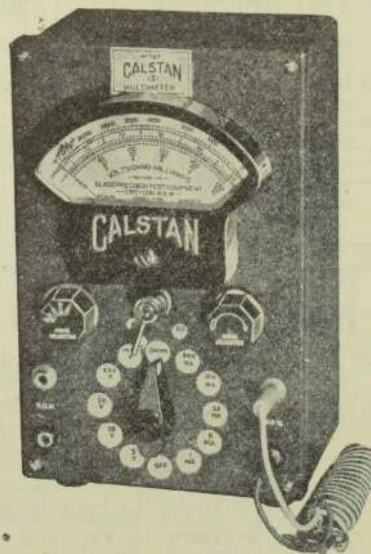
- (1) AC/DC with output range of DC Volts 5, 10, 50, 250, 1,000. Milliamps. 1, 5, 25, 100, 500. Ohms, 0-2,000, 0-20,000, 0-200,000. AC & Output Volts, 5, 10, 50, 250, 1,000.
- (2) DC Model. Similar range to the AC/DC Model, but cannot be used for checking AC or Output Volts.

Prices: AD 135 AC/DC £7/17/6. Plus tax.
D 135 DC £5/15/6. Plus tax.

High sensitivity 20,000 ohms. per volt meters can be fitted to either of the above type Multimeters for £2/10/- extra. This type of instrument when used with this meter obviates the necessity of a Vacuum Tube Volt Meter, for average work, and can be used more extensively.

SLADE'S RADIO PTY. LTD.
LANG STREET, CROYDON, N.S.W.

The Largest Test Equipment Manufacturers in the Commonwealth



Opening Concert in Australia; 10.30 Lunch-time Cricket Scores—Australia v. Derbyshire.

July 1 (Fri.)—8 p.m. Jim Davidson's A.B.C. Dance Band; 8.30 Electric Organ; 9.30 Play; 10.30 Lunch-time Cricket Scores—Australia v. Derbyshire.

July 2 (Sat.)—1.15 p.m. Flemington Races; 8 "For the Music Lover"; 10.30 Lunch-time Cricket Scores—Australia v. Derbyshire.

July 3 (Sun.)—8.50 p.m. Music; 9.15 Radio Presentation of recent Film Release.

July 4 (Mon.)—1.30 p.m. Ascot Trots; 8 Serial—"Into The Light"; 8.30 "At The Sign of The Maison Rouge"; 9.30 "History of Jazz"; 10 Travel Letter; 10.30 Lunch-time scores—Australia v. Yorkshire.

July 5 (Tues.)—8 p.m. Recital by Richard Tauber; 9 Orchestral Hour; 10.15 Topical Talk; 10.30 Lunch-time scores—Australia v. Yorkshire.

July 6 (Wed.)—1.30 p.m. Flemington Races; 8 Request Items; 8.40 "Emma and Erbert"; 8 National Military Band; 9.35 A.B.C. (Brisbane) Orchestra.

July 7 (Thurs.)—1.30 p.m. Werribee Races; 8 "The Play's The Thing"; 9.15 Harry Bloom's Tango Band; 9.45 "Chorus, Gentlemen, Please"; 10.30 Lunch-time scores—Australia v. Yorkshire.

July 8 (Fri.)—8 p.m. Jim Davidson's A.B.C. Band; 8.30 Description of 3rd Test Match at Old Trafford, England, and National Programme.

July 9 (Sat.)—1.15 p.m. Flemington Races; 8 National Military Band; 8.25 Cricket Description and National Programme; 3.30 a.m. Close.

AIR-GIRL IN ACCIDENT

WAU, May 1.

ILL-LUCK still dogs Miss Barbara Hitchins, the Australian girl flier who was forced down near Madang in February.

The authorities, after the mishap, condemned the Gypsy Moth plane and cancelled its certificate of air-worthiness. However, Mandated Airlines Ltd. sent mechanics to the plane and they carried out the necessary repairs and flew the machine back to Wau.

After inspecting the Moth, Miss Hitchins proceeded to start the engine by swinging the propeller. She did not get her hand away quickly enough, with the result that her right hand was badly shattered.

"ALNWICK"

KINDERGARTEN

74 BUNDARRA ROAD,
BELLEVUE HILL, SYDNEY.

Boarding School for Children from 2 years.

Qualified Nurse and Teachers.
Special attention to health and diet.

Individual Training under ideal conditions of climate and environment.

MISS E. WARRELL, Principal.
Tel.: FM 5638.

NORDDEUTSCHER LLOYD, BREMEN

Hongkong—New Guinea—British Solomon Islands Service.

REGULAR SAILINGS BY

S.S. "FRIDERUN."

Through Bills of Lading and Passage Tickets issued to all parts of the world.

For further particulars apply to

MELCHERS & CO., General Agents, P.O.B., 423, Hongkong, China.

COLYER, WATSON & CO., N.D.L. Agents, Rabaul, New Guinea.

GILCHRIST, WATT & SANDERSON, LTD., N.D.L. Agents, Sydney.

ISLANDS PRODUCE

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Coffee

THE following quotations were obtained in Sydney during May:—

Robusta, f.a.q., imported from Java on firm conversion of exchange, c.i.f., prompt shipment, Sydney:—Quote No. 1: 26/- per cwt.; quote No. 2: 19/- per cwt.

Kenya, f.a.q., immediate shipment, c.i.f., Sydney, per cwt.:—No. 1 quotations: Grade "A", 51/-; grade "B", 46/6; grade "C", 43/-; Triage 36/-; No. 2 quotations: Grade "A", 58/6; grade "B", 48/6; grade "C", 45/6; 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", 54/6; grade "B", 53/-; No. 2 quotations: Grade "B", 54/-; Triage, 42/6.

Arabian (Aden) Hodeidah, f.a.q., immediate shipment, c.i.f., Sydney—No. 1 quotation: 64/- per cwt. No. 2 quotation, 66/- 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-May, were:—Average Java 7½d. per lb. and prime Japara, 7 7/16d. per lb.

Cocoa

Quote No. 1: Cocoa beans, £36-£38 per ton.
Quote No. 2: New Guinea cocoa £29-£30 per ton.

Quote No. 3: Accra, good fermented £33/10/- per ton, c.i.f., Sydney.

Cotton

During the month, London, c.i.f., cotton prices were:—April 22, 4.82d. lb., May shipment; April 29, 4.66d. lb., June shipment; May 6, 4.57d. lb., June shipment; May 13, 4.69d. lb., June shipment; 4.57d. lb., June shipment.

Ivory Nuts

No. 1 quotation: £8/10/- 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-May, at £50-£55 per ton.

Rice

Rangoon rice: packed in 100 lb. bags, £13 per ton; 200 lb. bags, £12/15/- per ton, f.o.b., Sydney.

Australian table rice, packed in 56 lb. bags, £13 per ton.

Trochus Shell

Nominal quotations for trochus shell obtained in Sydney from two different sources were:

(a) Trochus, shell, No. 1 grade . . . £85
Trochus shell, No. 2 grade . . . £75
Trochus shell, No. 3 grade . . . £65
(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 of Mother of Pearl 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. Black Edged Shell (Tahitian) sold at firm prices. There was no New Guinea shell offered. Darwin shell fetched £218 (Aust.) for 1st grade to £110 (Aust.) for fair defective pickings.

