

Vol. IX, No. 1 (Aug. 15, 1938)

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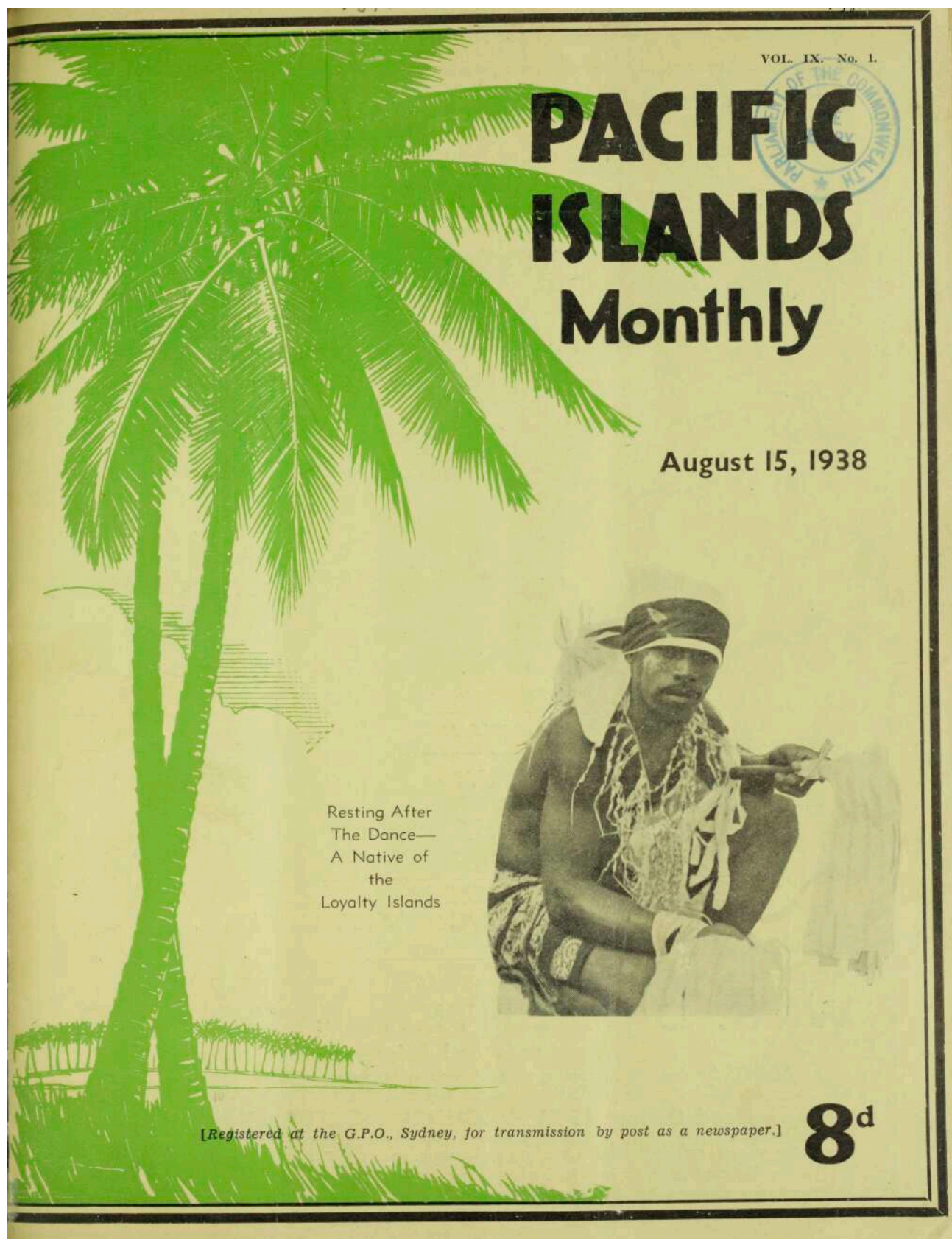
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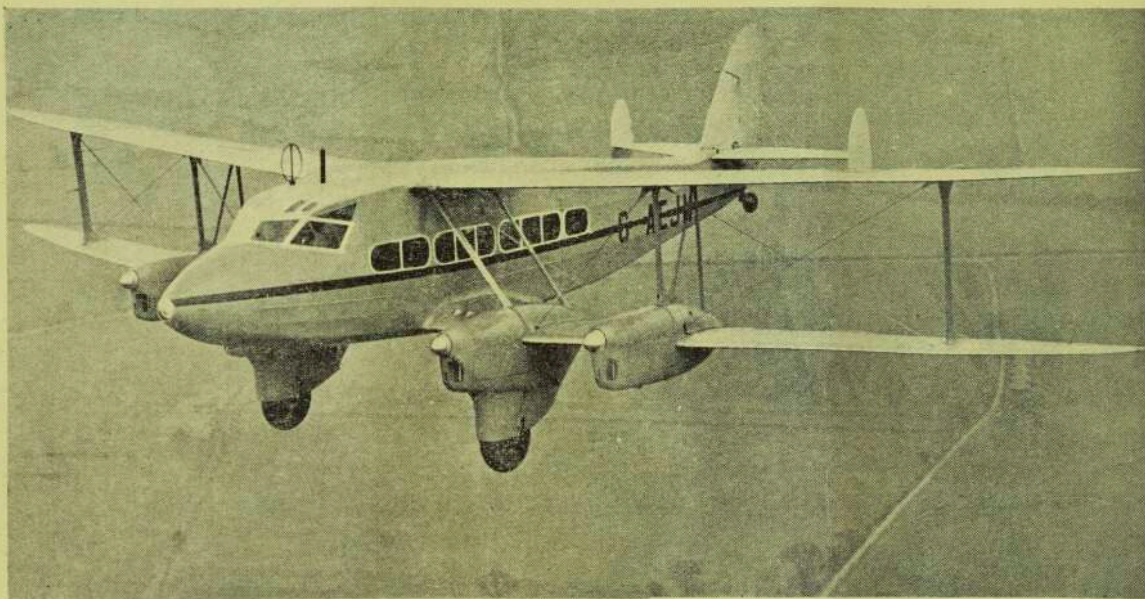
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Pacific Islands Monthly—August 15, 1938.

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Pacific Islands Monthly—August 15, 1938.

i.

PACIFIC ISLANDS TRAVELLERS

PASSENGERS PER AIRMAIL LINER WHICH LEFT SYDNEY ON JULY 19 FOR:—Port Moresby (Papua): Mrs. R. S. Haines, Wau (N.G.): J. Marshall, R. Franklin, Mr. Cameron, Salamaua (N.G.): G. M. Keogh, F. D. Brown, Rabaul (N.G.): S. T. McPadzean.

PASSENGERS PER "NANKIN" WHICH ARRIVED IN SYDNEY FROM RABAU, N.G. ON JULY 21: Messrs. Bruckshaw, Anthony, Clyme, Schmidt, Stewart, Slattery, Spensley, Holmes, Bolson, Mesdames Bruckshaw, Bell-Ferguson, Conatardine, Henry, Misses O'Reilly, Guarin, Tossol.

PASSENGERS PER "MORINDA" WHICH SAILED FROM SYDNEY FOR LORD HOWE AND NORFOLK ISLANDS ON JULY 23: Messrs. Harrington, Smith, Leigh, Davison, Pring, White, Kinsey, Cook, Mesdames Waley, Dabnor, Beveridge, Menzies, Lawton, Kinsey, Cook, Noble, Misses Gregerson, Ralph, Condie, Messier, Sork, Baxter, Thompson.

PASSENGERS PER "MALAITA" WHICH SAILED FROM SYDNEY FOR SOLOMON IS. AND N.G. PORTS ON JULY 23: Messrs. Smith, Wechsler, Keegan, Reid, Boyd, Binois, Willis, McCook, Gordon, Acton, Hewitt, Poole, Mitchell, Donald, Deck (2), Kenny, Smith, Smyth, Corry, Harman, Freeman, Rishworth, Radcliffe, Colebrook, Hinton, Schmidlin, Roberts, Stevens,

Thrift, Mesdames Barker, Keegan, Reid, Boyd, Acton, Hunt, Murray, Salmund, Smith, Taylor, Robertson, Misses Cissold (2), Browne, Woodland, Boyd, Paton, McRae, Hackett, Penny, Thomas, Rundle, Noonan, Manning, Dieckmann, Hanscombe, Rishworth, Cohen, Moore, Freeman, Rosman.

PASSENGERS PER AIRMAIL LINER WHICH LEFT SYDNEY ON JULY 26 FOR:—Pt. Moresby (Papua): J. Montgomery, Wau (N.G.): J. D. Hinks, V. Edgar, Rabaul (N.G.): R. H. Adair, Brisbane to: Pt. Moresby: V. Kenna, Salamaua (N.G.): J. Leahy.

PASSENGERS PER "MONTORO" WHICH ARRIVED IN SYDNEY FROM N.G. AND PAPUA ON JULY 28: Messrs. Boulter, Clark, Crawford, Duffy, Graham, Laurence, McHugh, Northern, Ryan, Tait, Tanner, Owen-Turner, Ashe, Black, Murray, Ottawa, Reilly, Roberts, Abel, Coleman, Day, Floyd, Grant, Gray, Green, Greig, Halley, Johnston, Kyle, Lewis (2), Marchant, May, Rankine, Rizzardo, Ryan, Steele, Ward, Webb, Weekes, Wilson, Mesdames Chambers, Drummond, Foley, Haire, Morton, Vesper, Wright, Daley, Lockhart, McDonald, Murray, Reilly, Cole, Fielder, Fraser, Grant, Gray, Green, Hands, Johns, May, Pomeroy, Misses Gribben, Mathews, Moonan, Appleton, Boag, Conway, Cooper, Hunt, Ludlow.

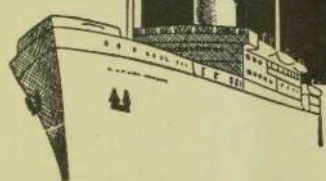
PASSENGERS PER AIRMAIL LINER WHICH LEFT SYDNEY ON AUGUST 2 FOR:—Pt. Moresby (Papua): W. H. Roper, Wau (N.G.): Mr. and Mrs. J. A. McKay, Mrs. Hill, P. Wolfearius, Mr. and Mrs. Day and two children.

PASSENGERS PER "MORINDA" WHICH ARRIVED IN SYDNEY FROM LORD HOWE AND NORFOLK ISLANDS ON AUGUST 2: Messrs. Harrington, Pain, Bruce, Simons, Emblen, Stubbs, Green, Filder, Marlin, Pring, Ross, Trevillion, Waley, White, Woulough, Young, Mesdames Adams, Simons, Stubbs, Wise, Bale, Douglass, Menzies, Noble, Ross, Thomson, Waley, Misses Sork, Carlill, Lyne, Baxter, Condie, Dabnor.

PASSENGERS PER "MONTORO" WHICH SAILED FROM SYDNEY FOR N.G. AND PAPUA ON AUGUST 3: Messrs. Scherhag, Helford, Williams, Upson, Griffiths, Holland, Clayton, Cox, Lamont, Wilson, Scott, Black, Crawford, White, Owen, Walker, Faithful, Wyllie, Turner, Ekblade, Flanagan, Sullivan, Jones, Spychigor, Luke, Parrott, Hallam, Strodwick, Hawkes, Delphin, Roberts, O'Malley, Kelly, Jacobsen, Cummings, Hooke, Taylor, Ashfield, Tutill, Brash, Smith, Morrissey, Braithwaite, Ingold, Lussick, McLean, Doone, Parry, Garrett, Parer, Biddle, Wilkins, McLean, Passlow, Jaegar, Hawthorne, Anderson, Berry, Parry, Shaw, Crawford, Farr, Beattie, Graham, Mesdames Upson, Hides, Johnson, Clayton, Austen, Scott, Moates, Wyllie, Gamble, Murphy, Hard-

(CONTINUED ON PAGE 82.)

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Arnott's Biscuits	36	Ford Sherington, Ltd.	55
"Aspro"	51	"44 Macleay St."	57
"Ausoline"	59	Poster Clark (Aus.) Limited	44
B.A.L.M., Ltd.	56	Freeman's Sports Store	53
Bank of N.S.W.	76	Fryer, A. C.	26
Berger & Sons, Ltd. 42		Garden Vale Pro- ducts, Ltd.	39
"Bernly" Gst Hse 50		Garrett & Davidson 70	
"Bidomak"	15	Gillespie's Flour	37
Blau (Aust.) Robt. 19		Gourock Rope Co. 78	
Breckwoldt, Wm.	58	Grand Pacific Hotel 63	
Broomfields, Ltd. 48		Grove & Sons, W. H.	35
Brown & Co. Pty. Ltd., Geo.	25	Guinea Airways, Ltd.	v.
Brunton's Flour	41	Hallstroms Pty Ltd 75	
Budge & Co., Jas. 46		Halvorsen Sons Ltd 79	
Bullivants, Ltd.	57	Hardie & Co. Ltd J. 47	
Burns, Philp & Co. 19.		Harper, M.	48
B.P. Magazine	30	Holbrooks' Ltd.	41
B.P. (S.S.) Co.	52	Hornadage, W.	10
Burns, Philp Trust Co., Ltd.	50	Horne, W. & Co. 62	
Carlton & United Breweries Ltd.	29	Hotel Moresby	80
Carpenter, W. R. Limited	11	I.C.I.A.N.Z. Ltd.	23
Chapman & Sherack 22		Intercontinental Airways	13
Chivers & Sons Ltd. 45		International Cor- respondence Schl. 23	
Coleman Lamp Co. 20		Jones & Co Ltd. H. 37	
Continental Com- pensations Pty. Ltd.	71	King's School, The 66	
Coral Starch	39	Kodak Pty. Ltd.	12
Cosmopolitan Hotel 80		Kopsen & Co. Ltd. 61	
Crossie, Duff & Macintosh, Ltd.	70	Kork-N-Seal, Ltd. 45	
"Cystex"	55	Levenson's Radio	72
Dewar's Whisky	10	Lloyd & Co., Pty., Ltd.	11
Doans' Pills	74	Lustre Hosiery Ltd. 66	
Dobell, Pty. Ltd.	34	"Majora" Paints	77
Donald, A. B. Ltd. 62		McIlraith's, Ltd.	18
Eaton, Ltd., J. W.	47	Master Sewing Machine Co.	43
Electrolux Refrig- erators	28	Maxwell Porter Ltd 47	
Ellerker, A. J.	79	Michael, H. P., Chemist	59
Fairbanks - Morse Limited	81	Miller & Co. Pty. Ltd.	48
"Fairholm" College 32			

Contents

	Page		Pages
Pacific Islands Travellers	i, 82	No New Trans-Pacific Liners	166
The Real Issues in Peace or War	1	Cocoa and Its By-Products	200
Mau Campaign Against Samoan Officials	2	"No Luxury"—Life of N.G. Officers	222
"You Need Not Fear Japan"—U.S. Journalist's Opinion	2	How Papua was Annexed in 1888	241
Seeking Oil in Papua and N.G.	3	The War of the "Capital Site"	268
Violent Storm in Tonga	3	Effect of Christianity on New Heb- rides Natives	300
Archbold Party in Dutch N. Guinea	3	"Euronians"?	338
New Land Court Judge in Cook Is.	3	The Pomares of Tahiti	341
Loss of "Hawaii Clipper"	4	Men Who Knew Yesterday—Robert Rasch, of Nauru Island	368
Native Land Problem in Fiji	4	Japanese in Hawaii	388
New Caledonian Port Cleared	5	Origin of the Polynesian Race	455
Two New Phosphate Ships	5	Pioneer Lutheran Missionary's Death	488
Natives Attack N.G. Patrol	5	B.S.I. Rebellion That Wasn't!	541
Tax Reforms in Tonga	6	Treasures of Tahitian Tombs	551
Australia's "Colonising" in T.N.G.	6	Fashions for Islands Women	677
Prospects of Mt. Kasi Mine, Fiji	7	New Guinea Timber	696
W.R.C. Line to Call at Samoa	7	Pacific Mining Reports	700
Selection of Salamaua Criticised	8	Radio Programmes (Short Wave)	738
Tropicalities	9	Exchange Rates and Produce Prices	768
About Islands People	10	Market Quotations	777
Midway Is. to be U.S. Navy Base	13	Shipping Services in the Pacific	788
Papuan Sentenced to Death	14		

Morris, Hedstrom, Limited	64	Prescott, Ltd.	38	Stanley, Chris.	37	Tooth & Co.	718
N.D.L.	82	Prouds, Ltd.	11	Steamships Trading Co. Ltd.	70	Vacuum Oil Co.	32
Nelson & Robertson, Pty. Ltd.	16, 71	Ransomes Sims & Jeffries, Ltd.	64	Sterling Varnish Co. 9		Vincent's A.P.C.	82
Nestle's Milk	40	Reed, William E.	57	Sullivan, Ltd., C.	44	Warburton, Frankl Ltd.	14
Newlands Bros Ltd 60		Reid, W. M.	67	Swallow & Ariell	38	West, Harry	68
Newmarket Sad- dlery	77	Rohu, Sil	22	Tait & Co Ltd, W. S.	78	Weymark & Son	42
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Noyes Bros. Ltd.	46	Sadleir, G. N.	73	Taylor & Co., A.	71	Wood's Peppermint Cure	52
Pacific Is. Club	22	Rutherford, G.	36	"Tenax" Soap	36	Wright & Co.	76
Papua Hotel, The	20	St. Ignatius' Col.	54	"Teviot" College	69	Wright & Co. Ltd., E.	24
Paul & Gray Ltd. 27		Scott's Emulsion	73	Tillock & Co Ltd 51		Wunderlich, Ltd.	54
Pike Bros. Ltd.	19	Scott, Ltd., J.	26	Tilley Lamp Co.	32	Yellow Express Gar- riers, Ltd.	18
Plantation Wanted 75		Shell Oil Co.	49	Tooneys, Ltd.	17		
Position Wanted	75	Slade's Radio Ltd. 74		"Top Dog" Men's Wear	33		
		Springwood, L. Col. 19					

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Pacific Islands Monthly

The Newspaper-Magazine of the South Seas

[Registered at the G.P.O., Sydney, for transmission by post as a newspaper.]