Exchange Rates

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THE following exchange quotations, gathered in Sydney, show the rates existing in May:—

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.

	Franks to £	Australian
Australia on Papeete.	124.10	
Average for week ended 25/4/38	125.76	
Average for week ended 2/5/38	134.13	
Average for week ended 9/5/38	139.68	
Average for week ended 16/5/38	138.62	
Average for week ended 23/5/38	138.57	

NEW GUINEA AND PAPUA—THROUGH COMMONWEALTH BANK

From Australia, Pt. Moresby 10/- 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 Estg. 100.
Selling: T.T. £A125/10/- equals Estg. 100.

THROUGH BANK OF N.S.W.

Australia on Papua 10/- per cent. premium each way, equivalent to commission of 10/- 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 May 23, when the Australian £ was nominally worth 141.4 francs, £100 Australian would purchase a draft in Noumea of 14,020 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	124 17 6
On Demand	123 0 0	124 15 0
30 days	122 15 0	124 12 6
60 days	122 10 0	124 10 0
90 days	122 5 0	124 7 6
120 days	122 0 0	

The Pt. Moresby launch "Ian", under charter to the Papuan Oil Development Co., was recently destroyed by fire at the mouth of the Wawoi River (near the Bamu River) in the Western Division. The passengers and crew escaped, but the launch sank and was a total loss.

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 Price on—	South Sea, Sun-Dried to London Per ton, c.i.f.	Plantation, Hot-air Dried, Rabaul Per ton, c.i.f.
January 1, 1932	£14 0 0	£14 15 0
March 25	£14 17 6	£15 0 0
June 17	£13 2 6	£13 5 0
September 2	£13 17 6	£14 0 0
December 16	£14 2 6	£14 5 0
January 6, 1933	£13 0 0	£13 12 6
March 3	£11 7 6	£11 10 0
June 30	£10 17 6	£11 0 0
September 29	£9 7 6	£9 10 0
December 1	£8 12 6	£9 0 0
January 5, 1934	£8 0 0	£8 7 6
March 30	£7 7 6	£8 0 0
April 27	£7 7 6	£8 0 0
June 15	£8 0 0	£8 12 6
July 6	£7 17 6	£8 15 0
September 7	£7 12 6	£8 15 0
October 6	£8 0 0	£9 0 0
December 28	£9 0 0	£9 12 6
January 4, 1935	£9 5 0	£10 5 0
March 1	£12 2 6	£12 15 0
April 5	£10 15 0	£11 15 0
May 3	£11 17 6	£12 12 6
June 7	£11 15 0	£12 7 6
July 5	£9 12 0	£10 5 0
August 2	£9 15 0	£10 15 0
September 6	£9 17 6	£10 17 6
October 4	£11 7 6	£12 7 6
November 1	£12 17 6	£14 0 0
December 6	£12 17 6	£14 0 0

London Price on—	South Sea, Smoked, to Genoa and Marseilles Per ton, c.i.f.	South Sea, Sun-Dried to London Per ton, c.i.f.	Plantation, Hot-air Dried, Rabaul Per ton, c.i.f.
Jan. 3, '36	£13 2 6	£13 15 0	£15 0 0
Feb. 7	£13 0 0	£14 0 0	£15 0 0
Mar. 6	£11 15 0	£12 15 0	£13 0 0
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
Feb. 5	£19 0 0	£19 0 0	£19 15 0
Mar. 5	£19 0 0	£19 5 0	£20 0 0
Apr. 2	£19 0 0	£19 15 0	£20 15 0
May 7	£16 0 0	£16 12 6	£17 12 6
June 4	£15 15 0	£15 12 6	£16 12 6
July 2	£14 15 0	£14 17 6	£15 15 0
Aug. 6	£15 2 6	£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 7 6
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
Jan. 28	£11 17 6	£12 0 0	£12 15 0
Feb. 4	£11 2 6	£11 10 0	£12 7 6
Feb. 11	£10 17 6	£11 15 0	£12 0 0

Feb. 18	£10 12 6	£11 0 0	£11 15 0
Feb. 25	£11 2 6	£11 5 0	£12 5 0
Mar. 4	£10 17 6	£11 0 0	£12 0 0
Mar. 11	£10 15 0	£11 0 0	£12 0 0
Mar. 18	£10 15 0	£11 0 0	£12 0 0
Mar. 25	£10 12 6	£10 15 0	£11 12 6
Apr. 1	£10 10 0	£10 12 6	£11 10 0
Apr. 8	£10 12 6	£10 15 0	£11 12 6
Apr. 14	£10 15 0	£10 17 6	£11 15 0
Apr. 22	£10 17 6	£11 0 0	£12 0 0
Apr. 29	£10 17 6	£11 0 0	£12 0 0
May 6	£10 17 6	£10 17 6	£11 17 6
May 13	£10 15 0	£10 15 0	£11 15 0
May 20	£10 15 0	£10 15 0	£11 15 0

Rubber

London Price on—	Para per lb.	Plantation Smoked per lb.
January 6, 1933	44d.	2.48d.
July 7	54d.	3.71d.
December 8	44d.	4.04d.
January 5, 1934	44d.	4.28d.
July 6	54d.	7.05d.
December 28	5d.	61d.
January 4, 1935	5d.	61d.
December 6	64d.	61d.
January 3, 1936	64d.	61d.
June 5	9d.	71d.
December 4	1/-	9 1/16d.
January 8, 1937	1/2	104d.
March 5	114d.	11 1/32d.
April 2	1/-	1 1/16 1/16
June 4	11d.	9 5/8d.
Aug. 6	94d.	9 1/16d.
Sept. 3	94d.	9 1/16d.
Oct. 1	94d.	8 9/16d.
Nov. 5	8d.	71d.
Nov. 12	71d.	71d.
Nov. 19	74d.	6 15/16d.
Nov. 26	74d.	71d.
Dec. 3	74d.	71d.
Dec. 10	74d.	71d.
Dec. 17	74d.	74d.
Dec. 24	74d.	74d.
Dec. 31	74d.	64d.
Jan. 7, 1938	74d.	7d.

Plane Crash in New Guinea

FLYING one of Stephens Aviation Co.'s DH61 machines, Captain Gerald Pentland, a veteran war pilot, crashed in the Bitoi Valley, near the steep Mobo Ranges, New Guinea, on May 6. The plane was located by Messrs. McGilvery and Grey during an aerial search over the rough country.

They returned to Salamaua, and D. O. Taylor immediately organised a search party. It comprised Assistant District Officer Downing, Patrol Officer Macleod, the Medical Assistant (Dr. Lambert), the Superintendent of Aviation (Mr. Collopy), Pilot Stephens, and 20 native carriers.

The party intercepted a blood-stained note from Pentland carried by a native, describing the injuries to himself and his native passenger. They later found Pentland dazed, near Komiatum. He was being assisted by two natives.

The plane was badly smashed.

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Bank of New South Wales Travellers' Cheques are honoured throughout the world. They are cashed by banks, and the principal shipping and railway companies, hotels, stores, tourist offices, etc., everywhere.

CARRY

Bank of New South Wales TRAVELLERS' CHEQUES

Obtainable through any branch of the Bank.

272A, 1937

Shipping Services in the Pacific

Sydney - Norfolk Island - New Hebrides

Subject to alteration without notice.

S.S. Morinda.

Sydney	June 11	June 23	July 23	Aug. 4	Sept. 3	Sept. 15	Oct. 15
Lord Howe ...	June 13	June 25	July 25	Aug. 6	Sept. 5	Sept. 17	Oct. 17
Norfolk Is. ...	June 15	June 27	July 27	Aug. 8	Sept. 7	Sept. 19	Oct. 19
Vila	—	J. 30-Jy. 1	—	A. 11-12	—	S. 22-23	—
Bushman's B.	—	July 2	—	Aug. 13	—	Sept. 24	—
Male	—	—	—	—	—	—	—
Tangoa	—	—	—	—	—	—	—
Segond }	—	July 2	—	Aug. 13	—	Sept. 24	—
Agba	—	July 3	—	Aug. 14	—	Sept. 25	—
Hog Har. ..	—	July 4	July 28	Aug. 15	—	Sept. 26	—
Norfolk Is. —	June 16	July 7	—	Aug. 18	Sept. 8	Sept. 29	Oct. 20
Lord Howe —	June 18	July 9	July 30	Aug. 20	Sept. 10	Oct. 1	Oct. 22
Sydney —	June 20	July 12	Aug. 1	Aug. 23	Sept. 12	Oct. 4	Oct. 24

BURNS, PHILP & CO. LTD., Agents.

Sydney - N.Z. - Fiji - Samoa - Hawaii

Subject to alteration without Notice

Honolulu —	Mariposa.	Monterey.	Mariposa.	Monterey.	Mariposa.	Monterey.	Mariposa.
Pago Pago —	May 30	June 27	July 25	Aug. 22	Sept. 19	Oct. 17	Nov. 14
Suva —	June 4	July 2	July 30	Aug. 27	Sept. 24	Oct. 22	Nov. 19
Auckland —	June 7	July 5	Aug. 2	Aug. 30	Sept. 27	Oct. 25	Nov. 22
Sydney —	June 10	July 8	Aug. 5	Sept. 2	Sept. 30	Oct. 28	Nov. 25
Melbourne —	June 13	July 11	Aug. 8	Sept. 5	Oct. 3	Oct. 31	Nov. 28
Sydney —	J. 17-20	J. 15-18	A. 12-15	S. 9-12	O. 7-10	N. 4-7	Dec. 2-5
Sydney —	June 24	July 22	Aug. 19	Sept. 16	Oct. 14	Nov. 11	Dec. 9
Auckland —	June 27	July 25	Aug. 22	Sept. 19	Oct. 17	Nov. 14	Dec. 12
Suva —	June 30	July 28	Aug. 25	Sept. 22	Oct. 20	Nov. 17	Dec. 15
Pago Pago —	July 1	July 29	Aug. 26	Sept. 23	Oct. 21	Nov. 18	Dec. 16
Honolulu —	July 6	Aug. 3	Aug. 31	Sept. 28	Oct. 26	Nov. 23	Dec. 21

OCEANIC STEAMSHIP CO., MATSON LINE.

Gilbert and Ellice Islands Service

M.V. Moamoa (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.

Europe - Sydney - Suva - New Guinea

Subject to alteration without notice.

London ..	M.V. Salamaua.	M.V. Rabaul.
Suva	July 20	Sept. 23
Auckland ..	Aug. 5	Nov. 16
Sydney ..	Aug. 15	Nov. 30
Salamaua ..	Aug. 28	Dec. 10
Rabaul ..	Aug. 31	Dec. 23
London ..	N. 3-24	Feb. 23

W. R. CARPENTER & Co. LTD.

Hong Kong - N. Guinea - Sydney

Subject to alteration without notice.

M.V. Neptuna.

Melbourne —	June 27	Aug. 31	Nov. 7
Sydney —	Jn. 29-Jy. 2	Sept. 2-7	Nov. 9-12
Salamaua —	July 9	Sept. 14	Nov. 19
Rabaul —	July 11	Sept. 16	Nov. 21
Cebu (opt.) —	July 13	Sept. 23	Nov. 28
Manila —	July 21	Sept. 26	Dec. 1
Hong Kong —	July 23-27	S. 28-O. 2	Dec. 3-7
Saigon —	Aug. 2	Oct. 8	Dec. 13
Madang —	Aug. 13	Oct. 19	Dec. 24
Salamaua —	Aug. 16	Oct. 22	Dec. 27
Rabaul —	Aug. 19	Oct. 25	Dec. 30
Sydney —	Aug. 26-27	Nov. 1	Jan. 6-7
Melbourne —	Aug. 29	Nov. 4	Jan. 9

BURNS, PHILP & CO. LTD., Agents.



35-240 H.P. for all purposes. Modern compact design—Sturdy construction—Excess strength and stamina—Conservative power rating—Dependability—Smooth, vibrationless, trouble-free service—Simplicity of operation—Low fuel consumption and running costs.

DEMONSTRATIONS ARRANGED.
CATALOGUES AVAILABLE.

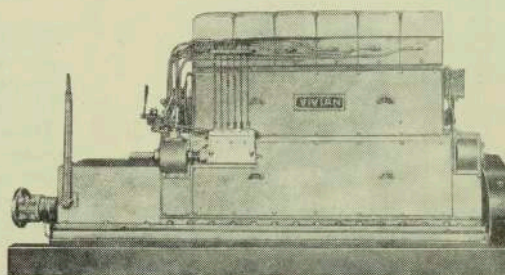
AGENTS FOR AUSTRALIA:

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BOWDEN STREET, ALEXANDRIA, SYDNEY.

'Phone: MX 1191 (7 lines).

MARINE & STATIONARY DIESELS

120 B.H.P. 6 CYLINDER 6 $\frac{1}{2}$ x 10 MARINE DIESEL.

Two of the above Marine Diesels, 120 B.H.P. 6 cylinder Vivians, have been installed in Island Exploration Pty. Limited's boats the "Panuco" and "Potrero". 80 H.P. Vivian Engines are being used in the Company's two smaller boats the "Casiano" and "Chinampa".

QUEENSBURY & CAPEL STREETS, MELBOURNE.

'Phone: F 3616.

Pacific Islands Monthly—May 25, 1938

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Sydney - N.Z. - Fiji - Hawaii

Subject to alteration without notice.

	Aorangi.	Niagara.	Aorangi.	Niagara.	Aorangi.	Niagara.
Honolulu —	June 15	July 13	Aug. 10	Sept. 7	Oct. 5	Nov. 2
Suva —	June 24	July 22	Aug. 19	Sept. 16	Oct. 14	Nov. 11
Auckland —	J. 27-28	J. 25-26	A. 22-23	S. 19-20	O. 17-18	N. 14-15
Sydney —	July 2	July 30	Aug. 27	Sept. 24	Oct. 22	Nov. 19
Sydney, dep. —	July 7	Aug. 4	Sept. 1	Sept. 29	Oct. 27	Nov. 24
Auckland —	Jy. 11-12	Aug. 8-9	S. 5-6	Oct. 3-4	O. 31-N. 1	N. 28-29
Suva —	July 15	Aug. 12	Sept. 9	Oct. 7	Nov. 4	Dec. 2
Honolulu —	July 22	Aug. 19	Sept. 16	Oct. 14	Nov. 11	Dec. 9

UNION S.S. CO. LTD., Agents.