Published Once Each Month and Circulated in Australia and New Zealand
and in the following Pacific Territories and Islands Groups:

Crown Colony of Fiji.
Australian Territory of Papua.
Mandated Territory (Australia) of New Guinea,
Bismarck Archipelago and Northern Solomon
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British Solomon Islands Protectorate.
British Protectorate of Tongan Islands.
New Zealand Territory of Cook Islands.
Australian Territory of Norfolk Island.
French Colony of Oceania (Tahiti, etc.).
American Territory of Hawaiian Islands.

Owned and Produced by Pacific Publications Pty. Ltd., Union House, 247 George Street, Sydney.

TELEPHONE { Managing Director — BW5637
Business and Editorial MA7101
P.O. BOX 3408 R
Registered Address of Telegrams, Radiograms,
and Cables: "Pacpub", Sydney.

Editor and Publisher:
R. W. ROBSON, F.R.G.S.
Assisted by Selwyn Hughes.

ADVERTISEMENTS

Advertising Manager: L. W. Bailey.

Advertising Office and Printing-House:
29 Alberta St., Sydney.

Advertising rates furnished on application.
Colours, etc. by Arrangement

Process Blocks made at Advertiser's expense
when required. Screen, 100.

Changes of Advertising Copy should reach this
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Articles, Stories, and Photographs dealing with
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SUBSCRIPTION RATES

Per Annum, within British Empire, Prepaid,
Post Free 8/-
Per Annum, elsewhere, prepaid, Post Free 10/-
Single Copies 8d.

Vol. IX. No. 12.

Sydney, August 15, 1938.

Price { 8d. Per Copy.
Prepaid: 8/- p.a.

The Real Issue In Peace Or War

BEFORE long, there will be far-reach-
ing adjustments of territorial bound-
aries. To what extent are they likely
to affect Pacific territories?

To-day, the world is an armed camp,
echoing to the tramp of marching men
—and, more significantly, to the whirr of
aeroplane engines. If the nations go
into a general dogfight, the issue will
remain—maybe for years—completely in
doubt; and it would be idle to speculate
here about the future of the Pacific.
But if the world's international prob-
lems—which, reduced to their common
factors, are simply matters of land own-
ership, colonisation and freer trade—
are to be settled peacefully, then deci-
sions must be taken, very soon, which
will affect important Pacific territories.

The point is that present conditions
cannot continue much longer. It must
be either peace or war. If it is war,
everything—maybe, civilisation itself—
goes into the melting-pot. It is better
to plan for peace, and anticipate early
developments.

Before there can be hope of peace,
two things must happen. The injustices
of the Versailles Treaty must be remov-
ed; and the nations which control vast
colonial Empires must find a formula
through which the landless nations—es-
pecially Germany, Japan and Italy—can
be given free access to new lands for

the settlement of their excess popula-
tion, new markets for their goods, and
new sources of raw material.

For 20 years—ever since the "states-
men" of the Allied nations made their
fantastic arrangements at Versailles, at
the end of "the war that was to end
war"—long-visioned men have been
warning the world of what must hap-
pen. Now it is happening. Amidst all
the murk of muddled politics, the con-
fusion created by the most ignorant and
dangerous press in history, and the clam-
our of rival "ideologies", one may see in
operation an implacable natural law—
namely, that when increasing populations
and expanding trade meet closed fron-
tiers and hostile, unsurmountable tar-
iffs, there will be war.

Slowly, but surely, British public opin-
ion is becoming conscious of these things:
and very soon now—always providing
that some untoward incident does not
throw the world into a general war—
Britain will attempt to lead the world
into a policy of international appease-
ment. The basis of that policy must
be a plan under which (a) the undevel-
oped territories held by Britain, France,
Russia, Holland and Portugal will be
made available to the colonising and
trading energies of the great nations
that now are without colonies, and (b)
there will be much freer trade between

all nations. In theory, a customs tariff
should do no more than protect a na-
tion's standard of living. In practice,
in the last three decades, such tariffs
have become instruments of selfishness,
cruelty, monopoly and extortion.

Such a policy must take cognisance
of certain well-known facts. British
Dominions in the Pacific, observing a
high standard of life, cannot be opened
to the masses of Asia; but that places
upon each British community an obli-
gation either to people and develop the
country they hold, or open it to other
Europeans. Vast areas in Africa are
suitable for colonising by Europeans: can
Britain, France and Belgium continue
fairly to hold them against such coun-
tries as Germany, Italy and the Central
European Slavonic nations? Is it right
that Portugal, now decadent and notor-
iously incapable of colonial government,
should continue to hold large colonies,
especially in Africa, while the Germans
now have none? Certain nations bor-
dering the Pacific insist on their right
to control large Pacific territories, as a
sort of advanced defensive barrier
against Asia—the United States, with
Hawaii and the Philippines, for instance,
and Australia with New Guinea, New
Britain and New Ireland—but if the
menace they see in Asia were to disap-
pear, under a policy of international ap-
peasement, such nations could justify
their retention of those rich territories
only by making full and proper use of
them.

The discussions are going to start very soon now—always assuming there is no sudden war—and far-sighted men interested in the more or less undeveloped Pacific territories should begin to study the situation and the outlook. British colonial interests generally, in common with those of other colony-holding nations, will be called upon to make sacrifices. And, in the ultimate analysis, their choice will be simple: A fairer division of colonial territory, and the avoidance of war, or an uncompromising cry of "what we have we hold", and inevitable, endless war.

Actually, if the settlement is to be a peaceful one, South Pacific territories are not likely to be affected. The real changes will come elsewhere—probably Africa. The Commonwealth Government has just committed itself to £500,000 expenditure in New Guinea; and Burns, Philp & Co., Ltd., and Morris, Hedstrom Ltd. are building new stores, etc., in Western Samoa. Those institutions, presumably, did not make their decisions blindly.

BASTILLE DAY IN FR. OCEANIA

From Our Own Correspondent.

PAPEETE, July 30.
THE chief celebration of Bastille Day (July 14), so far as native participation is concerned, was held this year at Raiatea, under the Presidency of Honour of M. Andre Perrin, Administrator of the Leeward Islands.

At Papeete, because the fete in honour of the naval training ship "Jeanne d'Arc" (during which the native celebrations usual at Bastille Day were enacted) was held at so recent a date, it was decided to observe only the official ceremonies.

Until a year ago, when the natives of Tahiti and adjacent islands revived in all its splendour the traditional Bastille Day fete in honour of His Excellency, M. Chastenot de Gery, present Governor of the Colony, the native celebrations at Raiatea have usually been superior to those at Papeete. The Leeward Islanders being in less intimate contact with European influence, have preserved their native customs and traditions more faithfully than have the Tahitians.

KAURI FROM N. CALEDONIA

SHIPMENTS of Kauri pine from the south-east of New Caledonia are now reaching Australia regularly by the steamer "James Cook". The industry is controlled by Societe Forestiere and H. C. Sleight, Ltd., and the Sydney agent is Mr. Norman Hardie, George Street.

Late News

THE annual report of W. R. Carpenter and Co. Ltd., issued on August 12, shows profit £111,372, compared with £100,585 last year. Dividend is 10 per cent.; £10,000 transferred to Contingencies Account and £2,000 to Superannuation Account; and £36,638 is carried forward.

Hon. A. H. Bunting, M.L.C., of Samarai, Papua, is still under medical care. He is one of the most popular figures in the Territory, and everyone wishes him an early recovery.

"YOU NEED NOT FEAR JAPAN"

American Journalist is Outspoken

ANOTHER letter is to hand from Mr. Marc T. Greene, that world-wandering American journalist who specialises in foreign affairs. During the past two or three years, he has written to the "P.I.M." from all parts of the world—South America, Greece, Central Africa, Siberia. Recently, he has been in the Far East, and in and out among the Dutch East Indies. Writing from Sourabaya on July 18, he expresses emphatic disagreement with the opinions expressed in the "P.I.M." regarding the Japanese menace:

"I do not believe that you need concern yourself much more over Japan. If she comes out of this China business without being broken altogether she will be too weakened to be any menace to anyone for a long time to come, if ever again. I hear, here, the most amazing stories of the hardships of life in Japan now for the masses, and it is getting worse all the time.

"I do not in the least agree with you on Willard Price's stuff. I think it is absolute rot. He sacrifices facts, accuracy, everything, to the dollar quest and getting books out about every three months. He is also much on the Japanese side. I do not think his stuff is sound at all, and I reckon to know a little about Japan myself."

Permission has been given to the Kavieng Engineering Works to supply electricity to the town of Kavieng, N.G.

"A SPRINKLING OF SALT"

Mau Campaign Against Samoan Officials

From a Special Correspondent.

APIA, July 21.
BELIEVING that their influence with the New Zealand Government is so great that they can get what they want, certain Mau elements continue their agitation for the removal from Samoa of old enemies, in the persons of prominent officials.

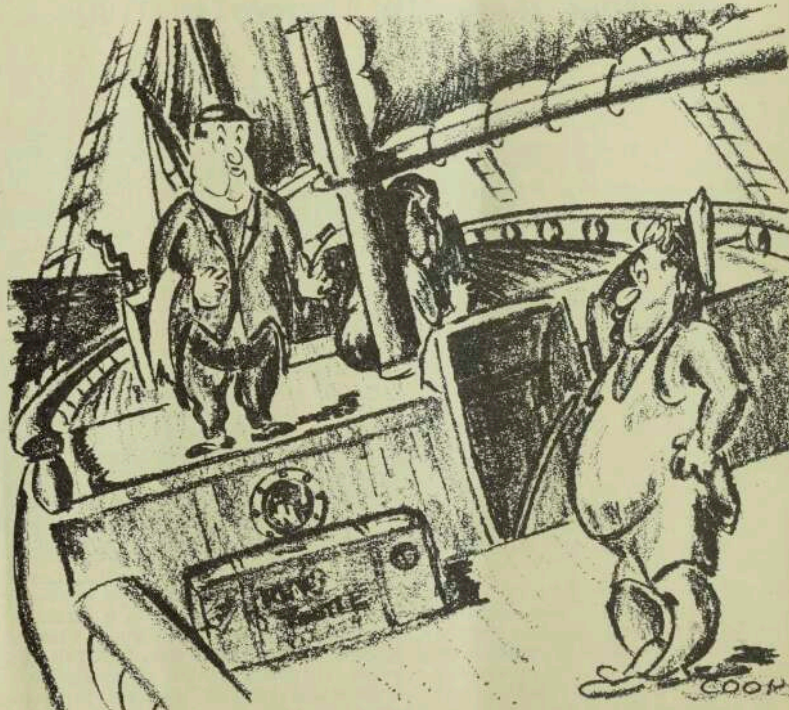
No one knows just what "underground engineering" is going on; but it is believed here that Mau agitation is being directed against Mr. Newton (produce inspector), Mr. Braisby (inspector of police) and Dr. Monaghan (chief medical officer).

It is not expected that the agitation will get very far, however. There are indications that the New Zealand Government now has the Samoan situation in much better focus, and "private and confidential" letters to Mr. Savage and Mr. Langstone now are received in Wellington with the proverbial sprinkling of salt.

More Samoans are deserting the Mau party for the Malietoa organisation—among them, the whole village of Afega, which is a community influential in Samoan politics.

Sydney newspapers have announced the engagement of Mr. Keith G. Miller, of Wewak, New Guinea, to Miss Catherine Cairns, of Delegate, N.S.W.

OFF BEATEN TRACKS IN THE PACIFIC—II.



"But, surely, Captain, there must be some place where I . . ."

Pacific Islands Monthly—August 15, 1938.

Americans In Central Pacific Islands

From Our Own Correspondent.

DEPARTING from Honolulu on July 16, the U.S. coastguard cutter "Roger B. Taney" made a periodic inspection visit to the U.S. units upon the equatorial islands of Jarvis, Baker, Howland, Canton, and Enderbury.

New two-way radio sets were taken to replace the old equipment on each island. However, there is nothing significant about this, because the replacement sets are old type and more or less nothing better than semi-amateur. For example, they are not in the same street as the equipment used by the British officials on Canton.

New refrigeration boxes, exactly the same make and size as the British—so there won't be any "bad" feeling—went along for each island.

Many of the American youths on the islands will be replaced this time. The U.S. Government is still maintaining its policy of not including American-born Japanese youths in the parties.

SEEKING OIL IN TERRITORIES

New Ordinance Causes Flutter

AN announcement that an amendment of the ordinances governing the search for oil in Papua and New Guinea has been submitted by Canberra for consideration by the Legislative Councils of those two territories has caused something of a flutter among oil interests.

Nothing official is known about the proposed new law, but the circumstances suggest that probably it is designed to encourage the continuance of the oil search in Papua and New Guinea, either by way of greater subsidies or increased concessions.

It must be remembered that, for nearly two years, the three main companies concerned have been spending huge sums on the search for oil—Papua Oil Developments, Ltd. (Shell) in Papua, and Islands Explorations, Ltd. (Vacuum) and Oil Search, Ltd. (an Australian concern) in both Papua and New Guinea.

They have not found oil; but there is nothing to indicate that they have lost confidence in the enterprise. On the contrary, it is reasonable to suppose that, having gone so far, they are prepared to go a long way farther; but, probably, before they undertake still greater expenditure, they require a better title to the various areas than they have at present.

Then there is the matter of the "uncontrolled areas", in Papua and New Guinea. It is impossible to make the oil search complete unless it embraces those regions. It is realised that the present ban on entry to at least some portions of the areas cannot continue much longer.

After a lengthy holiday in Sydney, Mrs. Arthur R. Miller and her small son are returning to Wewak, T.N.G. Mrs. Miller will leave her only daughter at "Kambala" School, and her eldest son at Scots College, Sydney. Mr. Arthur R. Miller, of the Administration staff, returned by the June "Macdhui".

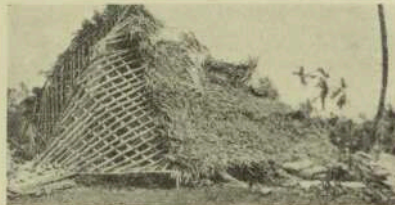
VIOLENT STORM IN TONGA

Three People Killed: Much Damage

A WHIRLWIND of such severity that some describe it as a cyclone swept through the village of Malapo, on Tongatabu, Tonga, at 4 a.m. on July 20. All the houses in the village were destroyed, and three people, a man, and a woman and her daughter, were killed.

Similar whirlwinds, about the same time, visited the islands of Foa, in the Haapai Group, and Tanga, in Vavau Group. Most of the houses, and many trees, were blown down in those islands, but no lives were lost.

Malapo is situated on the lagoon, about 9 miles eastward of Nukualofa. The latter town was visited by an extraordinary electrical disturbance, with a rainstorm which continued until daylight. The people were terror-stricken by the almost continuous lightning and thunder.



Top: The roof of a large meeting-house, which was lifted up and carried 50 yards.

Second: The Wesleyan Church at Malapo Village, after the whirlwind had finished with it.

THE ARCHBOLD EXPEDITION

Base On Lake In Interior Of Dutch N. Guinea

From Our Own Correspondent.

HONOLULU, July 25.