Sydney - Papua - New Guinea

Subject to alteration without notice.

	Macdhui.	Montoro.	Macdhui.	Montoro.	Macdhui.	Montoro.	Macdhui.
Sydney —	June 1	June 22	July 9	July 30	Aug. 17	Sept. 7	Sept. 24
Brisbane —	June 3	June 24	July 11	Aug. 1	Aug. 19	Sept. 9	Sept. 26
Townsville —	—	June 27	—	Aug. 4	—	Sept. 12	—
Cairns —	—	June 28	—	Aug. 5	—	Sept. 13	—
Pt. Moresby —	June 7	June 30	July 15	A. 7-8	Aug. 23	Sept. 15	Sept. 30
Samarai —	June 8	July 2	July 16	Aug. 10	Aug. 24	Sept. 17	Oct. 1
Woodlark Is. —	—	—	—	Aug. 11	—	—	—
Rabaul —	J. 10-11	July 4-5	J. 18-19	Aug. 13	A. 26-27	S. 19-20	O. 3-4
Kavieng —	—	July 6	—	Aug. 14	—	Sept. 21	—
Lindenhafen —	June 12	—	July 20	—	Aug. 28	—	Oct. 5
Salamaua —	J. 13-14	July 8-9	J. 21-22	A. 16-17	A. 29-30	S. 23-24	Oct. 6-7
Lae —	—	—	—	—	—	—	—
Madang —	June 15	J. 10-11	July 23	Aug. 18	Aug. 31	S. 25-26	Oct. 8
Alexishafen —	—	—	—	—	—	—	—
Borom —	June 16	—	J. 24-25	—	Sept. 1	—	O. 9-10
Wewak —	—	—	—	—	—	—	—
Madang —	June 17	July 11	July 26	Aug. 18	Sept. 2	Sept. 26	Oct. 11
Finshafen —	June 18	—	July 27	—	Sept. 3	—	Oct. 12
Salamaua —	June 18	July 12	July 27	Aug. 19	Sept. 3	Sept. 27	Oct. 12
Kavieng —	June 20	—	July 29	—	Sept. 5	—	Oct. 14
Pondo —	June 21	—	July 30	—	Sept. 6	—	Oct. 15
Rabaul —	June 22	July 14	Aug. 1	Aug. 22	Sept. 7	Sept. 29	Oct. 17
Salamaua —	June 23	—	Aug. 2	—	Sept. 8	—	Oct. 18
Samarai —	June 25	July 16	Aug. 4	Aug. 24	Sept. 10	Oct. 1	Oct. 20
Pt. Moresby —	June 27	July 18	Aug. 5	Aug. 25	Sept. 12	Oct. 3	Oct. 21
Cairns —	—	July 20	—	Aug. 27	—	Oct. 5	—
Brisbane —	July 1	July 23	Aug. 9	Aug. 30	Sept. 16	Oct. 8	Oct. 25
Sydney —	July 3	July 25	Aug. 11	Sept. 1	Sept. 18	Oct. 10	Oct. 27

BURNS, PHILP & CO., LTD., Agents.

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.

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.

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—Lautoka, returning to Suva direct or via Ellington—trip occupying 3 or 4 days.

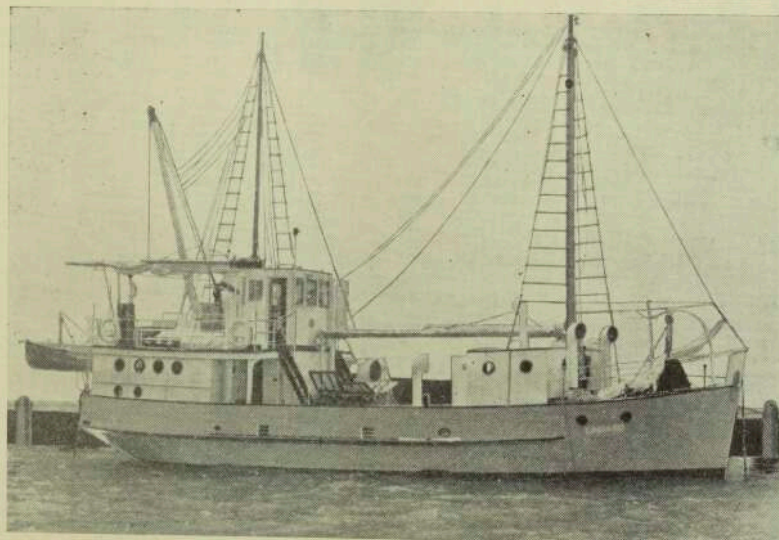
M.V. Yanawai (Burns Philp (South Sea) Co. Ltd.) makes regular trips from Suva to Labasa, via Levuka and Macuata ports, then returns to Suva.

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 Kauvaru (Morris, Hedstrom Ltd.) operates from Suva to Levuka, calling at Lautoka and Ellington. Voyage takes 4 days.

New vessel, "Casiano", ready for service in Papua.



Built at the modern
Halvorsen Yards
to the order of
Island Explorations Ltd.



The "Casiano" is a stoutly-constructed vessel of 58 ft., with beam of 17 ft., and is equipped with an 80 H.P. Diesel engine. Accommodation is provided for 12 persons, including crew of 4.

Designs and Specifications
by Mr. Peter Miller,
of Melbourne.

LARS HALVORSEN SONS

Pty.,
Ltd.

**SHIPBUILDERS,
DESIGNERS,
MARINE ENGINEERS.** NEUTRAL BAY,
SYDNEY.

BUILDERS OF ALL TYPES OF CRAFT FOR ALL PURPOSES. CORRESPONDENCE INVITED.

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, Pitelu, Papitalei, Salefia, Salami, Lorengau, Noru, Tumleo, Boklin, Kairiru, Wewak, Boram, Sepik Mouth, Awar, Bogia, Kulili, Kawan, Alexishafen, Nagada, Madang, Finschhafen, Salamaua, Ball, Garua, Toriu, Stockholm, Manuan.

SOUTHERN RUN—Matala, Put Put, Sum Sum, Kekere, Iwi, Aropa, Toboro, Kieta, Arawa, Numa, Bonia, Buka Passage, Samo, Mageh, Lihir, Kavieng, Patlangat, Rangarere, Notre Mal, Langinos, Alalangi, Neu Kauern, Manuan.

AGENTS: COLYER, WATSON & CO., RABAU.

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, Pualakora, and Maringe.

GILCHRIST, WATT & SANDERSON, AGENTS

Huon Pine Boat Planks

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

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BIRKMYRE'S**WATERPROOF CANVAS**

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Extensive Stocks Carried.
Ensuring Prompt Despatch

The Gourock Co.
LIMITED

397 KENT STREET, SYDNEY, N.S.W.

Central Pacific Services

Subject to alteration without notice.

M.V. Matua

Auckland	June 2	June 16	June 30	July 14	Aug. 11	Aug. 25	Sept. 8
Cook Is.	—	June 29	—	July 18	Aug. 15	—	Sept. 12
Outer Cooks	—	J. 21-22	—	J. 19-20	A. 16-17	—	S. 13-14
Cook Is.	—	June 23	—	July 21	Aug. 18	—	Sept. 15
Nukualofa	June 5-6	—	July 3-4	—	—	A. 28-29	—
Apia	June 7-8	—	July 5-6	—	—	A. 30-31	—
Suva	June 11	—	July 9	—	—	Sept. 3	—
Auckland	June 15	June 29	July 13	July 27	Aug. 24	Sept. 7	Sept. 21

The cargo steamer Clydebank will depart from Sydney on June 10 (approx. only) for Suva, Lautoka, Apia, Papeete, and N. American ports. She will carry mail and general cargo. The Tolten is scheduled to follow to Fiji and French Oceania at the end of June. The Tolten will carry a limited number of passengers in addition to mail and general cargo.

UNION STEAM SHIP CO. LTD.

Japan - N. Guinea - Noumea - New Zealand

Subject to alteration without notice

	Kohzan Maru	Brisbane Maru	Naniwa Maru	Melbourne Maru	Kohzan Maru	Brisbane Maru	Naniwa Maru
Kobe	June 9	June 30	July 20	Aug. 12	Sept. 1	Sept. 25	Oct. 20
Moji	—	July 1-2	J. 22-23	A. 13-14	—	S. 26-27	O. 22-23
Rabaul	—	July 11	—	Aug. 23	—	Oct. 6	—
Noumea	J. 25-26	J. 16-18	A. 7-8	A. 28-30	Sept. 17	O. 11-12	Nov. 7-8
Auckland	J. 30-J. 3	J. 21-25	A. 12-15	Sept. 2-7	S. 21-24	O. 15-19	N. 12-14
Wellington	July 5-8	J. 27-31	A. 17-20	S. 9-13	S. 26-29	O. 21-25	N. 16-18
Lyttelton	July 9-10	Aug. 1-3	A. 21-22	S. 14-16	S. 30-O. 1	O. 26-27	N. 19-20
Dunedin	July 11-14	Aug. 4-6	A. 23-26	S. 17-19	Oct. 2-4	O. 28-29	N. 21-23
Lyttelton	—	—	—	—	—	—	—
Wellington	July 5-8	J. 27-31	A. 17-20	S. 9-13	S. 26-29	O. 21-25	N. 25-27
Auckland	J. 30-Jy. 3	J. 21-25	A. 12-15	S. 2-7	S. 21-24	O. 15-19	N. 29-D. 1
Cebu	—	A. 23-24	—	Oct. 8-7	—	N. 15-16	—
Manila	—	A. 26-26	—	Oct. 8-9	—	N. 17-18	—
Hong Kong	—	Aug. 28	—	Oct. 11	—	Nov. 20	—
Shanghai	—	Aug. 31	—	Oct. 14	—	Nov. 23	—
Kobe	Aug. 4-5	Sep. 3-6	S. 19-20	O. 17-19	O. 27-28	N. 26-29	D. 20-21

OSAKA SHOSEN KAISHA AND YAMASHITA LINE.

Saigon - Java - South Seas - N.Z. Service

Subject to alteration without notice

	Swarten-hondt.	Tasman.	Maet-suycker.	Tasman.	Maet-suycker.	Tasman.	Maet-suycker.
Saigon	June 13	July 15	Aug. 15	Sept. 15	Oct. 15	Nov. 14	Dec. 15
Singapore	J. 15-16	J. 17-18	A. 17-18	Sept. 17	O. 17-18	N. 16-17	D. 17-18
Batavia	J. 18-20	J. 20-21	A. 20-22	S. 19-20	O. 20-23	N. 19-21	D. 20-21
Samarang	June 21	July 22	Aug. 23	Sept. 21	Oct. 23	Nov. 22	Dec. 22
Sourabaya	June 22	July 23	Aug. 24	Sept. 22	Oct. 24	Nov. 23	Dec. 23
Pt. Moresby	June 29	July 30	Aug. 31	Sept. 29	Oct. 31	Nov. 30	Dec. 30
Samarai	June 30	—	Sept. 1	—	Nov. 1	—	Dec. 31
Salamaua	July 2	—	Sept. 3	—	Nov. 3	—	Jan. 2
Rabaul	July 4	—	Sept. 5	—	Nov. 5	—	Jan. 4
Vila	—	Aug. 4	—	Oct. 4	—	Dec. 5	—
Noumea	—	Aug. 5-8	—	Oct. 5-7	—	D. 6-8	—
Auckland	J. 12-13	A. 12-15	S. 12-14	O. 11-12	N. 12-15	D. 12-14	J. 11-12
Wellington	J. 15-16	A. 17-18	S. 16-17	O. 14-15	N. 17-18	D. 16-17	J. 14-16
Sydney	J. 20-22	A. 22-24	S. 21-23	O. 19-21	N. 22-24	D. 21-23	J. 20-23
Pt. Moresby	July 28	Aug. 30	Sept. 28	Oct. 27	Nov. 29	Dec. 29	Jan. 28
Sourabaya	Aug. 4	Sept. 6	Oct. 5	Nov. 3	Dec. 6	Jan. 5	Feb. 4
Samarang	Aug. 6	Sept. 7	Oct. 6	Nov. 4	Dec. 7	Jan. 6	Feb. 5
Batavia	Aug. 7	S. 8-10	O. 7-9	N. 5-7	D. 8-10	Jan. 7-9	P. 6-8
Singapore	—	Sept. 12	Oct. 11	Nov. 9	Dec. 12	Jan. 11	Feb. 10
Saigon	—	Sept. 14	Oct. 13	Nov. 12	Dec. 14	Jan. 13	Feb. 12

ROYAL PACKET NAVIGATION CO. LTD.

FOR SALE Lady Laurel

42ft. Cabin Launch, 11ft. beam, 14 tons.

Corliss 30 h.p. Benzine Engine in absolutely perfect order; deck controlled. Hull perfectly sound—all new 18oz. copper. New set awnings. Dinghy, sails, new ground tackle.

Full speed 8½ knots. Cruising speed 6 knots (5 1/3 hrs. per case).

PRICE: £450 CASH.

S.S.E. Mission, Malaita, Solomon Is., also Oheron Cres., Gordon, Sydney.

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 Conflict 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., Kukipi, Orokelo, Kikori and back via Orokelo, Yule Island, and Hisiu—full trip occupying about one month.

Sydney - Rabaul - Hong Kong

Subject to alteration without notice.

	Tanda.	Nankin.	Nellore.	Tanda.	Nankin.	Nellore.	Tanda.
Hong Kong	June 3	July 2	Aug. 5	Sept. 2	Oct. 1	Nov. 4	Dec. 2
Manila	June 6	July 5	Aug. 8	Sept. 5	Oct. 4	Nov. 7	Dec. 5
Rabaul	June 14	July 13	Aug. 16	Sept. 13	Oct. 12	Nov. 15	Dec. 13
Brisbane	June 20	July 19	Aug. 22	Sept. 19	Oct. 18	Nov. 21	Dec. 19
Sydney	June 22	July 21	Aug. 24	Sept. 21	Oct. 20	Nov. 23	Dec. 21
Melbourne	J. 27-July 2	J. 25-A. 3	A. 29-S. 3	S. 26-O. 1	O. 24-N. 2	N. 28-D. 3	D. 26-
Hobart	July 4	Aug. 5	Sept. 5	Oct. 3	Nov. 4	Dec. 5	—
Newcastle	July 7	Aug. 8	Sept. 8	Oct. 6	Nov. 7	Dec. 8	—
Sydney, dep.	July 13	Aug. 13	Sept. 14	Oct. 12	Nov. 12	Dec. 14	—
Brisbane	July 15	Aug. 15	Sept. 16	Oct. 14	Nov. 14	Dec. 16	—
Townsville	July 18	Aug. 18	Sept. 19	Oct. 17	Nov. 17	Dec. 19	—
Rabaul	July 23	Aug. 23	Sept. 24	Oct. 22	Nov. 22	Dec. 24	—
Manila	July 31	Aug. 31	Oct. 2	Oct. 30	Nov. 30	Jan. 1	—
Hong Kong	Aug. 3	Sept. 3	Oct. 5	Nov. 2	Dec. 3	Jan. 4	—

E. & A. STEAMSHIP CO. LTD., Agents.

Sydney - Noumea - New Hebrides - Indochina

Subject to alteration without notice.