HAROLD C. SMITH, an amateur radio operator of Honolulu, is keeping in close touch with the Richard Archbold expedition in Dutch New Guinea.

In the 250,000 dollar airboat "Guba", Pilot Russell Rogers has made several successful landings on Lake Habbema, 11,000 feet above sea level, in the little-known interior.

The "Guba" landed Dutch soldiers, and some of the expedition's scientists, who promptly set to work. The soldiers will stand guard over the party.

Pilot Rogers now is being kept busy ferrying men and supplies from the coastal base camp at Hollandia to the lake, 200 miles inland. He reports cold conditions among the peaks of the snow-clad ranges. Indeed, he wears a fur flying-suit continually, once he leaves the coast behind, and sharply climbs with his heavy loads into the mountainous interior.

The party is in the best of spirits and, so far, in the best of health, too.

The Netherlands Indies Government is showering them with generous help. More than 100 native soldiers have been assigned to protect the party.

Land Court Judge In Cook Is.

Captain W. M. Bell Appointed

THE appointment of Captain William Moody Bell as Judge of the Native Land Court in the Cook Islands was announced in July.

Captain Bell, who has been Resident Commissioner at Niue Island since 1931, joined the New Zealand Military staff as a sergeant instructor in 1905. In 1912 he was regimental sergeant-major of the 3rd Auckland Mounted Rifles. He received a commission in the Army Service Corps and became a Lieutenant in the New Zealand Staff Corps in 1916. During the Great War he served as Camp Adjutant at Trentham and later with the New Zealand Rifle Brigade. From 1919 to 1923, Captain Bell was aide-de-camp to Colonel R. W. Tate, Administrator of Western Samoa. He was then appointed Resident Commissioner at Savaii.

It was reported in the "N.Z. Herald" on July 15 that Mr. H. Tai Mitchell, chairman of the Arawa District Trust Board, and a leader in native affairs in the Arawa district, had been offered, but refused, a position as Judge of the Native Land Court under the Cook Islands Administration.

Third: All that remained of a large Tongan house at Malapo.

Lower: Remains of a house. A woman and her daughter were lying in bed when their house collapsed. They were found, afterwards, several yards away, where they had been thrown by the wind. Both died from injuries received.

—Photos. by Hettig.

PACIFIC AIRMAILS

Loss of "Hawaii Clipper"—The Hawaii-N.Z. Service

THE disappearance of the Pan American Airways trans-Pacific flying boat "Hawaii Clipper", on July 29, when on her regular flight between Guam and Manila, is a complete mystery.

The boat was making the usual weekly service flight between San Francisco and Hongkong, and everything appeared in order when she called at Honolulu, Wake Island, Midway Island, and Guam. She was the Martin type of flying boat, with four nine-cylinder engines and was capable of carrying 46 passengers at a speed of about 150 miles an hour.

The "Hawaii Clipper" left Guam at 11.40 a.m. on Friday, July 29, with 6 passengers and 9 crew, to fly 1,600 miles to Manila. She reported every half hour by radio. Early on Friday evening the radio operator on the Clipper reported that she had passed through several showers at an elevation of 9,000 ft. From that moment there was complete silence.

Within a couple of hours, there was a general alarm.

American naval vessels and aeroplanes from Manila and Guam immediately set out on a most comprehensive search, which swept the ocean in all directions for hundreds of miles. The "U.S.S. Meigs", which happened to be in the vicinity of the Clipper's last reported position, when the alarm was sent out, steamed immediately to that position; and, about 40 miles south-south-east thereof (a point midway between Guam and Manila) it found on the surface of the sea a patch of oil 1,500 ft. in circumference. Subsequent investigation showed that there was petrol mixed with the oil. The discovery was officially described as "significant but not conclusive".

The search continued thereafter for over a week by American and Japanese ships, but not another trace of the Clipper was found.

The mystery deepens, the more it is considered. This huge flying ship had four powerful engines. Since the "Samoa Clipper" was destroyed in the South Pacific last January, by an explosion, caused through dumping petrol, special appliances have been fitted, to make a similar explosion practically impossible.

What strange accident happened, therefore, to cause this new flying-boat to disappear without leaving a trace? Experts have pointed out that if the oil patch indicated a sudden plunge into the sea, there should have been some bits of wreckage floating on the surface, to mark the disaster.

HAWAII-AUCKLAND SERVICE

There still is no definite announcement about the establishment of the Pan-American Airways service between Hawaii and New Zealand.

The company's plans, knocked awry by the loss of the "Samoa Clipper" last January, were just beginning to take shape again, when this second disaster occurred. Another factor making for delay is the disclosure that the first tests of the huge Boeing flying-boats (6 of which are being built for Pan-American Airways) disclosed some need for an alteration of plans. It is expected, however, that when the Boeings are available for the Pacific service (that is, if they are not wanted for an Atlantic service) the Martin flying-boats now engaged on the Pacific service will become available for the Hawaii-Auckland run.

It seems possible, now, that the route

NATIVE LAND PROBLEM IN FIJI

Retiring Governor Outlines New Policy

From Our Own Correspondent.

SUVA, Aug. 2.

AN important statement on the Government's native lands policy in Fiji was made by Sir Arthur Richards at a farewell function accorded him by leading chiefs of the Colony before his departure for Jamaica.

It should be noted that, owing to the increase in the number of Indians in Fiji, and their eagerness to acquire land, the land problem in Fiji is an extremely difficult one. The British Government is bound to protect the land rights of the Fijian natives.

"Let me refer to a resolution of the Council of Chiefs of 1936 on the subject of kovukovu, or family lands contained in the holdings of an alien mataqali," said His Excellency. "I have been informed that these lands have been defined and surveyed in many provinces, but not in all. I understand that, though these parcels are generally small in area, some are valuable and much sentiment attaches to them.

"The Government is anxious to see you all confirmed in the ownership of your rightful lands and, in furtherance of this policy, it is proposed to instruct the Native Lands Commission to inquire into and define family lands in places where such holdings are customary, after the completion of the Commission's investigations now proceeding in the province of Lau.

"You have been addressed by Governors on several occasions on this subject of your lands, and it is always foremost in your minds. This question is not only important to you who own the lands, but is also of vital importance to others who have made their homes in Fiji. Bound up with it is the future welfare of the Colony.

"You passed a resolution in 1936 asking in effect, that Government should control all lands you did not require. Government appreciates the trust which you have put in it by this resolution.

"Since then, the matter has been submitted to all the provincial councils, with the result that the resolution of the Council of Chiefs was upheld by a large majority.

"I consider that it would be best for Government to pass a Native Lands Trust Ordinance, giving Government power to deal with all the native lands in the Colony. This would mean that Government would be bound by law to carry out its trust in the best interests of Fijians, first, and afterwards in the interests of others. A Commission, headed by Ratu Sukuna, would then be appointed, and would arrange with each mataqali for lands to be set aside for the exclusive use of Fijians. The lands not needed for Fijians would be freed for leasing to others. The rent would, of course accrue to you.

will be Honolulu-Canton Island-Suva (or Rose Is.)-Auckland, instead of Honolulu-Kingman Reef-Pago-Auckland, as first planned. The American planes, however, probably will not be able to use a British port, such as Suva or Apia, unless the proposed British service is assured of similar facilities in Hawaii. In that event, Pago or Rose Island will be the central Pacific station.

"My proposal, then, is that you should ask the Government to control your lands for you. The Government would then pass this Bill of which I speak and your representatives in Council would have the opportunity of criticising the detailed provisions of that Bill, and the regulations under it.

"The Bill would simply vest control of all native lands in a Board. The Board would consist of the Governor (as chairman), a native chief, the Director of Land and Surveys, and the Adviser on Native Affairs.

"As soon as the law had been passed and the Board constituted, the Board would appoint a Commission consisting of Ratu Sukuna, and assistants to be chosen by him, to go round and settle, province by province, the areas to be gazetted as native reserves. When his recommendations had been approved by the Board they would be gazetted. All the lands outside of these native reserves would then be available for leasing to applicants of any race—Fijian, Indian or European.

"The Fijian would not only have his ancestral reserves, to be handed down only to Fijian descendants, in which no other race might hold land, but in what I will call the free areas outside he would have equal opportunities with others.

"In regard to the manner of leasing, the final decision would always rest with the Governor's Board. But to assist them, I think would be best to set up in each province a local committee, consisting of the District Commissioner, as chairman, the Roko or native Assistant Commissioner, one Fijian to be elected by the provincial council and one Indian to be nominated by the Governor. This local committee would inquire into every application, would refer it to the Lands Office for verification of its position and availability and would then make its recommendations to the Governor's Board, which might in cases of several applications for the same land approve of one of them or order the lease of the land to be sold by auction."

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HULL REMOVED

New Caledonian Port Cleared

U SING a special oxy-hydrogen process patented in Australia, Mr. Johnston has succeeded in demolishing the iron hull of the sailing ship "Joliette", which sank alongside the wharf at Thio during the cyclone of 1909, and has since been an obstacle to navigation.

The "Joliette" had loaded nickel and cobalt. Unfortunately, the tug employed by Societe Le Nickels was away when the cyclone struck the district, and the "Joliette" was subjected to a terrific buffeting. Being a sailing ship she was helpless and eventually she was overwhelmed and sank alongside the wharf. The hull of the ship has been an obstruction at the wharf for nearly 30 years; but it has now been cut to pieces by Mr. Johnston, operating under water, and a depth of 30 feet is available alongside the wharf.

Mr. Johnston, during his arduous work under water, had some queer experiences. A huge fish, which resembled an Australian groper, was very inquisitive and became his constant attendant; but a stick of dynamite, exploded in a judicious fashion, settled the argument which was developing between them. There was also a shark, about 7 ft. long, which seemed attracted by the food possibilities represented by the diver; but he suc-

TWO NEW SHIPS

For Nauru-Ocean Is. Transport

TWO new ships are now running in the South Pacific, in the service of the British Phosphate Commission, carrying phosphate from Ocean Island and Nauru Island to Australia and N.Z.

They are the "Trienza" and the "Triadic", and they are sister-ships. The "Trienza" was built in 1937, by Lithgows Ltd. (Scotland) and commissioned early in 1938. The "Triadic" was launched in March, 1938, and commissioned in May.

The "Trienza" has now made four voyages between Nauru-Ocean Island and Australia and New Zealand. The "Triadic", on her first voyage, arrived in Ocean Island on July 9, from Glasgow, and loaded phosphate for Australia.

The ships have clipper bows, and otherwise are designed to facilitate the loading of phosphates in exposed anchorages. Each has four holds, with large self-trimming hatches, and is about 435 ft. in length.

cumbed to a lure of red meat upon a strong hook.

Mr. Johnston has not yet finished his work. He is trying to recover a portion of the "Joliette's" cargo. The nickel is not so valuable as to warrant heavy expense, but the 250 tons of cobalt is well worth the trouble and it is now being brought to the surface.

Natives Attack N.G. Patrol

A SMALL party of native police, led by Patrol Officer Francis H. Moy, was suddenly attacked by natives in thick bush on the Upper Liron River, a tributary of the Markham, about 50 miles from Lae, New Guinea, early in August.

A shower of arrows was the first warning of attack and a native constable was wounded. The police rallied quickly and drove off the attackers with rifle fire, during which one of the hostile natives was killed. Mr. Moy got his party into a semi-protected position and kept off the hostile natives with rifle fire. He reported the attack on his portable radio set, and District Officer Taylor, with police reinforcements, went out by aeroplane to Kalapit, a landing ground in the vicinity of the Liron River.

It was reported on August 6 that Mr. Taylor had returned to Salamaua with the wounded constable, and a bush native, whom Mr. Moy's party had arrested on a charge of murder. Mr. Taylor reported that Mr. Moy's party was now in no danger, and was carrying on.

The Liron River natives appear to be a treacherous lot—although officially described as partially under control. It was in this district that a popular young Patrol-Officer, Mr. T. A. Hough, was fatally injured by an arrow during an attack by natives in December, 1936.

DEATH OF MONS. BLAINVILLE

Lived 98 Years—67 In Tahiti

PAPEETE, July 25.

THE death occurred on July 18 at the venerable age of 98 years, of Monsieur Louis Chretien Blainville.

Monsieur Blainville was born at Poitiers, France, on June 23, 1840. As a young man he entered the naval service of France and while in that service came to Tahiti on board the light cruiser "Nereide" in 1871. The protectorate was then under naval administration; and, because of his ability, Monsieur Blainville was transferred to duty with the Government of the Colony, where he served from 1873 to 1913 in the offices of sheriff, notary and judge. During many years, up until the time of his retirement, he was Greffier of the Tribunals of French Oceania.

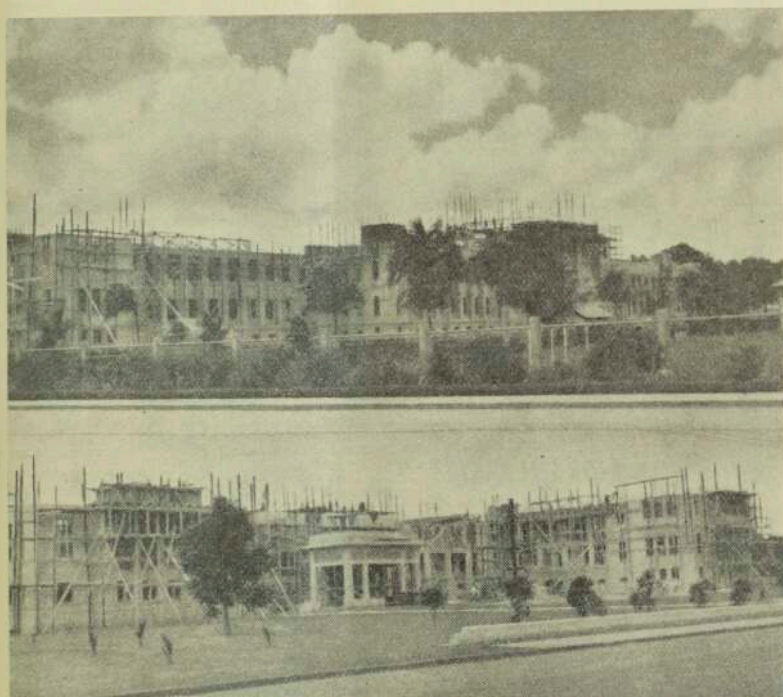
After his retirement, for age, from the Government service, he was offered the Directorship of the Caisse Agricole, which he at first declined; but, on the insistence of the Government, later accepted, and served many years with distinction and honour. He was greatly respected, and held in veneration by everyone in the Colony.

He was buried in the vault beside his son-in-law, Doctor Fernand Cassiau, who, so long as any of his generation survive, will be held in grateful and affectionate remembrance, for his services were legion.

THE RABAU ERUPTION

IT has been decided that the Commonwealth Government will give financial assistance to persons who suffered damage to property in the volcanic disturbance at Rabaul in May, 1937. The amount of assistance will be a matter of discussion between the officials and the individuals concerned.

NEW OFFICES FOR FIJI GOVERNMENT



Taking shape after 18 months' work, the fine new block of concrete buildings, under construction in Suva for the Fiji Government, is rapidly becoming a landmark. The offices will be ready for occupation about the middle of next year. Top: The new block, overlooking Albert Park and the Botanic Gardens. Below: Facing the main street, Victoria Parade.

TAX REFORMS IN TONGA

Prisoners Released on July 24

ALL persons who were in gaol in Tonga for failure to pay taxes—a very large number—were released on Sunday, July 24, as a result of a decision by the Tongan Parliament.

New decisions made include the following:—

Unlimited imprisonment for non-payment of taxes is abolished, and defaulters instead will be employed on roadwork, for a maximum of 6 weeks (instead of 8 months), at 2/- and one free meal per day. Six weeks' roadwork wipes out one year's tax.

Poll-tax is reduced from 36/- to 32/- per annum. (It escaped abolition altogether only on the casting vote of the Speaker.)

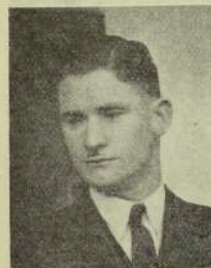
The iniquitous fine of 5/- for each quarter during which the tax remains unpaid is abolished.



Miss Goodsall sailed from Sydney for Samarai, Papua, by the "Montoro" on August 3 to spend a short holiday with Mr. and Mrs. D. G. Irvine, at Gilligil Plantation.



Dr. Northcote, Deputation Secretary of the South Sea Evangelical Mission, sailed from Sydney for the Solomon Islands by the July "Malaita". He will hold a series of conferences with the heads of the various S.S.E. stations.



Mr. S. R. Parrott sailed from Sydney for Rabaul, New Guinea, by the "Montoro" on August 3, to take up a position as motor engineer with the Administration.



Dr. Z. Wechsler sailed from Sydney for Gavutu, B.S.I., by the July "Malaita". He is the new Medical Officer for Lever's Pacific Plantations Pty. Ltd.

AUSTRALIA'S "COLONISING" IN NEW GUINEA

An Open Letter To Mr. Green, M.P.

DEAR MR. GREEN,—

The following was published here, in our radio news-sheet, on July 30:—

"Green, M.P., returning from New Guinea, said Britain, in all her colonising, could not equal what Australia had done in New Guinea in her first colonising effort."

Your remarks came as a surprise to those who are doing the colonising.

Those who have been resident here for any length of time are far better judges of this "colonising effort" than those who take a quick trip and return to the comforts of Southern civilisation.

One of the "colonising efforts" no doubt referred to is the fact that even our flour, and the Australian foods we import, are taxed 10 per cent. ad. val. Thus, Australian manufacturers see foreign milk, meats, and other foods competing with those made by our own Australian people, and against whom they have poor chance of competing.

Again, take mining machinery, essential for our "colonising effort". This was at one time free of import duty; but as soon as the miner and mining concerns got on their feet, an import duty was imposed of 10 per cent. ad. val., on the very means by which miners and mining companies secured the gold on which they paid a royalty of 5 per cent. Mining machinery, dredges, and even the planes used in freighting are taxed. This tax was imposed after mining operations had started, no allowance having been made for the extra cost originally. This is a wonderful example of "colonisation"!

Under article 2 of the Terms of Mandate, we read: "The mandatory shall have full power of administration and legislation over the Territory, subject to the present mandate, as an integral portion of the Commonwealth of Australia, and may apply the laws of the Commonwealth of Australia to the Territory, subject to such local modification as circumstances may require, etc." Can we imagine Australian goods being dutiable in Darwin, or any other part of Australia?

Of course, some will say, in the case of New Guinea, that "modifications were made subject to local conditions". In which case we can truthfully say that Britain, in all her colonisation, could not equal what Australia has done in New Guinea in her first colonisation efforts—namely, taxed the very Australian foods on which a new colony must exist.

Quite a few improvements have been made by the Government since our occupation. The importation of a score of European police, and the erection of a substantial European jail is one of them,

thus suggesting to the outside world the need for keeping the Australian community under control. Yet, with all this police protection, all Government dwellings have to be wired to make them "boy proof", in order to secure the safety of the wives and children of Civil Servants. It is generally understood, here, that the nearer you get to Government headquarters, the closer you get to "uncontrolled areas", as far as native behaviour is concerned.

There are to-day many genuine miners who have spent all in their endeavour to keep their heads above water, now seeking a job. A practical step in colonisation would be to subsidise such miners, with the surplus they have helped to create, in order to prospect for new fields—a costly procedure these days for an individual. Most of the ground to-day is tied up by companies under certain mining laws peculiar to New Guinea, made to suit certain vested interests, regarding which no doubt some of your Parliamentary friends could give you information.

Take paper pulp, for instance. What has been done by the Commonwealth to assist this industry, so important to Australia? Some time ago, it was hoped we should see this industry established in the Markham Valley. Why has it languished?

In agriculture, it is the same. No settled land policy; and, so keen were the Administration about "colonisation", that with one sweep of the hand practically the whole of the experimental stations, other than at Rabaul, were swept away as by a tornado.

No information can be obtained regarding lands available for selection, unless one "knows the ropes", and can get the right side of a local kanaka—which process the ordinary outsider would not be able to do.

Compare this with Canada's "colonisation", and see the joke.

No, sir! Please do not make such rash statements from the deck of a "round tripper" steamer, without knowing something of the practical side of the lives of those who are endeavouring to colonise this Territory. Tramp the bush for a few months, live on kanaka foods, sleep in native huts, be driven mad by fleas, sucked dry by leeches, be overheard in debt; and I venture to say you will learn more in a month about Australia's "colonisation" scheme than you will in a dozen round trips under congenial social conditions.

I am, dear sir,

Most respectfully yours,

HENRY G. EEKHOFF.

Lae, T.N.G., August 1, 1938.

GUINEA AIRWAYS FORD DAMAGED IN PAPUA

A GUINEA Airways Ford plane which left Port Moresby on July 20 for Yodda, Kokoda, and Ellogo, (Mr. Loudon's plantation), handling cargo and passengers from each of the three aerodromes, was forced to make a landing, after taking off at Ellogo, owing to engine trouble.

In doing so, the machine struck a concealed stump, which caused considerable damage to the body and wings. It is reported that the damage will put the Ford out of action for some time. Pilot Ken Gardiner was not injured.

New Airmail Lines

NEW aeroplane services, now running or about to be inaugurated in the Pacific include:—

Regular service between Batavia (Java), Singapore and Saigon (French Indo-China); run by Netherlands Indies Line.

Regular service between Palau (Western Caroline Islands) and Jaluit (Marshall Islands), by Japanese Line, and connecting with Japan-Bonin-Marianne-Palau airmail service.

Regular service between Batavia and Dutch New Guinea, via Celebes and Ambon; run by Netherlands Indies Line.

There is also a proposal to double the service between Sydney and New Guinea. (See page 12.)

FIJI GOLD

Mt. Kasi's Prospects Appear Bright

"PROSPECTS at Mt. Kasi mine never looked better than they are to-day, and the Company is pushing ahead on sound developmental lines," said Mr. E. J. Coote, chairman of directors of Mt. Kasi Gold Mines, Ltd., who returned to Sydney by the "Niagara" on July 28, after an inspection visit to the workings in Fiji.

The mine is situated on the Company's 1,000 acres of jungle property at Mount Kasi, near the Yanawai River, on Vanua Levu, and since the present company took over from Mt. Kasi Mining Co., N.L., in 1934, extensive alterations have been carried out, both to the mine and the milling plant. It is proposed shortly to double the power supply at the mill and to make further important alterations.

Although a progressive policy was followed at the mine in 1937, progress was not as rapid as was desired, due mainly to a shortage of skilled machine operators. However, large ore reserves were accumulated and at April last these were estimated to be 261,000 tons. Last year, 6,901 oz. of gold were recovered, valued at £A60,075.

Adjacent to the workings, the Co.'s staff of 13 Europeans and some 400 Fijians have a well-laid out little settlement. It is complete with refrigeration and its own store. A picture show is to be erected in the near future.

STRANGER THAN FICTION!

HONOLULU, July 25.
YOU doubt that two needles can be found side by side in a haystack? Then listen to this true story from the haystack of life.

Two young blood brothers, who had not seen each other since childhood, nearly 20 years ago and who had lived thousands of miles apart, slept in adjoining beds in Honolulu one night this week without either knowing who the other was.

Theodore Galang, a Honolulu sailor, lately got into "jumping ship" difficulties in the South Pacific. He was shipped back here, and lodged in the U.S. immigration station for investigation.

The other youth, Ed. Young, arrived by liner from Hong Kong with his foster-mother, a Chinese. The U.S. immigration office held Young for check-up.

The two youths met at the station, sat on their beds that night, swapped idle gossip, and turned in none the wiser.

Next day, amazed immigration officers put the files side by side, arched eyebrows, whistled in astonishment. Finally they worked out the explanation:

Ed. Young was born as Edward Galang in Honolulu, was taken into the Chinese Young family as a babe, and eventually went to China for schooling with his foster mother.

Brother Theodore remained with his mother, who lost track of her other son and Mrs. Young, the foster mother.

The foster mother and Ed. have gone to an outlying island of Hawaii, where the foster father has a store. Theodore remains here.

Mr. George Davies, who for some years had charge of the butchery department of W. R. Carpenter and Co., Ltd., Rabaul, New Guinea, died at Katoomba, N.S.W., in July.

W.R.C. LINE

New Steamer Soon—Regular Call At Samoa

WHEN the new steamer now being built for Messrs. W. R. Carpenter and Co., Ltd., is brought into operation (it will be launched in August and comes into service in October) there may be important developments in connection with the W.R.C. Line.

At present, the service consists of two vessels, the "Salamaua" and the "Rabaul", which run on fairly regular timetables, picking up cargo and passengers in Pacific Islands ports, proceeding to Europe via South Africa and West Africa, and returning via the Panama Canal.

Under the new arrangement, the three vessels—the new steamer, and the "Salamaua" and "Rabaul"—will run on a regular but more frequent timetable between Australia and Pacific Islands ports and European ports, on the same route—that is, via West Africa, going home, and via Panama coming out.

It is possible that the new timetable will provide for a regular call by the W.R.C. freighters at Apia (Western Samoa).

Another possibility is a regular call at Darwin.

The new steamer will be named "Suva", and she will be a coal-burner, easily convertible to oil. She has approximately 9,000 tonnage and she will have accommodation for 8 passengers. The "Salamaua" can carry 17.

NEW GOVERNOR OF FIJI

FIJI'S new Governor, Sir Harry Luke, who has been Lieutenant-Governor of Malta for eight years, will arrive in Suva by the "Niagara" on September 16, from Vancouver. He will leave England for Canada by the "Empress of Britain" on August 20.

The retiring Governor (Sir Arthur Richards), K.C.M.G., sailed on July 22 from Fiji for New Zealand, where he joined the "Rangitiki" for the West Indies.

Since the departure of Sir Arthur Richards, the Hon. Juxon Barton, C.M.G., O.B.E., has been acting as Governor; and the Colonial Treasurer, Hon. J. Craig, has temporarily taken over the position of Colonial Secretary of Fiji.

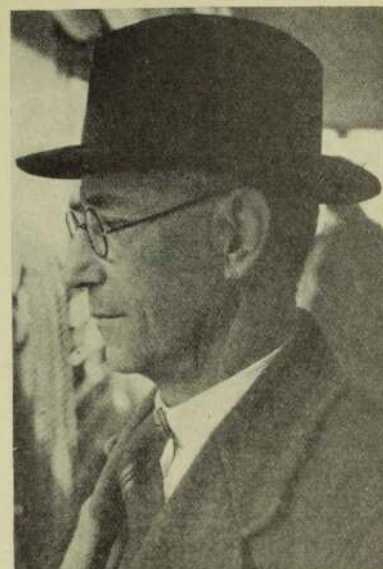
It was reported, late in July, that the British Administration of Malta was being attacked by the Italian newspaper "La Tribuna".

Sir Harry Luke was especially singled out for attack. The decision to make Maltese the official language of the Law Courts, in place of Italian, still rankles.

DWIGHT LONG

DWIGHT LONG, young American ocean wanderer who in 1934-35-36 visited many Pacific islands in his 34-foot ketch, the "Idle Hour", and later on proceeded to London via Australia, East Indies and the Suez Canal, has reached the Madeira Islands. His craft at last is headed for his home in U.S.A., after sailing around the world.—Honolulu Correspondent.

ACTING JUDGE



Mr. Phillip Lewis Griffiths, M.A., LL.B., K.C., who has been appointed to relieve Chief Judge Phillips in New Guinea, when the latter goes on leave shortly, sailed from Sydney for Rabaul, New Guinea, by the "Montoro" on August 3. Mr. Griffiths was educated in Victoria, and graduated with first class honours at the Melbourne University, and he received his LL.B. from the University of Tasmania. He was at one time a member of the literary staff of the "Mercury", at Hobart, Tasmania; and was admitted to the Bar as a legal practitioner in 1912. He was lecturer in law at the University of Tasmania, until his appointment as Solicitor General of Tasmania in 1930, which position he has held since then.

BRIDGES WANTED!

Letter to the Editor.

A PETITION, signed by over 30 residents of Kokopo District, has been forwarded to the Government Secretary in Rabaul, asking that urgent attention be given to two small bridges which were washed away over three months ago, between Vunapope and Kabakaul.

Over Tukabar Creek, a temporary bridge has been constructed, which is limited to a load of 24 bags of copra, thus necessitating part unloading of the lorry before negotiating this structure. Apart from this inconvenience, extra boys have to be carried for the unloading and re-loading of freight.

The other bridge, near Kabakaul, has had nothing done to it whatever, for a period of 3 months. A detour track is made through the mission, instead, which becomes almost impassable after rains.

This is only one example of official incompetence in Rabaul. Anyone familiar with the usual indifference to official blunders in this territory must be impressed with the energy displayed by so many residents in signing a petition.

It is time Europeans in this Territory made a determined effort to impress on some officials that they have other responsibilities than "thinking out new ones" for the benefit of the natives.

I am, etc.,

KOKOPO-ITE.

Kokopo, 28/7/38.

A Chorus of Criticism

Salamaua May Not Be Capital of N. Guinea

DURING the past three or four weeks, communications have been received in the "P.I.M." office from many sources, dealing with the selection of Salamaua as the New Guinea capital site, and the decision to build a road between Wau and the coast.

Without exception, the Salamaua selection is condemned—not one word has been said in defence of Mr. Hughes's plan.

The decision to build a road, however, is generally praised. The consensus of opinion is that, if a good route is picked, and the road made part of the main highway to the interior, it will represent a big step forward in the development of the Territory.

There is so much condemnation of Salamaua as the capital, from so many quarters, that it is confidently predicted that what is called "the Hughes-McNicol plan" will be abandoned, in favour of a site somewhere else—probably on the mainland, and preferably on a tableland.

The following press telegram from Rabaul, dated August 6, is typical:—

"The Public Service Association last night decided that it views with alarm any departure from the recommendations contained in either the vulcanological or site-selecting committees' reports. The selection of Salamaua is most unpopular with all classes of the Association, owing to the unhealthy situation and also the huge expenditure involved."

In July, shortly after the Salamaua selection was announced, the Administrator went to Salamaua, with the Director of Public Works (Mr. Field) and Lands Department officials, "to lay out the town". What they found there gave them a headache; and when the party returned to Rabaul, it radiated depression. It had found a swamp, which defied all the optimistic calculations of the "Hughes-McNicol plan". Here is how one correspondent put it:—

"According to Government figures, it is going to cost £903,000 to create a capital at Salamaua. Thus:

Swamp reclamation ..	£260,000
Harbour improvements ..	350,000
Buildings and transfer ..	248,000
Rabaul safety zone ..	45,000
	£903,000

"Can you see that money being expended, particularly as such vast sums are now needed at Australia's front door (Darwin)?"

The suggestion that officialdom has only now awakened to the cost of swamp reclamation is quaint. Did the Minister and Administrator, aeroplaneing around in June, overlook the swamp?

Another report says:—

"Officially, the Administration is going ahead with the plan. Actually, I think it is clear they are just marking time, awaiting orders from Canberra. One cannot imagine the Federal Government finding another £250,000 for swamp reclamation, when all the rest of New Guinea is available for the building of a town."

One Morobe correspondent is bitter. "Why on earth do they plan to fill in this pestilential swamp—which will take years to 'settle down'—when only 18 miles away there is the fine plateau recom-

mended by the Griffiths Committee, where a model town could be built at a minimum of cost? The ways of officialdom pass all understanding."

This correspondent says that the danger of inundation at Salamaua cannot be exaggerated. "Even if they fill in the swamp, it will be only a few feet above sea-level", he says. "Even now, the sea is threatening to come over the Salamaua isthmus."

"At present, as I write, they are trying to stem the erosion at the back of the Salamaua European Hospital. The steel retaining wall, recently put in at heavy cost, has been undermined at this point, and a pile-driver, which was sent to Lac to drive piles for bridges there, has been brought back with all speed to Salamaua."

"There is periodical flooding from the Frisco River, from the aerodrome towards the town; and so they are talking about

An article summarising, at length, the report of the Griffiths Committee, on the subject of the new capital site in New Guinea, is published in another section of this issue.

straightening the river. They are talking of building on Kila Point, but there is much seepage from the mountains, in the foothills at the back of Kila.

"I am no prophet; but I am sure that, if the capital is placed at Salamaua, people for generations to come will curse the name of W. M. Hughes."

From another correspondent: "In the past, it always has been most difficult to obtain land from the natives at Salamaua for European buildings. Have they reformed there lately? Anyway, even if they get all the native land, where are they going to make room for the local-born Chinese, who are sure to come crowding in, and for a couple of thousand native house-boys, port-labourers, store-workers, etc.?"

RETAIN RABAUL!

Naturally, the advocates of the retention of Rabaul as capital (with precautions against another eruption) are making the most of the situation. Thus Mr. Gordon Thomas, writing from Rabaul early in August:—

"Why not end all the pother by keeping Rabaul as the capital, and avoiding these appalling costs? I would suggest that a 100 per cent. highway (concrete) be built, leading out of Rabaul to a sheltered spot near Tavui (just over the Namanula Hill) to enable people to make a rapid exit in case of eruption; also a properly-qualified vulcanological bureau, with experts, as used in Java, to give warning, and this would be of value, not only to the residents, but to the world in general."