Pierre Loti

Sydney	June 16	July 14	Sept. 15	Oct. 20	Nov. 17
Noumea	June 20-22	J. 18-20	S. 19-21	O. 24-26	N. 21-23
Mare	June 22	—	Sept. 21	Oct. 26	—
Vila	June 23-24	J. 21-22	S. 22-23	O. 27-28	N. 24-25
Luganville	June 25	July 23	Sept. 24	Oct. 29	Nov. 26
Le Dart	June 26-27	J. 24-25	S. 25-26	O. 30-31	N. 27-28
Norap	June 27	—	Sept. 26	Oct. 31	—
Saigon	—	Aug. 9-11	—	—	D. 13-15
Haiphong	—	A. 14-18	—	—	D. 18-22
Luganville	—	Sept. 3	—	—	Jan. 6
Le Dart	—	Sept. 4	—	—	Jan. 7
Vila	June 29-30	Sept. 5-6	S. 27-28	N. 2-3	J. 8-9
Mare	July 1	—	Sept. 29	Nov. 4	—
Noumea	July 2-3	Sept. 7-8	S. 30-O. 1	N. 5-6	J. 10-12
Sydney	July 7	Sept. 12	Oct. 5	Nov. 10	Jan. 16

MESSAGERIES MARITIMES CO., Agents.

Solomon Islands-N.G. Service

Subject to alteration without notice.

M.V. Malaita

Sydney	June 11	July 23	Sept. 3	Oct. 15	Nov. 26	Jan. 7
Brisbane	June 13	July 25	Sept. 5	Oct. 17	Nov. 28	Jan. 9
Townsville	June 16	July 28	Sept. 8	Oct. 20	Dec. 1	Jan. 12
Cairns	June 17	July 29	Sept. 9	Oct. 21	Dec. 2	Jan. 13
Tulagi	—	—	—	—	—	—
Makambo	J. 21-22	Aug. 2-3	S. 13-14	Oct. 25-26	D. 6-7	J. 17-18
Gavutu	—	—	—	—	—	—
Su'u	June 23	Aug. 4	Sept. 15	Oct. 27	Dec. 8	Jan. 19
Domma	—	—	—	—	—	—
Mamara	—	—	—	—	—	—
Tasavarong	June 24	—	Sept. 16	—	Dec. 9	—
Aruligo	—	—	—	—	—	—
Lavoro	—	—	—	—	—	—
Mamara	—	—	—	—	—	—
Tasavarong	—	Aug. 5	—	Oct. 28	—	Jan. 20
Aruligo	—	—	—	—	—	—
Meringe	—	Aug. 6	—	Oct. 29	—	Jan. 21
Hivo	—	—	—	—	—	—
Yandina	—	—	—	—	—	—
Banika	—	—	—	—	—	—
Ufa	June 25	Aug. 7	Sept. 17	Oct. 30	Dec. 10	Jan. 22
Faiani	—	—	—	—	—	—
Younger	—	—	—	—	—	—
Pepesala	—	—	—	—	—	—
Lingatu	—	—	—	—	—	—
West Bay	June 26	—	Sept. 18	—	Dec. 11	—
Somata	—	—	—	—	—	—
Gizo	June 27	Aug. 8	Sept. 19	Oct. 31	Dec. 12	Jan. 23
Faisi	June 28	Aug. 9	Sept. 20	Nov. 1	Dec. 13	Jan. 24
Kieta	June 28	Aug. 9	Sept. 20	Nov. 1	Dec. 13	Jan. 24
Arigua	June 29	Aug. 10	Sept. 21	Nov. 2	Dec. 14	Jan. 25
Numa Numa	—	—	—	—	—	—
Teopadino	June 30	Aug. 11	Sept. 22	Nov. 3	Dec. 15	Jan. 26
Rabaul	July 1-2	A. 12-13	S. 23-24	N. 4-5	D. 16-17	J. 27-28
Soraken	July 3-4	Aug. 14-15	S. 25-26	N. 6-7	D. 18-19	J. 29-30
Kieta	July 5	Aug. 16	Sept. 27	Nov. 8	Dec. 20	Jan. 31
Faisi	July 6	Aug. 17	Sept. 28	Nov. 9	Dec. 21	Feb. 1
Gizo	July 7	Aug. 18	Sept. 29	Nov. 10	Dec. 22	Feb. 2
Tetipari	—	—	—	—	—	—
Russell Is.	July 8-9	A. 19-20	S. 30-O. 1	N. 11-12	D. 23-24	F. 3-4
Gavutu	July 9	Aug. 20	Oct. 1	Nov. 12	Dec. 24	Feb. 4
Makambo	—	—	—	—	—	—
Brisbane	July 14	Aug. 25	Oct. 6	Nov. 17	Dec. 29	Feb. 9
Sydney	July 16	Aug. 27	Oct. 8	Nov. 19	Dec. 31	Feb. 11

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7/6 each, including postage.

Papier Mache Finger Bowls, Long-drop faceted Real Crystal or Garnet Ear Rings, Real Turquoise Powder Box or Finger Bowls, Hand-embroidered Silk Chair Cushion or Tea Cloth, in elegant Oriental design. Postal orders should be crossed.

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N. Zealand - Samoa - Niue

The New Zealand Government's steamer *Maui Pomare* (1,159 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. Maui Pomare						
Wellington	June 14	July 12	Aug. 9	Sept. 6	Oct. 4	Nov. 1	Nov. 22
Apia	J. 21-23	J. 19-21	A. 16-18	S. 13-15	O. 11-13	N. 8-10	N. 29-D. 1
Niue	June 25	July 23	Aug. 20	Sept. 17	Oct. 15	Nov. 12	Dec. 3
Lyttelton	July 4	Aug. 1	Aug. 29	Sept. 26	O. 24-25	Nov. 21	Dec. 12
Wellington	July 5	Aug. 2	Aug. 30	Sept. 27	Oct. 26	Nov. 22	Dec. 13

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.