WAU-SALAMAUA ROAD

IT is expected that no time will be lost in commencing the construction of the new road from Salamaua to the gold-field; and it is confidently predicted that the route will be along the coast from Salamaua towards Lae, thence up the Buang Valley, along the Buang Ranges, and somewhere along the Snake Valley to a point between Bulolo and Bulwa, joining up with the Wau-Bulolo-Sunshine Road.

It is reported that "finance is ready—nothing now to wait for except selection of the route".

One recent visitor to Sydney urged that the authorities, before starting construction, should invite tenders from the great road-making concerns overseas. "The idea that native labour is cheap, and so

BRING WATER FROM N. GUINEA!

An Australian's Idea

A STARTLING plan was submitted publicly at a luncheon in Sydney by Mr. David M. Dow, formerly Australian official secretary in the United States. He pointed out that vast areas in north-eastern Australia are arid and useless; whereas in New Guinea, on the other side of Torres Strait, there is so much rainfall that the territories are noted for the great size of their rivers.

Mr. Dow said that he had inspected some of the huge works in the United States, designed for water conservation and irrigation, and he had wondered whether it was not possible for Australian engineering genius to dam up some of the big rivers which flow from the New Guinea mountains into the Papuan Gulf—such as the Fly River—and in some manner syphon the fresh water across the Torres Strait and down the York Peninsula into the arid areas of Australia. These areas, given a sufficient amount of fresh water, could be turned into a veritable garden.

Mr. Dow admitted cheerfully that his was "a super-colossal suggestion" and he could not indicate how the plan might be financed. But the fact was that there was too much fresh water in New Guinea and not nearly enough in north-eastern Australia.



Mr. and Mrs. L. A. Hooke and their son sailed from Sydney on a round trip of New Guinea and Papua by the "Montoro" on August 3. Mr. Hooke is well known as a director of Amalgamated Wireless (A/sia) Ltd.

a cheap road can be built, is a fallacy", he declared. "It would be quite easy to get contractors, with long lines of native labour, to take on sections of the road. But these Europeans do not know much about the real art of road-building. Their sole idea would be to drive the natives hard, scratch a passable track through the ranges, and collect their cheques. But the Morobe people wouldn't have the kind of highway they deserve, after all these years. They should study the lesson learned on the Edie Creek and Bulolo Roads. They should insist on having this highway properly built, with good plant, by experienced roadbuilders".

As against that, however, it is likely that the Administration will lend a sympathetic ear to the argument that the building of this road will provide needed relief for many miners who have been having a hard time in New Guinea lately—men who can supervise gangs of native labourers on road-building operations.

TROPICALITIES

STUART CAMPBELL, formerly aviator with the Ward Williams expedition in Papua, is now engaged in an engineering job in Australia. When in London not long ago, he lectured before the Royal Geographical Society. One of his remarks, that a bushy beard, decorated with green beetles, was a recognised sign of manhood among certain mountain tribes in New Guinea, received much attention from London humour writers. One let himself go, rather cleverly, in this fashion:—

A bushy beard, New Guinea way,
Is what a man would fain display
As stamping him a real he-man
Before the beauties of his clan.

And more—his beard he decorates
With brightly coloured beetles (states
The Lecturer) to catch the eye
Of girls who may be passing by.

The Noble Savage, thus, would be
At home with femininity
Which now, in London, decks its hair
With jewelled insects rich and rare.

No more shall Kipling's phrase obtain
Among the cultured and the vain:
Oh, East was East, and West was West,
But each is now a beetle's nest.

FATE works oft-times in a strange manner. Take, for instance, the way in which she juggled with the life of Ivan Parker. A steward in the Pacific Division of Pan-American Airways service, he made the first trip on the "Samoa Clipper", down from Honolulu to Auckland, N.Z., and was actually scheduled to go on the ill-starred trip in January that ended in her being blown to pieces when dumping fuel in mid-air after engine trouble. He was withdrawn at the last minute because Captain Musick's giant aircraft would have been overloaded if the steward had made the flight. Such a fateful escape from death in the clouds would perhaps have coaxed another man into keeping his feet on Mother Earth in future; but not Parker. He merely grinned and busied himself with serving coffee and hot-cakes on the "Clippers" plying between Frisco and Manila. At the end of July, P.A.A.'s "Hawaii Clipper", with a crew of 10 and six passengers, disappeared en route from Guam to the Philippines. The steward on board the "Clipper" was Ivan Parker—Fate had evened the score.

AN Australian reviewer describing a new book on Tahiti by one, Cecil Lewis, says:—

"It is, admittedly, a very tourist-soiled Eden, but the remains of an Eden—none the less. It was sufficiently like the Eden of Mr. Lewis's imagination to astonish and dazzle him, so that he writes like one who reels under the impact of some stunning blow. He feels that these care-free, beautiful, and somewhat indolent Tahitians had hit upon a way of life which really did ensure peace and happiness for all". And there is reference to "a marvellous holiday, with lots of sunshine, bathing, wine, women, and song".

The reviewer, who apparently knows Tahiti, says: "It was in Tahiti that Mr. Lewis took leave of his youth, and in the recording thereof he has merely temporarily taken leave of his senses".

However, the book will be accepted as a true record; and, in due course, the French officials in Papeete will have to deal with and chase away a few more shop-soiled old daddies, who insist that they are still young in spirit, and that the sparkle in Polynesian eyes will more than counter the rheumatic tendencies of Anno Domini. Tahiti gives a warm welcome to tourists: but Tahiti officialdom is very weary of the aged seekers after romance, who came sneaking in there from almost every country in the world.

AN isolated reader of the "P.I.M.", writes to say that he would be grateful to receive, from any coconut planter in the Pacific, details of small copra driers, similar to the type described as "native village driers", by Mr. T. V. Wallace, in the "P.I.M." of November last. Our correspondent lives in Aroe Islands—a small group off the south-west coast of Dutch New Guinea—and it is not easy for him to keep in touch with what is happening in the development of new types of driers. His address is: Mr. C. R. Sheldon, Dobo, Aroe Islands, Makasser, Dutch East Indies.

A NOTE from L.H.W., of Eastern Papua:—

Having criticised, we leave ourselves open to criticism. We knew something would happen—and apparently it did. In the June "P.I.M.", camouflaged under the nom de plume of "Overseer", some gentleman inquired into our past. Just the thing we don't like people to delve into too deeply. It won't stand it. The family skeleton would probably come and haunt us for years after, if we told the truth. Another thing—"Overseer" probably wouldn't believe us. No one ever does. However, the subject of debate (the handling of native la-

bour) seems to overshadow any form of personal antagonism. Consequently, we won't bother trying to find fault with "Overseer's" article; but will hope that it will set people thinking and working towards an improvement.

I WAS passing the fortress-like French calaboose at Vila, New Hebrides, one evening at dusk and I saw a Tonkinese wearing the regulation prison togs, loudly knocking on the iron gates seeking admission.

It appears that the "Tonk" had been sent to do a job at a French official's house, and had been kept late. He seemed rather peeved at being thus forgotten and locked out.—P.

BOOKS FOR ISOLATED N.G. SETTLERS

From Our Own Correspondent.

RABAU, Aug. 1.

IN April last, 540 non-fiction books were received under the Carnegie Library Scheme, reported the President (Lady McNicoll) at the annual meeting of the Agnes Wisdom Library, Rabaul, on July 22. As a result of this influx of good literature the membership has increased to 200. The institution has £77 in the bank.

One of the most important phases of the Library's work is supplying reading matter to isolated settlers in the Territory. During the year 200 parcels of magazines and nearly 1,400 books were sent to the outposts. The President praised the work of Mesdames Froggatt, Roberts, and Thomas in choosing the books, packing, and seeing to the despatch of the parcels by vessels calling at the out-stations.

Election of officers resulted: President, Lady McNicoll; Vice-presidents, Mesdames Thomas, Page, Maclean, Froggatt; Secretary, Mrs. J. Bennie; Treasurer, Mr. Siggins (in place of Mr. Quinton, resigned).



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To be used by the British Phosphate Commission at Nauru Island, a 28 ft. motor boat was shipped last month from Auckland. The boat will be engaged in passenger and mail service between steamers in the roadstead at Nauru Island and the shore, and will have to negotiate a surf-bound gap in a reef, and for this reason she has been built to an unusual design.

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ABOUT ISLANDS PEOPLE

Mr. W. G. Johnson, a director of Brown and Joske, Ltd., Suva, Fiji, arrived in New Zealand by the July "Matua". He will later spend a short holiday in Australia.

Mr. H. M. Stuchberry, of the Fiji Veterinary Department arrived in Sydney early in August by the "Strathmore", on transfer to Tanganyika, British East Africa.

Mr. P. Dolan has been appointed Head Gaoler at the Badili Gaol, Port Moresby, Papua, replacing Mr. Mahon who resigned a short time ago.

Rev. P. N. W. Strong, M.A., Bishop of New Guinea, will arrive in Sydney by the "Neptuna" on August 26. He will attend the meeting of bishops in Australia at Canberra, between September 5 and 12. After a meeting of the A.B.M. at Sydney on September 13 and 15, he will proceed to Brisbane to be present at the Queensland Provincial Synod, after which he will engage in deputation work before returning to his diocese in Papua.

Mrs. Morphy Morris and her two young

Miss Betty Paton sailed from Sydney for Yandina, B.S.I., by the July "Malaita" to spend six months with her brother who is connected with Fairymead Sugar Co.



Mr. F. E. Williams, Papuan Govt. Anthropologist, sailed for Pt. Moresby by the "Montoro" on August 3, after three months' furlough in Adelaide. He will return to Australia next January to attend a meeting of the Australian and N.Z. Association for the Advancement of Science.



Mr. R. A. Harman sailed from Sydney by the July "Malaita" for Gavutu, B.S.I., where he will take up a position with Lever's Pacific Plantations Pty. Ltd. He was formerly in the Palestine Police Dept.



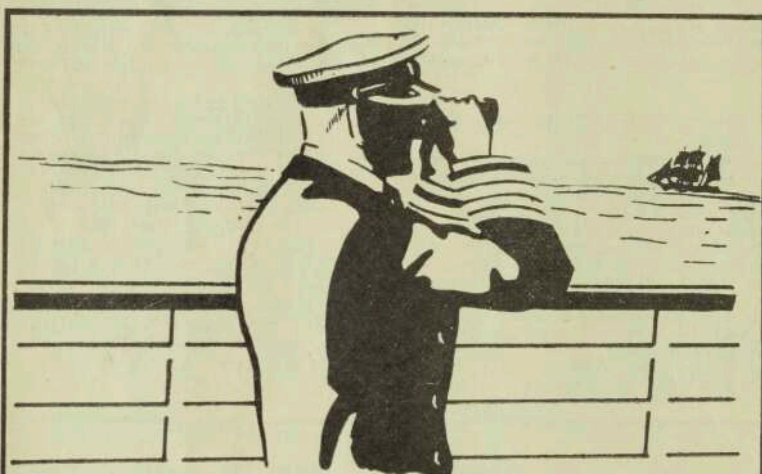
Mr. G. W. Jenner, of Burns Philp (S.S.) Co. Ltd.'s branch at Ba, Fiji, returned to the Colony by the "Monterey" on July 22, after spending short furlough in Sydney.



children, Digby and Mornay, arrived in Sydney by the "Niagara" on July 29. Mrs. Morris, whose husband is an inspector in the Fiji Police Force at Nadi, will spend a holiday with her father Dr. F. W. Wheatley, of Elizabeth Bay, Sydney.

Miss Erima Muir, of the Melanesian Mission, Torgil, New Hebrides, is at present in St. Luke's Hospital, Sydney, suffering from acute anaemia. She will be unable to continue with her missionary duties, and, upon her recovery, will proceed to New Zealand.

Mr. and Mrs. J. S. Symington, of Kokope New Guinea, returned to the Mandated Territory recently after a holiday in Sydney, where Mr. Symington made a quick recovery from a severe illness.



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ABOUT ISLANDS PEOPLE



TOP: Mr. and Mrs. R. J. Keegan returned to the British Solomon Islands by July "Malaita" after spending furlough in Sydney. Mr. Keegan is District Officer in the Shortlands Group. CENTRE: Mrs. N. G. Hides and her two children Bernard and Janice, sailed by the August "Montoro" for Port Moresby, Papua, from whence they will proceed to Doa, where Mr. Hides is manager of the B.N.G.'s plantation. Mrs. Hides, who has been in Sydney for the past five months, is a sister-in-law of the late Mr. Jack Hides. BOTTOM: Mr. and Mrs. H. C. Corry and their two children, returned by the July "Malaita" to Guadalcanal, B.S.I., where Mr. Corry has a plantation.

Mr. W. J. Turner, left Sydney by the "Montoro" on August 3 for Misima Island, Papua. Mr. Turner, who five years ago was superintendent of N.G.G., Ltd.'s workings at Edie Creek, New Guinea, is now a freelance mining engineer, and will spend two months on Misima.

Rev. E. A. Codd, of the Melanesian Mission, who now is in Australia, will not return to his duties at Siota, British Solomon Islands, because of ill health. He had been engaged in mission work in B.S.I. for four years.

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Catherine Hill Bay, N.S.W., Australia.

Mr. W. G. Mitchell, District Superintendent of Burns, Philp & Co., Ltd., Wau, New Guinea, with Mrs. Mitchell, arrived in Sydney by the August "Macdhui" for three months' furlough.

Mrs. A. Urquhart, arrived in Suva, Fiji, from Sydney by the "Monterey" at the end of July. She is spending a short holiday with her daughter Mrs. A. Towner and her son-in-law, who is an officer in the Cable and Wireless Board, Suva.

Mr. H. Trenchard Smith, of Guinea Airways, Ltd., Lae, New Guinea, arrived in Sydney in August by the "Macdhui" on short furlough.

Mr. and Mrs. Claude Israel sailed from Sydney for Suva, Fiji, by the "Monterey" late in July. Mr. Israel, who is manager of Morris, Hedstrom's branch at Lautoka, thinks present trading conditions in Fiji are bright and says the outlook generally is good.

Mr. Bert Halley, of the Police Department, Wau, New Guinea, passed through Sydney at the end of July, en route to England where he will visit his parents. He expects to be away from the Territory for about five months.

Mr. and Mrs. C. Leroux, of Vila, New Hebrides returned to the Condominium by the "Morinda" from Sydney on August 4. Mr. Leroux, who sustained a serious injury to his eye recently, is slowly recovering complete sight after five weeks' treatment in Australia.

Mr. W. H. Johns, of Bulolo Gold Dredging, Ltd., Bulwa, New Guinea, recently married Miss Heather Leslie, of Greenwood & Laws, at Wau. The couple will make their home at Bulwa, where Mr. Johns is store manager for B.G.D., Ltd.

Rev. B. W. F. Moore, of the Melanesian Mission, Kumbun, New Britain, will return to New Guinea in September to take charge of the 5-ton mission boat "Cecil"

(Continued overleaf.)

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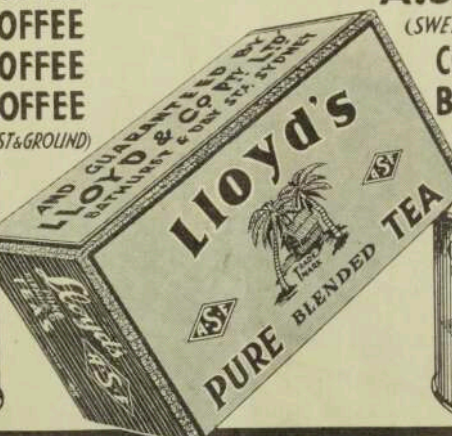
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Wilson", which runs from Rabaul down the South-east coast of New Britain to Sag Sag.

Mr. E. F. Murphy, of the Public Works Department, Western Samoa, is at present in New Zealand on leave.

Mr. Thomas P. Culkeen died at Norfolk Island in July at the age of 57.

Mr. J. F. Osborn, a former Fiji resident died at Auckland, N.Z., on July 23. From the Public Works Department at Turks and Cocos Islands, he was transferred to Fiji in 1904 as a surveyor, and served in various capacities in the Colony, being at times second assistant Commissioner of Works and District Engineer at Levuka until his retirement in 1922. Aged 73 years, he left a widow, one daughter and five sons, two of whom are in the Fiji Civil Service.

Mr. A. N. ("Jerry") Pentland, veteran war pilot, who is well-known in New Guinea, has left the air and, together with Mr. George Arnold, has gone gold mining in the Upper Watut district.

Mr. H. E. Baldwin, of Burns, Philp & Co., Ltd., Wau, New Guinea, arrived back in the Territory recently after three months' leave spent in the East and Australia.

Mr. A. L. Chapman married Miss Sadie R. Locks at Salamaua, New Guinea, early in July, and they left by the "Neptuna" for a honeymoon trip to China and Japan. Both are members of the staff of Burns, Philp & Co., Ltd., Salamaua, and on their return will make their home on the heights at Kila, Salamaua.

Mrs. R. Bode, of Suva, Fiji, arrived in Sydney by the "Niagara" on July 29. She will return to the Colony by the August "Aorangi".

Mrs. E. V. O'Brien, wife of Mr. "Ned" O'Brien, of Millat Plantation in the Madang District, New Guinea, died recently in Brisbane.

Rev. J. Edwards, of the Melanesian Mission's Maka College, British Solomon Islands, is at present spending furlough in England.

Mr. E. Mayman, of the Bank of N.S.W., Wau, New Guinea, is now en route to England via the trans-Siberian route.

Monsieur Erhart arrived in Noumea, New Caledonia, by the "Commissaire Ramel" on August 12 to join the Customs Department.

Mr. Frank Hoad, who recently completed his two years' term as teller at the Bank of N.S.W., Wau, New Guinea, was married in Sydney in July.

Mr. L. H. Pope, of the British Colonial Service, arrived in Sydney in July en route to Fiji to take up a position in the Public Service. He was formerly for many years in Nigeria, West Africa.

Mr. W. Leech, of the British New Guinea Trading Co., Ltd., Port Moresby, Papua, arrived in Sydney in July on his way to Grafton, N.S.W., to join the staff of Penneys, Ltd.

Rev. B. T. Butcher, of the London Missionary Society, Papua, has been spending a short holiday in New Zealand, prior to sailing for England to live in retirement. Appointed to the mission in 1904, he proceeded to Goaribari Island in the Gulf of Papua, to carry on the work abruptly terminated three years previously by the murder of Chalmers and Tompkins. He then went on to Aird Hill, Papua, and established a station, which to-day is one of the most important of the many L.M.S. stations scattered throughout the Pacific.

NEW GUINEA AIR MAIL

Proposal To Double The Service

IT is probable that an application will be made to the Commonwealth Government by Messrs. W. R. Carpenter and Co. Ltd. for permission to re-arrange the new airmail service between Sydney and New Guinea, so that the number of machines in use may be doubled. This is due to the fact that, since the inauguration of the service at the beginning of June, it has been found impossible for the aeroplanes to carry all the passengers who sought to travel by air between Australia and the Territories.

The service has been run in a very efficient manner. There has not been even a minor accident, and the machines have adhered strictly to timetable.

The quick communication that is now available between the Territories and the main cities of Australia is much appreciated by the residents of New Guinea, and Papua and is being used to a greater extent every week.

FIJI'S CUSTOMS REVENUE

From Our Own Correspondent.

SUVA, Aug. 2.

CUSTOMS revenue collected in Fiji for the six months ended June 30 was £5,122 below the estimate for the period.

Import duties totalled £215,545, which was £2,605 below the estimate of £218,150.

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NEW CENTRAL PACIFIC BASE FOR U.S.A.

American Operations At Midway Island

BY JOHN WILLIAMS

IMPORTANT of the self-denying clauses of the famous Washington Disarmament Conference treaty of 1922, and of the treaty of London (which expired in December, 1936) were those which stipulated that the Powers would not disturb the status quo in the Pacific by fortifying certain of their islands. This, of course, reduced tension by the simplicity of removing the competitive causes.

Now that the treaties have been jettisoned, America is losing no time in pushing a plan which has been under consideration for many years.

It is a simple scheme. Midway Island, a westerly atoll of the widespread

ties, and with reserve stocks of fresh and canned foods and drinking water.

Two years ago U.S. army engineers (they built the Panama canal) surveyed Midway. At present, there is only one entrance to Midway's fine lagoon. It is on the west, and admits to Welles Harbour or anchorage. But in many periods of the year this entrance is exposed to the gales that sweep in from the north-west. The army engineers (for the navy) have surveyed a new channel 600 feet wide, that will be blasted and dredged through Midway's south reef into the deep central lagoon, and thus give all-year access to virtually unlimited anchorages for surface and aircraft.

In May (1938) the first 25 of the 100 men to be employed on this million dollar project left Honolulu. They were surveyors and carpenters, all of them hand-picked U.S. citizens, many of them hired in San Francisco, where it is easier than in Hawaii to find men with the necessary qualifications. In July the rest of the men went out. This month (August) the dredge "Hellgate", having been prepared at Pearl Harbour, is to be towed to Midway.

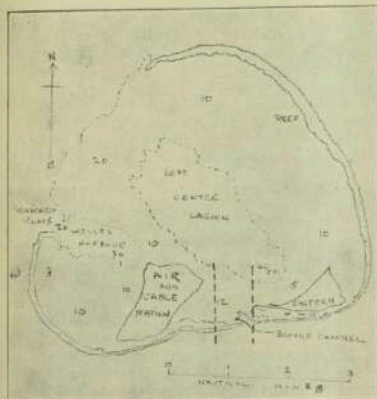
Within a year Midway should be well on the way to becoming an excellent secondary navy base. Bombproof underground stores for gasoline, oil and water will be established in secret positions on the two low-lying sandy islands, only one of which, the Western or Sand Island, is occupied to-day by the cable and commercial airline employees. As at Johnston Is., and the other outlying navy air stations, concrete ramps will be built at Midway so that the navy airboats can be hauled ashore for proper hull inspection and maintenance.

These advanced repair facilities are important, for already several airboats have been damaged, besides being lost, during grueling flight tests at Midway. They were caught in the type of sudden squall which often enough has caused disaster with surface shipping, even when at anchor inside the lagoon.

MIDWAY was discovered by Captain N. C. Middlebrooks, a British-born naturalised U.S. citizen, who, in 1859 went roaming through the western Hawaiian islands in the Hawaiian bark "Gambia". Undoubtedly Russian voyagers, who casually reported many of the Hawaiian islands before Europeans burst into the Pacific, saw inhospitable Midway long before 1859. Capt. Middlebrooks, anyhow, thought it best to hoist the U.S. flag. (Incidentally, he has caused confusion in consequent records by another whim: that of clipping the Middle from his name and recording himself as Brooks.)

First official U.S. move to take advantage of Midway's strategic position was made in 1868, when Congress resolved that the Naval Affairs Committee report upon converting the barren isle into a "national depot for coal and stores". Two years later, in 1870, Congress appropriated 50,000 dollars, and a navy expedition set about blasting and dredging the anchorage, which to-day is known as Welles Harbour.

In the next 20 years a variety of incidents, from the wreck of the navy expedition's ship to an outstanding mutiny



A rough plan of Midway Island. The encircling reef, and the two small islands (Eastern and Western) are clearly shown. The two dotted lines indicate the proposed new channel into the deep, central water. The figures, scattered about, show the present depths, in feet. The naval dredging plan eventually will join the Welles Channel with the new channel.

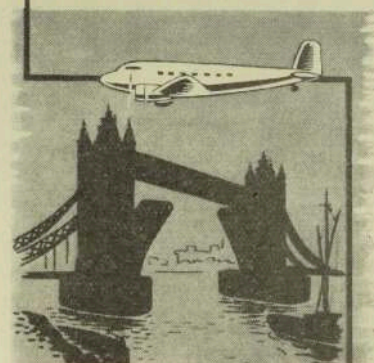
Hawaiian Islands group (now a station on Pan-American Airways North Pacific Service) is midway between California and China, and 1,400 miles westward of Honolulu. It has a 5 by 4 miles lagoon, with dredging possibilities that would convert it into a fine anchorage for small cruisers, destroyers, submarines and flying boats, and thus be a potent "springboard" for the U.S. naval patrol of the Western Pacific.

For many years, the U.S. navy has used Midway for "war games". Flights of as many as 48 navy bombers (called airboats by the navy) have flown simultaneously from Pearl Harbour to Midway since 1934, and conducted extensive local "drill" flights.

Always such flights have been accompanied by aircraft tenders, which are glorified tugs. They are "pocket" aircraft mother-ships. They go ahead and "feel the way" for the aircraft, by preparing anchorages in the lagoons, reporting back by radio the weather and other conditions, and establishing the essential radio aids for the flights. The tenders are equipped for recovering disabled aircraft from the sea, with big reserve stores of gasoline and oil for refuelling the 'planes, with repair facilities,

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among another shipwrecked crew on Midway, caused unfavourable comment about Midway in Washington. There were several sea dramas at Midway; even a woman and her children were involved; and there was a startling instance of fiendish revenge, man's inhumanity to man.

After the Spanish-American war in 1903, President Roosevelt placed Midway under the jurisdiction of the navy. In 1904 he despatched a company of marines, plus two six-pounders, to "defend" the cable station which had been established at Midway.

In 1917, Midway was appointed an official U.S. weather observatory. First aerial consideration of Midway seems to have been made by the Americans, Messrs. William S. Brock and Edward F. Schlee, who in 1927 proposed to fly from

Japan to America and use Midway as a wayside stop. The navy department then ridiculed the idea that a landplane could land and take off at Midway.

When the Midway scheme is completed, Uncle Sam will extend his strategic theory westward, again, to Wake Island and thus duplicate the Midway dredgings and service facilities. Of course today the facilities, already created at Midway and Wake by Pan-American Airways, would be taken over by the navy in the event of an emergency.

Methodically, base by base, Uncle Sam is getting into a better position along a strategic front. Midway is effectively linked with the major scheme at Pearl Harbour by a series of anchorages for submarines, destroyers and airboats, notably at French Frigate Shoals and Pearl and Hermes Reef.

PAPUAN SENTENCED TO DEATH

Pt. Moresby Gaol Murder

From Our Own Correspondent.

PT. MORESBY, July 30.

THE trial of two natives, Karo and Koaba, for the murder of Ume, war-der at the Badili Goal, Pt. Moresby, on June 6 was concluded in the Central Court before his Honour, Mr. Justice Gore, on July 28. Karo was found guilty and was sentenced to death. Koaba was charged with being an accessory before the crime, was acquitted and sent back to gaol to continue serving his life sentence term commenced in 1931.

When Karo is hung on August 8, this will represent the fifth occasion on which a native has been executed in the Territory.

The first case occurred on August 23 1893, in Sir William MacGregor's time when a Panelli Island native named Babago, who was a prisoner undergoing a short term sentence, murdered a member of the Armed Constabulary. He hit him on the head with a tomahawk and wounded a coxswain nearby.

The others, as noted in the Lieutenant-Governor's Annual Reports, were:—1913/14—an ex-member of the Constabulary, concerned in the killing of two carriers near Pt. Moresby; 1914/15—three Abau natives, convicted of murdering four members of the Armed Constabulary; and 1915/16—two Baruni men, involved in a native murder within a few miles of Pt. Moresby.

KOABA DENIES KNOWLEDGE OF CRIME

Koaba stated at the conclusion of the evidence that he and Ume were close relatives and good friends. He said that he cried hard when he heard of Ume's death. Karo, he alleged, was always a wild man and talked a great deal about killing. He denied all knowledge of the crime and stated that at the time he was ill with fever and knew nothing about it.

Mr. R. D. Bertie (for the accused) said the onus of proof was on the Crown and argued that in this case there were so many conflicting statements and so many doubts that it was impossible to convict Koaba.

Mr. E. B. Bignold (Crown Law Officer) stated that though the case was made up of a number of details, some unimportant in themselves, yet all the circumstantial evidence pointed to Koaba being an accessory before the fact.

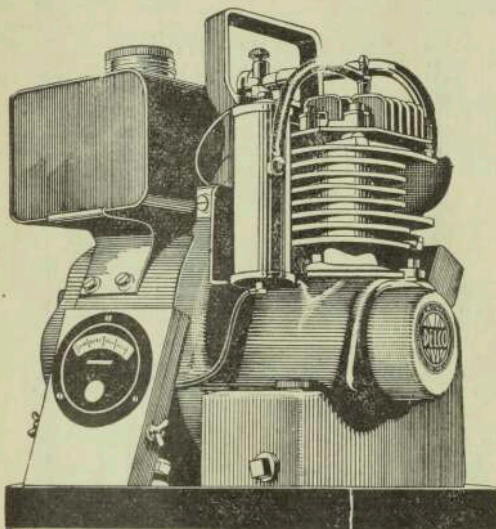
In giving judgment, his Honour agreed that statements made by Karo could not be used in evidence and that several of the witnesses' statements had not impressed him.

Mr. Derek Crisp, chief pilot of Mandated Airlines, New Guinea, married Miss Betty Tyerman, youngest daughter of the late Mr. Ian W. Tyerman and Mrs. Tyerman of Campbelltown, N.S.W., at St. Stephen's Church, Sydney, on August 3.

Sir Maynard and Lady Hedstrom, of Suva, Fiji, arrived at Apia, Western Samoa, in July by the Swedish steamer "Eknaren" on a short visit.

Mr. J. S. Horrax and Mr. C. R. Nettleton of the staff of the N.Z. Reparation Estates, Western Samoa, arrived in New Zealand recently by the "Maui Pomare".

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fore, there is no need for anyone, man, woman or child, to be unwell. For those of naturally weak constitution, BIDOMAK brings vitality and happiness often for the first time. And for men and women whose work is exacting, or who are worried by circumstances outside their control, BIDOMAK brings the necessary vigorous health to overcome the obstacles of life.

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(Signed) (Mrs.) I.L.

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Richmond, Victoria.

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Fifteen months ago, I met with an accident to my stomach, causing bleeding inwardly, which laid me up for months. Then I was hardly able to walk without getting knocked up, getting absolutely no sleep during the night. Tablets were given me to make me sleep, but they did not do much good, so it was decided to operate. I was not very keen on the idea so I put it off, and during that time I was told about BIDOMAK, and after taking BIDOMAK for two weeks was able to sleep and started to pick up and put on weight. I have now started work after being twelve months absent from it. I have now taken eight (8) bottles of BIDOMAK and I believe it cured me. Yours truly,

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TONGA'S DUTIES

Heavier Rates for Foreign Goods

From a Special Correspondent

A SESSION of the Tongan Parliament, in which some important decisions were made, has just concluded.

The duty on foreign goods has been increased to 33 1-3rd per cent., as against 12½ per cent. on British Empire goods. One supposes that this has something to do with the activities here of Japanese merchants, and the increasing importations of Japanese goods.

A CURIOUS ANOMALY

It is a pity that Parliament, while in the mood for reform, did not do something about the liquor licenses. The license for selling alcoholic liquor costs £20 per annum; but he who wants permission to sell hop-beer cordials (non-alcoholic) must pay £240 per annum—£20 per month!

SAMOA'S 'FLU EPIDEMIC OVER

From Our Own Correspondent

THE influenza epidemic in Western Samoa, which affected many European and Samoan residents, has now abated. The Government schools, which were closed for two weeks, have re-opened. During the epidemic the authorities in American Samoa declared a quarantine on passengers from Western Samoa.

SEEKING BURIED TREASURE

THE yacht "Ngataki" (owner and skipper, Mr. J. W. Wray) left Auckland on August 8 on a four months' cruise in the Central Pacific. Mr. Wray has four companions and carries equipment wherewith to seek buried treasure on the island of Suvarrow, in the Northern Cook Group.

Mr. Wray said that many years ago, a ship called at the island, and while digging on the beach, a member of the crew unearthed a few gold coins. An extensive search yielded three iron chests packed with the traditional doubloons, and pieces of eight. Believing that his companions were untrustworthy, the finder re-buried the chest, making a careful note of the position.

Later, it is believed, one chest was removed, but there is no record of the removal of the other two.

Mr. Wray said that the finder's descendants were unable accurately to describe the location of the chests but gave sufficient description of the beach to enable him to identify it. "There will be no harm in going there, even if no treasure is found," said Mr. Wray.

Right Rev. Walter H. Baddeley, M.A., D.S.O., M.C., Bishop of Melanesia, arrived in Sydney by the July "Malaita". He sailed for Wellington, New Zealand, by the "Awatea" on August 5, to be present at the executive meeting of the N.Z. Board of Missions. Bishop Baddeley will join the Mission vessel "Southern Cross" at Auckland, at the end of September and return in her to Vila, New Hebrides.

No New Trans-Pacific Liners

High Building Costs Kill British Imperial Plan

THE trans-Pacific liners, to compete with the Matson liners between Frisco and Australia, are not to be built.

Every week, for about two years, there has been published a different report about this matter. The last announcement, late in July, to the effect that shipbuilding costs now are so high that it was impossible to build the ships on an economical basis, seems authentic.

The plan has been indefinitely postponed.