	D'Ambiens		C. Ramel		Strasbourg		Eridan		D'Ambiens	
Papeete	June 19-20		J. 31-A. 1		S. 14-15		O. 22-23		Dec. 4-5	
Raiatea (opt.)	—		—		Sept. 16		Oct. 24		—	
Vila	June 29		Aug. 10		Sept. 28		Nov. 2		Dec. 14	
Noumea	July 1-8		A. 12-18		S. 28-O. 6		N. 4-12		D. 16-23	
Vila	July 11		Aug. 21		Oct. 9		Nov. 15		Dec. 26	
Raiatea	July 18		Aug. 28		Oct. 18		Nov. 22		Jan. 2	
Papeete	July 19-21		A. 29-31		O. 19-21		N. 23-25		J. 3-5	

MESSAGERIES MARITIMES CO. LTD., 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, Mal, 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.

M.V. *Polynesian* (Messageries, Maritimes Ltd.) maintains a service from Vila to northern and southern ports as well as occasional trips to Wallis and Futuna Islands. The service comprises the following:—

Wallis and Futuna Is.: Leaves Vila on June 1 calling at Sigave, Mata-Utu, and returns on June 12.

Northern run:—Leaves Vila on June 25 calling at N'Guna, Mal, Tongoa, Diamond Bay, Ringdove, Nelson, Paama, Port Sandwich, Craigcove, Olal, Rhanone, Wanour, Baie Homo, Pointe Truchy, Melissis, Namarang, Lolong, Loloque-pue, Nengire, Lone, N'Dui-N'Dui, Port Patterson, Port Olry, Hog Harbour, Baie des Requins, Baie des Tortues, Mate Wulu, Sarany, Sarautou, Surrenda, Aisse, Luganville, Malo, Barclay, Male Pass, Baie Benier, Vao, Walla, Norsup, Sarmette, Rensari, Banam Bay, Ouesso, Port Sandwich, Lamap, Sakau (Maskeline), and returns to Vila on July 10.

Southern run:—Leaves Vila on July 17 calling at Lenakel, Ibock, White Sands, Walsaisi, Erromango, La Teouma, Mele, and returns to Vila on July 22.

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 Poom and Belep Islands, via the west coast. Leaving Noumea on the run up the east coast the vessel calls at Yate, Tourarou, N. Goye, Kaukue, Thio, Nakety, Canalo, Gouaous, Houailou, Moueo, Pouterhouen, Tieti, Poindimie, Wagap, Touho, Kokingone, Hieghene, Tao, Outhatch, 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, Tangadiou, Paagoumene, Nehoue, Mouac, Belep, and return by same route.

M.V. *Le Phoque* also maintains a 4 weeks' service between Noumea and the Loyalty Group. The vessel calls at Tadiné (Mare Is.), Chepenhe, and We (Lifou Is.), Fajoue, St. Joseph and Banout (Ouvea Is.). Calls are made occasionally at Isle of Pines and Walpole Island.

Noumea — Australia

The small steamer *Neo Hebridais* (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.

PACIFIC IS. TRAVELLERS

(CONTINUED FROM PAGE 1.)

White. Mesdames Bellairs, Bryce, Brown, Bennett, Crump, Cairnes, Deasey, Dewar, Gubbay, Harvey, Hertle, Hellaby, Hill (2), Humphrey, Nelson, Pryke, Rosenthal, Robins, Simons, Sargeant, Slapp, Teall, Thomas, Worden, McKellar-White, Misses Ahlston, Beadell, Belpitt, Biddle, Carhill, Charlton, Commins, Davis, Hesham, Swain, Thompson, Williamson.

PASSENGERS PER "AORANGI" WHICH SAILED FROM SYDNEY FOR SUVA, FIJI, ON MAY 12:—Mr. Ashley, Mrs. S. L. Absell, S. J. K. Adams, E. T. Buckle, Mr. and Mrs. F. W. Brooks, Mr. and Mrs. V. L. Cozens, Mr. and Mrs. A. A. Master and Miss Crogen, Mr. and Mrs. O. L. Davidson, Mr. and Mrs. E. A. Humphries, J. A. C. and D. A. Irving, W. J. Jenkins, H. L. Nicholls, Mr. and Mrs. J. C. Rutter, Mrs. C. D. Snelling, W. F. Stevenson, H. B. Snowball, Mrs. Totoion, J. C. Trivett, Mr. and Mrs. F. E. Wood, Rev. J. Bertin, Mrs. F. and Miss Bell, I. J. Blair, Miss M. Cozens, Mr. and Mrs. S. Coffey, Mrs. Collins, T. A. Dripsdale, M. D. Dalton, F. C. Gooch, Miss V. Heard, Mrs. K. D. and Master D. R. Milliken, D. McDonald, Miss D. M. Reynolds, Mrs. H. Swift, Mrs. Snodgrass, Mrs. Thurlow, Mr. and Mrs. R. S. and Master W. Waddington, Mr. and Mrs. and Miss N. J. and Master D. J. Blacklock, N. Khulal, D. Ranchhod.

PASSENGERS PER "MONTORO" WHICH SAILED FROM SYDNEY FOR PAPUA AND NEW GUINEA ON MAY 14:—Messrs. Atkinson Asmis, Anderson, Allen, Bardin, Bell, Blackman, Burnett, Barnett, Berry, Burke, Campbell, Croft, Conde, Callaghan, Chester, Christie, Dawes, Eckhoff, Eckhart, Fitzgerald, Farquhar, Field, Fisher, Foley, Green, Guth, Halford, Hinks, Harvey, Tertle, Hellaby, Hill (2), Humphrey, Johansson, Lee, McManus, Marsh, Miller, Mulvey, Mitchell, McHugh, McEwan, Nelson, Nolan, Speed, Oldham, Parer (2), Rich, Ross, Ryan, Speedie, Sorrell, Shaw, Swinson, Staker, Simpson, Taellana, Winters, Whelan, Warwick, Younger. Mesdames Alexander, Briggs, Conde, Dillon, Field, Graham, Scott-Garland, Gillon, Hertle, Hill, Madden, Mace, Mong, Neilson, Obst, Orr, Oldham, Parer, Rich, Swinfield, Swinson, Willis, Chambers. Misses Abel, Corlass, Hutton, Howard, Hauser, Hagarty, McGahan, MacKinnon, Pearson, Salas, Strobel.

PASSENGERS PER "NANKIN" WHICH SAILED FROM SYDNEY FOR RABAU, NEW GUINEA, ON MAY 14:—Messrs. Woodhill, Harris, McPherson, Ah Lock, Adair, Brownlee, Drane, Myles-Thompson, Sheeky, Bellhouse, Lowe, Lawrenty, Neill, Southworth, Linggood, Stewart. Mesdames Spinks, Linggood, Miller Smith, Drane, Bellhouse (2). Misses Woodhill, Rowsen, Ching, Smith.

TYPHOID KILLS 40 AT ATIU

From Our Own Correspondent.

RAROTONGA, May 3.

MR. D. BROWN, Resident Agent at Atiu Island (Southern Cooks) radio'd in April that there had been a serious outbreak of typhoid, and that 40 natives had died. This is the first occasion that there has been typhoid on Atiu—according to Dr. Ellison, C.M.O., some carrier from Rarotonga must have taken it over.

Luckily the schooner "Tiare Tapore" had arrived from Tahiti, and when she left on April 22 on her first trip this season around the Cook Group, she carried a Fiji-trained N.M.P., Mr. Tau Cowan, and his wife, Princess Tere Makea. They will reside on Atiu until the outbreak is quelled.

Rt. Rev. Dr. J. Darnand, S.M., Vicar Apostolic of Western Samoa, returned to Apia in April after attending the Catholic centenary celebrations in New Zealand.

Mrs. Andrews, wife of Dr. L. A. Andrews, formerly of Nukualofa, Tonga, died suddenly at her home in Elizabeth Bay, Sydney, on May 5, aged 64.

Dr. R. Asmis, Consul-General for Germany in Sydney departed from Cairns, Nth. Queensland, by the "Montoro" on May 20 on an official visit to Papua.

Mr. W. Goodsir returned to Suva from Auckland by the May "Aorangi", after furlough in New Zealand and Australia. For several years manager of the Fiji Kauri Timber Company, he has just been appointed managing director of the concern.

Count and Countess von Luckner have been invited to be guests of honour at the Pacific Islands Club gathering at the Hotel Carlton on June 1.

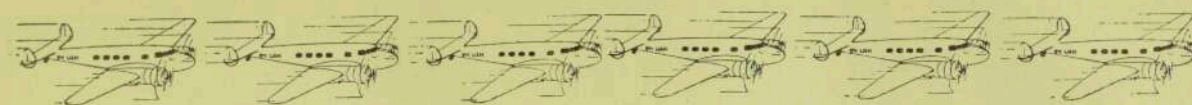
A son was born to Mr. and Mrs. W. V. Helton, of New Guinea Goldfields Ltd., Wau, New Guinea, in April.

Dr. M. Ross left Samoa by the last "Maui Pomare" for New Zealand. His place at Apia Government Hospital has been taken by Dr. H. Lange, who arrived by the same vessel with his wife and family.

The three-years-old daughter of Mr. and Mrs. R. Marks, of the S.D.A. Mission in New Britain, collapsed and died on April 17 when her parents were taking her for medical treatment into Kokopo from their home at Putput.

Mr. D. R. McDonald, formerly Chief Magistrate and Legal Adviser in the British Solomon Islands, has been transferred to Tanganyika, British East Africa, to occupy the post of First Assistant Land Officer.

Pacific Islands Monthly—May 25, 1938.



What Aerial Transport has done for New Guinea . .



The above photograph shows how aerial transport is assisting in the establishment of a pastoral industry on the Morobe tableland in New Guinea. These dairy cows have just been unloaded from the Guinea Airways' freight-carrying aeroplanes after being transported from the coast for a dairy farmer near Wau.

—Photo: Thos. A. Olsson.

GUINEA AIRWAYS, LIMITED

were established in 1927; and they have grown as the figures show until they are to-day the largest freight-carrying service in the world.

Year Ended Feb. 28.	Tonnage Transported	Passengers Carried.
1929	434	869
1930	949	2,047
1931	1,146	1,995
1932	3,947	1,607
1933	3,980	3,856
1934	6,044	7,398
1935	6,102	9,721
1936	6,476	12,137
1937	6,705	11,869
Totals . . .	35,783	51,499

SINCE 1927, when the development of the Morobe Goldfield commenced, the European population of the Territory has been trebled. The new industry has increased the Empire's gold production by nearly £2,000,000 per annum, and has added enormously to the trade turnover of New Guinea.

Only Aerial Transport makes this possible. There is no road between the Goldfields and the coast. Aeroplanes, running on Regular Schedules, without difficulty or delay, carry in Dredges, Crushing Mills, Cyaniding Plants, Motor Vehicles, Hydro-Electric Machinery, thousands of passengers, and every kind of goods needed by a large and growing European community.

GUINEA AIRWAYS, LIMITED, operate regular air services in New Guinea and Papua; they use over fifty Aerodromes and Landing-grounds in the two Territories.

Australian Services:—SYDNEY-ADELAIDE: Direct Service. Flying time, 4½ hours. Daily except Sundays.
ADELAIDE-DARWIN: Weekly, leaves Adelaide every Friday, arrives Darwin Saturday, leaves Monday.

GUINEA AIRWAYS

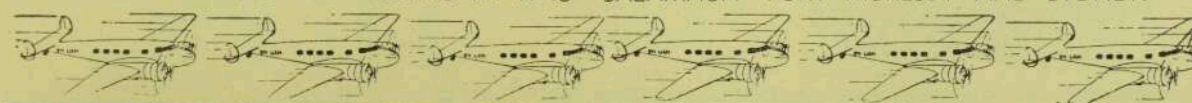
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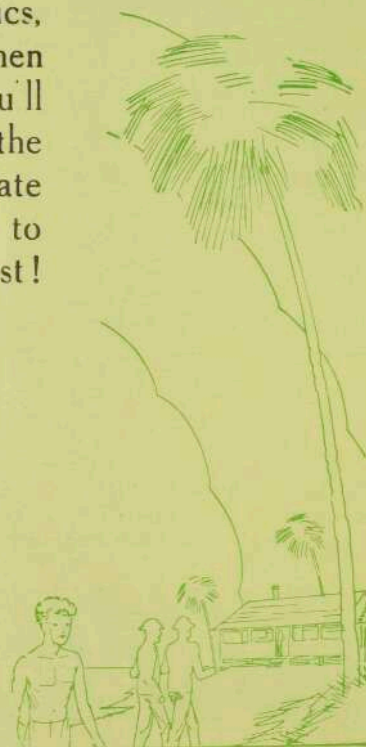
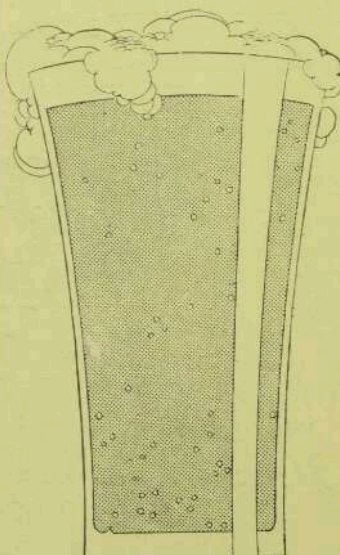
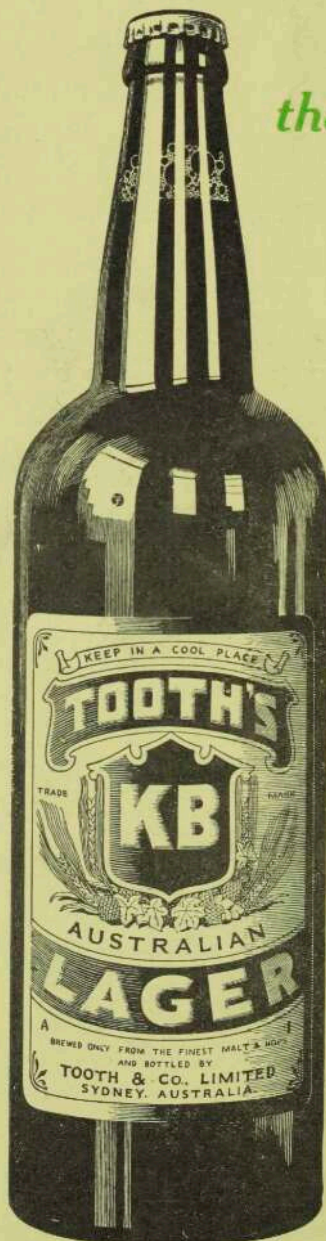


Pacific Islands Monthly—May 25, 1938.

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—a drink just made to
satisfy a tropical thirst!



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