The proposal to build two new Pacific liners, which would run with the assistance of a subsidy contributed by the Governments of Canada, Australia, New Zealand and Fiji, took definite shape early in 1936, and it was ratified by the Imperial Shipping Conference held at London in June, 1937.

Later, however, differences between the Governments concerned developed. Eventually, all except Canada agreed to the proposed terms and subsidies. Negotiations with Canada dragged on and, in the meantime, shipbuilding costs rose by about 100 per cent. Costs will not fall until Britain's expansive naval shipbuilding programme is finished.

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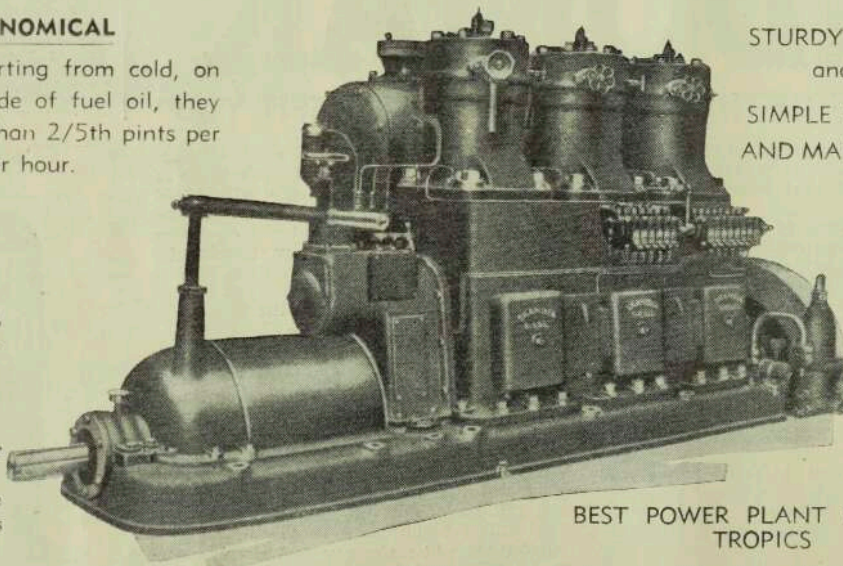
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ANOTHER ATTACK ON SALAMAUA

Problem Of New Guinea Capital

ARGUMENTS against the establishment of the new capital of New Guinea at Salamaua, and in favour of the retention of Rabaul as the chief town, have been put forward in a letter to the "Rabaul Times" by Mr. E. V. O'Brien, writing from Woolloowin, Brisbane.

Referring to Salamaua itself, Mr. O'Brien says: "It certainly lies in a picturesque setting, having rugged mountains towering up to 12,000 ft. behind, the Huon Gulf in front and to the north-west of it—in fact, it forms a pocket in the south-eastern end of Huon Gulf.

"Its harbour is very shallow, however, ships having to anchor out about a mile from shore, lightering passengers and freight thither. It would be a difficult matter to keep a dredged channel open to enable ships to berth alongside wharves anywhere in Salamaua bay, I should say, as the Markham River empties itself into the sea a few miles across the Gulf from Salamaua. Being a large river, and there being prolific rains on its watershed, it must bring down considerable quantities of silt—sufficient to silt up the whole of the Gulf, in the course of time. However, this is but one of the problems for the new capital's experts.

"Swamps will have to be filled in and the mountains at the back of Kila terraced, for building purposes, while the aerodrome is frequently flooded out by the Francisco River during the wet season.

"To date, no mention has been made of what would happen to this grandiose scheme should the price of gold revert to its normal level. I venture to say that all activity, except that of Bulolo Gold Dredging Ltd. would cease. What then? Of what use would a £150,000 road and a £350,000 capital be to the Territory, in such a place? From an agricultural point of view, the Morobe district is the most barren in the whole Territory.

"We have often heard of the wonderful fertility of the Markham Valley, but to date, no development has taken place there. As far back as 1921, schemes were afoot for planting cocoa and cotton in it, but nothing came of them.

"The wonderful Wahgi Valley plateaus will probably receive attention during the next 50-100 years, but their natural outlet is Madang. All staff movements and freights for Administration outposts in the Wahgi and Mt. Hagen regions are handled by air from Madang, it being the nearest centre.

"Intense cultivation has taken place all around Rabaul and many, who have invested their all in property there, will lose heavily if the capital is shifted. These settlers are being ruthlessly sacrificed and must inevitably be loaded up with taxation at a later date, to pay Canberra".

Mr. and Mrs. Schmid-Burgh, who recently sold their holding on the Lower Watut River, New Guinea, sailed from Rabaul by the July "Neptuna" en route to Germany for an extended holiday. Mr. Schmid-Burgh had been a miner in Morobe for nearly 13 years and prior to that was a planter for a long period.

Samoa As A Field For Historical Research

Letter to the Editor.

IF there are Pacific students seeking a field of research I would suggest that they would find Samoa a virgin territory.

There is in Samoa a wealth of material, quite apart from the quarrels of the native factions, the war of the consuls, and the residence there of Robert Louis Stevenson.

For example, there might be an investigation of the early first migration of Polynesians who settled in Savaii; the latter waves of Polynesians, that drove the original settlers into the mountains;

the still later descent of the mountain inhabitants upon the coastal districts; the dispersion of these people through Polynesia and on to New Zealand; and a lot more of that period. Then there are the European discoverers, and so on, until we come to comparatively recent times.

I have a great deal of material about the Pacific in my collection, but I never have seen anything of abiding interest about Samoa, except the hackneyed repetitions of R.L.S. stories, and the international quarrel over the possession of the islands.

People all over the world are interested in reading about Polynesia. Samoa, as you know, is an interesting place and has a lot of history.

I am, etc.,
ISLANDS STUDENT.

Auckland, N.Z.
August 2, 1938.



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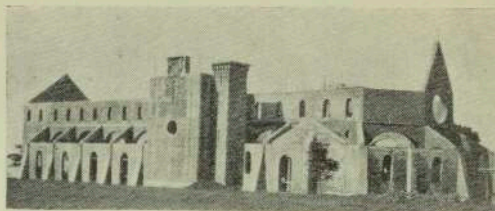
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The impressive Cathedral that is being built by native labour, under the supervision of Mr. R. Jones, the Mission carpenter, at Dogura, head station of the Anglican Mission in North-east Papua. The foundation stone was laid on August 10, 1934, by the wife of the late Canon S. Tomlinson. The structure should be completed in 1940.

N. GUINEA BANKRUPTCY

BY an order of the New Guinea Supreme Court, in July, Charles Booth, of Wau, was declared insolvent, and a meeting of creditors was called, to be held in Rabaul on August 12. The petition that Mr. Booth be declared bankrupt was lodged by Ernest Serafini.

Mrs. M. Winkler, wife of Rev. Winkler of the Lutheran Mission, Sattelberg, New Guinea, died recently at the age of 24. She had been in the Territory only 16 months.

MEASLES

Wide, Mild Outbreak in Rarotonga

From Our Own Correspondent.

RAROTONGA, July 20.

JUST four weeks ago the first case of measles was reported here. Since then the disease has spread like a beach rumour. There are now a few hundred cases. The schools are closed and are now being used as hospitals.

Very few children are affected—the patients mostly are youths from 15 to 30, and luckily in a mild form. Drs. Ellison and Rose are being assisted in their work by a large number of voluntary workers, European and Maori.

MEDICAL SCIENCE IN THE TROPICS

ALL persons who carry responsibility in tropical administration will be interested to learn of a new book by Professor D. B. Blacklock, M.D., of the Liverpool School of Tropical Medicine. It is entitled "An Empire Problem—Houses and Villages in the Tropics" and its purpose is to show that any real progress in sanitation in the tropics of the Empire will depend on co-operation between the large industries of Great Britain and the local Governments. The professor shows how the development of British tropical countries has been assisted by the application of the discoveries of tropical medicine, and he insists that if there is to be continued progress there must be application on an increasing scale of preventive measures, in line with the expanding discoveries of medical science. The scale demanded is outside the power of the local medical and health organisations.

Here are some of the sectional headings in the book:—"The Growth of Tropical Medicine", "Medical Staffs in the Tropics", "Tropical Medicine and Trade", "Sanitation in the Tropics as a Medical Problem and as an Industrial Problem", "Disease Conditions Connected with the House, the Water Supply, and the Latrine".

The writer's arguments are based, for the most part, upon African conditions.

The price of the book is 3/6 sterling, and copies may be obtained from Messrs. Hodder and Stoughton, publishers, London.

Rev. J. Maurer, of Lae, New Guinea recently married Miss Magdalene Pavel of Kitzingen, Germany, at the Lutheran Mission Church, Lae.

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WHEREVER the new capital of New Guinea may be situated on the mainland it seems certain that it will be connected by road with Wau.

This means for a certainty that Wau, situated so attractively in its green valley, at the cool height of 3,500 ft., will become the favourite holiday resort of that part of the world.

Visualising something of the sort, a writer in the "Rabaul Times" strongly urges that the name be changed. He implies that, at first hearing, "Wow" makes the average European giggle—and one is bound to admit that as a name it has a silly sound. The "Times" writer strongly urges "Koranga-Wau".

Why not simply Koranga? It is a pleasant-sounding word, and its use would be amply justified, as the pretty little town of Wau is situated near the junction of famous Koranga Creek, and the Bulolo.

NEW TOWERS FOR FIJI
BISHOP'S JUBILEE

From Our Own Correspondent.

SUVA, August 2.
EXTENSIVE additions have recently been made to the Sacred Heart Cathedral in Suva by the provision of two 85-foot towers, which add to the attractiveness of the building. It is hoped that funds soon will be found to make further additions.

It is interesting to note that work on the Cathedral was commenced in 1896, the sandstone from which it is built being brought from Australia as ballast. It was opened for worship in 1903, and the present verandahs added in 1920, the latter being built of concrete.

As a result of experiments by the Whan Construction Company, who are responsible for the work, harmony in the shade of the new building has been obtained, and it is difficult to tell where the old sandstone ends and the new construction begins.

It is intended to offer the towers to the Bishop (Rt. Rev. Dr. C. J. Nicolas, S.M.) to mark his golden jubilee—fifty years as a priest and fifty years in Fiji—which falls on September 22.

DEATH OF NORFOLK ISLAND
IDENTITY

FOR many years one of the leading citizens of Norfolk Island, Mr. Charles Chase Ray Nobbs, died on the island on July 31, aged 77. He was born on N.I. shortly after the migration of the Pitcairners, and he was a grandson of Rev. G. H. Nobbs, first minister on Pitcairn Island. Mr. Nobbs was educated in Sydney and, after some commercial experience in Australia, returned to Norfolk, where he acquired large farming and trading interests.

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MISIMA IS. GOLD MINES

Activity Continues

GOLDMINING continues active on Misima Island, Eastern Papua (writes a correspondent).

Cuthbert's Misima Gold Mine is still producing fat dividends. Its neighbour, Gold Mines of Papua Ltd., has been meeting with some difficulties, in extraction and precipitation. However, it lately brought in several men, assayers and metallurgists, and they expect to overcome these troubles in the near future.

A mining engineer has arrived for Quartz Mountain, and he has engaged several miners and is, according to local ideas, starting from the right end—that is, the development and testing of the mine itself. Too many mines are judged on the assay of 1,000 grains of stone, even if it may be from a single boulder in the creek.

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NEW BOOKS

INTERESTING and intimate sketches of native life in Papua are given in "PAPUAN JOURNEY", by H. L. Hurst. Mr. Hurst is secretary of the London Missionary Society in Australia and he makes periodical visits to the Islands mission field. When he made his first visit to Papua, he set down his impressions—and they are the impressions of a widely-travelled man, who has visited the natives of many countries—in a series of letters; and those letters, gathered together, form the new book. It is pleasant reading, whether one knows the country or one does not; but, because it carries much description of village life, under conditions which are changing rapidly, it has a certain

scientific value. Our copy from the publishers, Angus and Robertson, Ltd., Sydney; price, 3/6.

In "ISLAND INTERLUDE", the author (Stuart McDonald) has taken a beautiful island off the North Queensland coast; has added thereto a retired pearler and his pretty daughter; has cunningly introduced a handsome stranger (who has been washed up on the beach and found, of course, by the beautiful daughter) and a bunch of Australian villains; has discovered a hidden store of valuable pearls; and has garnished the lot with turquoise-blue sea, coral gardens, tropical love, and a setting of brilliant vegetation and languorous sunshine. It is a quick-moving tale, with plenty of incident—crime, passion, romance, and sheer, dirty plotting—and it is written in an attractive fashion. Our copy from Deaton and Spencer Pty. Ltd., Sydney; price, 6/-.

COCOA AND ITS BY-PRODUCTS

Interesting Data About Value of Shell

In July, following an inquiry by a New Guinea planter interested in cocoa, we asked the Department of Commerce, Canberra, for information about the value and use of cocoa shell. The secretary of the Department, very courteously, has supplied us with the following statement:—

THE whole cocoa industry was the subject of a report by the Imperial Economic Committee in 1932, and it is noted from this document that the principal outlet of the shell is as a food for livestock. It is said to contain about 19% of albuminoids and 46% of digestible carbohydrates and when mixed with other food in moderate quantities is valuable as an appetiser and growth stimulant.

Apart from its use as a fodder, cocoa shell yields about 67 lb. of potassium carbonate per ton, and has been successfully employed as a manure.

Cocoa shell contains about 1% theobromine which is an important and valuable medicine, particularly as a heart tonic for elderly people, and it has been found profitable to extract it for preparation as a drug.

Ordinarily speaking, cocoa is an emulsion not an infusion. In some countries, however, the practice has existed for many years of making an infusion from the cocoa shell known in Germany, e.g., as "cocoa tea".

During the Great War, cocoa shell was sold in large quantities in England for the same purpose. Though the beverage can-

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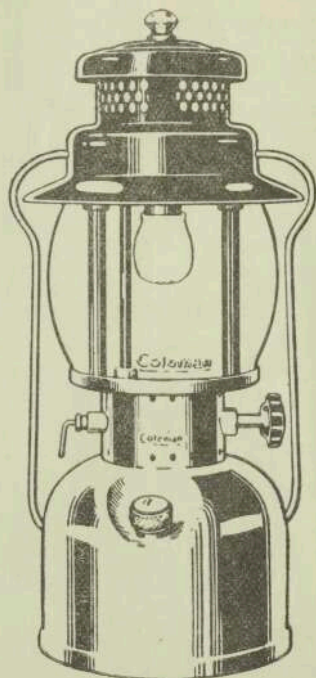
17a PITT STREET, SYDNEY.

Australia-N.G. Radiophone

AMALGAMATED Wireless (Aust.) Ltd. advised on July 25 that the rate for wireless telephone conversations between Australia and Rabaul would be reduced forthwith to 10/- a minute, with a minimum charge as for three minutes. The service was opened last December, and the rate was 15/- a minute.

Dr. Harriette Wilkie has taken over the practice of Dr. Hamilton Beattie, at Suva, Fiji. A graduate of Edinburgh, Dr. Wilkie has practised in India, Burma, and New Zealand, and is the first lady doctor to practise at Suva for 20 years.

Mr. and Mrs. Harrie Standen, of the Bamu River Mission, Papua, were in Sydney during July.



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not compare in nutritive value with that made with cocoa powder, those who made use of it found it agreeable, and it is evident that in such an infusion the theobromine from the shell exercises a stimulating effect, as in tea proper.

The inner coating of the cocoa shell contains a thin film of cocoa butter which is a very valuable by-product. As a general rule, however, this film is not utilised separately, since the bean itself, free from shell, contains more than 50% cocoa butter. About three-fifths of this cocoa butter is expressed from the bean before grinding takes place. Recent research indicates that cocoa butter is a rich source of Vitamin D, and possibly a source of Vitamin A. The film referred to above also contains a relatively high proportion of these valuable elements. Thus the value of cocoa shells as a stock food would appear to be enhanced. It is doubtful, however, whether shells could be used profitably as foodstuffs, as the only part which could be utilised would be the small quantity of cocoa butter present. This would be more difficult to extract than is the rest of the cocoa butter obtained from the nibs and furthermore the extraction of butter from the shells would deprive them of the valuable properties which make them esteemed as stock food.

AUSTRALIAN IMPORTS

Turning to an examination of the situation in Australia, we find that during the last two financial years for which statistics are available, imports of Cocoa Beans and Shells have been as follows:—

Suppliers.	1935-36.		1936-37.	
	Weight (1000lb.)	£stg	Weight (1000lb.)	£stg
Total	14,752	171,442	14,496	283,336
N. Guinea	267	2,568	258	2,921
Africa, Brit. W.	12,103	133,837	12,347	235,691
Ceylon	323	4,924	446	12,549
W. Indies, Brit.	734	10,815	596	16,284
Ecuador	631	10,785	426	9,091
Brazil	310	3,175	199	2,612
Other	362	5,336	220	4,228

The rate of duty on Beans and Shells from foreign countries is 1d. per lb., while the product of New Guinea, Western Samoa and British Colonies enters free of customs duty. A bounty of 1d. per lb. or £14 per ton is given on imports of cocoa beans from the Mandated Territory of New Guinea.

This bounty is granted in order to assist the New Guinea planter to market his product at prices lower than those paid for African and other beans.

The fact that during 1936-37 the import value of Nigerian beans was recorded at £53 (Australian Currency) per ton, whereas that of New Guinea beans was as low as £31/10/- per ton may be due to several causes. Firstly, Forastero is the principal variety of cocoa grown in New Guinea on a plantation scale. This does not yield cocoa beans equal in quality to the Criollo variety, but it comes into bearing much more quickly, is a heavier bearer, and is much harder. Secondly, beans from the Gold Coast and from the West Indies enjoy an excellent reputation for quality and grading, and it would appear that New Guinea beans have not yet attained the goodwill which brings enhanced prices. The third reason for the disparity in price may be found in the fact that the large Australian manufacturers of cocoa powder and chocolate have imported their extensive supplies from British West Africa, and they would be loth to change from a source of supply which has proved quite satisfactory over a number of years, particularly in view of the fact that the present production in New Guinea would not be nearly sufficient for their requirements.

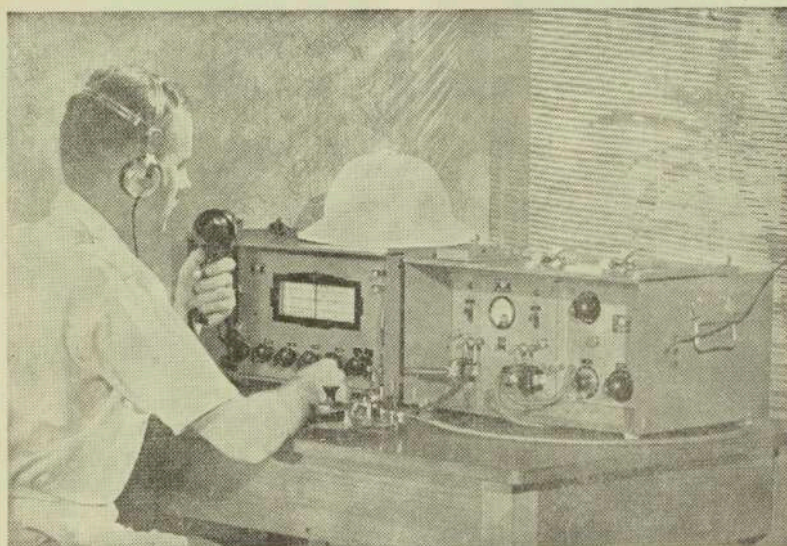
BOUNTY ON COCOA SHELLS

In his letter of the 9th May to you, your correspondent inferred that because the Commonwealth Government granted a bounty of £14 per ton on cocoa shells, there must be a good demand for them. This does not necessarily follow, however, particularly in view of the fact that the object of the bounty is to assist in the development of the Mandated Territory, and also because it has special reference to cocoa beans. No payments have been made—in recent years, at all events—on exports of New Guinea cocoa shells shipped separately; but as the shells sometimes become detached from the beans during transit, the bounty is granted on the weight of the entire contents, that is, beans and shells where they have obviously been components of the one shipment.

I am informed that after the cocoa pods are picked they are split, and the beans

are fermented and dried. They are then packed with the least possible delay and transported to their destination. The point to note is that, during fermentation and drying, the beans usually remain inside the shell and are not separated until roasting and winnowing take place in the cocoa-powder manufactory, although, as mentioned above, a small percentage of shells may become detached in transit.

It is difficult to see, therefore, why your correspondent should be interested in finding a market for cocoa shells, since generally they pass out of the planter's hands when the beans are sold, and it is quite possible that he may be interpreting cocoa shell as the husk or outside of the pod, which contains the thirty or more beans. No bounty is granted in respect of cocoa husks, and it is doubtful whether they could be utilised in Australia, because their value would be small and the comparatively high freight rate would make



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shipment uneconomical.

This Department is willing to help your correspondent in every way possible, but it is desirable first of all to clarify the point mentioned in the preceding paragraph. If he actually has supplies of cocoa shells—as opposed to husks—available I shall be glad to contact Australian firms who may be interested in importing them. If, on the other hand, he has in mind the disposal of cocoa husks, I fear that the prospects of marketing them in Australia are negligible.

"NO LUXURY"

Life of Officials in New Guinea

Letter to the Editor.

WITH reference to your article entitled "Minister and New Guinea Administrator", published in the "Pacific Islands Monthly" of July, I wish to draw your attention to the statement that "the rich revenues derived by the New Guinea Administration have been used by the New Guinea Administration in more or less luxurious living". Does this infer that an officer in this service lives in luxury? If such be the case, then I cannot agree with you. I am closely connected with an officer of the N.G. Service.

To live in luxury, it is essential for one to have an excessive remuneration and exceptional conditions. Such a state of affairs has never existed in the Territory.

The salary ranges in New Guinea compare very unfavourably with other tropical countries, and are little better than those of the civil servant in the Commonwealth. The conditions under which they live are extremely arduous, and many hardships have to be borne by the officers.

I speak with assurance and experience, when I say that no such thing as luxury exists in the lives of Administration officers. Your statement may give the general public a false impression of the conditions in the Territory. Should there be any truth in your allegation that the New Guinea Administration are using their revenue in ill-advised ways, then it must be elsewhere than in providing luxurious living for its officers.

I am, etc.,

HARD LIVING.

Sydney, Aug. 1, 1938.

EDITORIAL NOTE: We hope that, through indulging in hyperbole, we have not given the unfortunate impression indicated by our correspondent. When we said that the New Guinea Administration had wasted part of its rich goldfields revenues in "luxurious living", we meant that high officials of the Administration were famed for their generosity to themselves in certain matters relating to transport, departmental equipment and expenses, frequent and seemingly aimless touring around the Territory, etc. It is all a matter of opinion, of course; but we argue that all these providential revenues should be earmarked for a definite policy of opening up the Territory, and encouraging new settlers and new enterprise.

So far as the rank and file of the New Guinea service is concerned, there is only one opinion. These Australian men are doing a splendid job of work, often under arduous and discouraging conditions. It is unfortunate that at present, owing either to a lack of vision and leadership in Rabaul, or to helplessness and mental confusion in Canberra, Australia is not making full use of this excellent material.

If those young Australians were given only half a chance, they would put up a performance in New Guinea that would bind the Territory to Australia for all time.

Mr. T. Habenstein has joined the staff of the Lutheran Mission at Finschhafen, New Guinea, as a carpenter.

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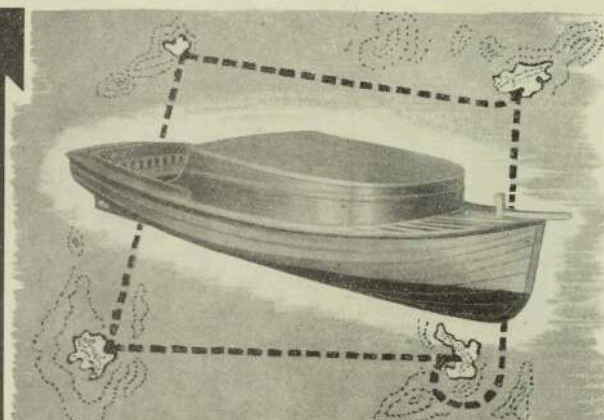
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PACIFIC TRAVELLERS



TOP.—Left: Dr. A. J. May, Government medical officer at Samarai, Eastern Papua, arrived in Sydney by the "Montoro" on July 28, on furlough. Centre: Rev. J. W. Burton, General Secretary of the Methodist Missionary Society, left Sydney by the "Niagara" on August 4 on an inspection trip to Fiji. He will also investigate some new projects in regard to education, before returning to Sydney on September 5. Right: Mr. A. F. Kyle, Assistant District Officer of the Chimbu-Mi. Hagen district, New Guinea, arrived in Sydney by the July "Montoro". He will spend three months' furlough in Australia before returning to the Mandated Territory in October.

SECOND ROW.—Left: Mr. G. W. Lupson, Port Moresby contractor, planter, and storekeeper, arrived in Sydney by the "Swartenhondt" on August 4 for a short holiday. He will return to Papua in October. Right: Miss Betty Harper and her mother, Mrs. Phillip Harper, arrived in Sydney from Suva, Fiji, by the "Niagara" on July 29. Miss Harper will shortly be married to Mr. Kelvin Moulton, of Macknade, Nth. Queensland. Mrs. Harper will return by the next "Aorangi" to the Colony, where Mr. Harper is Government Medical Officer at Lautoka.

THIRD ROW.—Left: Mr. N. S. Cotter, Sydney solicitor, left Sydney for Vila, New Hebrides by the "Morinda" on August 4 to spend a short holiday with his mother. Centre: Mr. Russell Abel, of the Kwato Mission, Eastern Papua, arrived in Sydney by the "Montoro" on July 28. He was accompanied by a native boat boy, Mahura, whom he brought to Sydney to receive further education. Mr. Abel, a member of the famous family of missionaries who have conducted the mission station on Kwato Island for 45 years, has been engaged in mission work for 12 years. He and Ma-

hura will return to the Territory after a month in Sydney. Right: Mahura, who arrived in Sydney from Papua with Mr. Abel at the end of July.

FOURTH ROW.—Left: Dr. C. J. Austin left Sydney for Suva, Fiji, by the "Niagara" on August 4. He has just completed 15 months' furlough, the greater part of it spent in England, and will now resume his duties as head of the leper station on Makogai Island. Right: Mr. and Mrs. L. Osborn left Sydney for Suva, Fiji, by the "Niagara" early in August, after six months' holidaying in New Zealand and Australia. Mr. Osborn is an officer in the Post and Telegraph Department, Suva.

BOTTOM ROW.—From left to right: Brother John Roberts, Brother Ephren Stephens, Miss Lillian McRae, Father A. Vinois, and Brother James Thrift, who sailed from Sydney for the Solomon Islands, by the "Malaita" on July 24. Miss McRae, who has been studying at Melbourne and Adelaide, will proceed to Papatu and take charge of the Marist Mission Hospital there. Father Vinois, who returned to Faisi, B.S.I., after six months' rest in Sydney, has been engaged in mission work for 32 years. Brothers Roberts, Stephens, and Thrift will be associated with a new Marist school at Tulagi.

Captain W. Main, of Papua Oil Developments, Ltd., who has been in charge of the "Angas" and the "Phillis", recently sailed from Port Moresby, en route to England.

Mr. and Mr. Lars Bergstrand, of Bulwa, New Guinea, recently sailed from Sydney for America on furlough. He is district manager of Bulolo Gold Dredging, Ltd., at Bulwa.

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Note.—Mark 1 Subject only.

Name..... Age.....

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

HOW AUSTRALIA ANNEXED PAPUA IN 1888

New, First Air Mail Stamps Will Commemorate 50th Anniversary

From Our Own Correspondent.

PORT MORESBY, Aug. 2.
THE Papuan Postal Department will shortly issue a new set of stamps to commemorate the date (September 4, 1888) of the annexation of Papua. The occasion is of special importance in Australian history, as it marked the close of her long struggle for control over the southern coastline of the great island of New Guinea.

It was in 1876 that the N.S.W. Government first forwarded a memorandum to the Imperial Government, urging the importance to the Australian colonies of the annexation of that part of New Guinea not occupied by the Dutch Government. Australian statesmen persisted in the face of continuous opposition by Great Britain until 1883, when Sir Thomas McClure (Governor of Queensland), commissioned the Police Magistrate at Thursday Island to hoist the British flag. This was done at what is now Port Moresby.

The British Government, however, repudiated the action; but its hand was forced by the Australian and New Zealand Governments. The following year Commodore Erskine was commissioned to declare a Protectorate over the southern half of the unoccupied area, and this was done with simple ceremony in September, 1884. Protection was but a preliminary to annexation; and on

June 9, 1888, power was given by Whitehall to Dr. William McGregor to annex the territory and to act as its first Administrator.

Dr. (afterwards Sir William) McGregor arrived at Port Moresby on September 4 in the same year, and Papua became a part of the British Empire, under the control of Australia. The present issue of stamps is primarily in commemoration of that event; it is also coincident with the inauguration of the first direct air mail between Papua and England.

This is the first issue of air mail stamps in Papua. Until now provisional, or overprinted, stamps have served for air mail postage. A number of the old "Lakatoi" stamps of 3d., 6d., and 1/- denominations were over-printed with "Air Mail"; but of these the 6d. denomination has been out of issue for a considerable time and the 3d. and 1/- values are now also exhausted.

The stamps are of an entirely new design, and they are notable in that they introduce for the first time the King's head, which brings Papua into line with practically all other Empire colonies. There will be five—2d., 3d., 5d., 8d., and 1/-. All denominations will be of the same design, but in different colours—the 2d. stamp will be red, 3d. blue, 5d. dark green, 8d. brown, and the 1/- heliotrope.

The design depicts a view of Port Moresby, with the entrance in the middle distance and Lolorua Island in the background. A mail steamer lies at the wharf, several small launches are afloat in the foreground, and a modern mail-carrying aeroplane is overhead. Inset at the left hand bottom corner is a small cutter under sail, recalling the manner in which both coastal and overseas mails were carried last century. Below the cutter appear the figures "1888" and at the bottom right hand corner is "1938". Between the two dates the legend "Jubilee of Declaration of British Possession" appears on a dark panel. Between the denomination figure (top left) and the King's head (top right) are the words "Papua Air Mail Postage".

11,000 CASES LIGHTERED AND LOADED IN ONE DAY

From Our Own Correspondent.

RAROTONGA, July 20.
NO less than 10,962 cases of oranges were loaded on the June "Matua" in one day at the small island of Atiu, Southern Cook Group.

When the "Matua" arrived off the island at 4 a.m., the Atiuans were waiting out at sea with their boats loaded with cases. They worked without a break for 11 hours, as they were determined that not a case would be left behind.

Mr. D. Brown, Resident Agent in Atiu, and Mr. Bill Brien, U.S.S. Co's Rarotonga wharfinger, deserve credit: their organising capabilities made this possible. This island has no harbour. Every case had to be carried out to the edge of the reef, and loaded into the boats.

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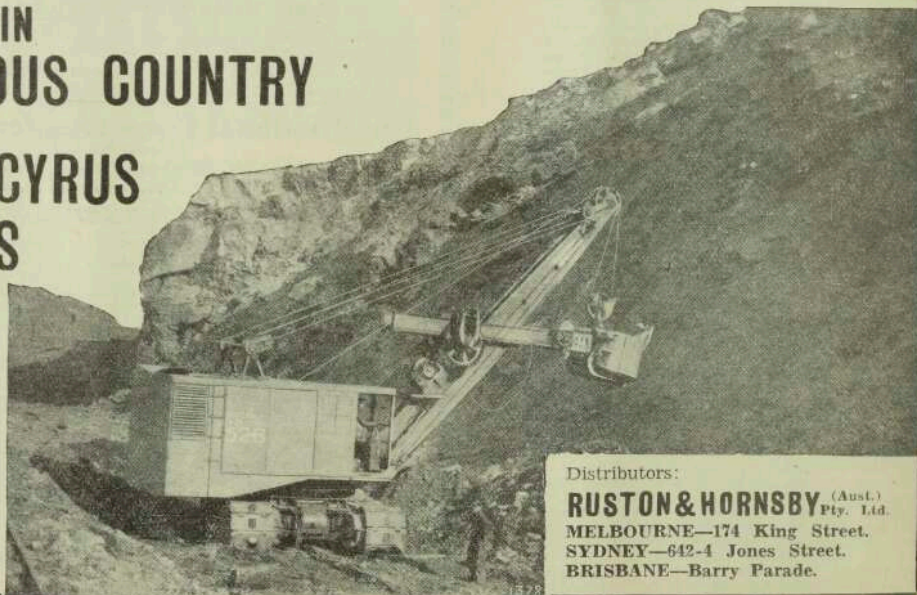
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FRANK WARNING TO IDEALISTS

Probable Fate Of New Community At Marquesas

From Our Own Correspondent.

PAPEETE, July 20. THE Marquesas Islands, when viewed from the sea are picturesque and imposing; high mountain peaks of strange shapes; lofty cliffs along the coast against which the waves of the sea dash in endless battle; deep bays that offer safe harbour to a hundred ships.

Ashore, however, there is none of the smiling graciousness of the Tahitian landscape.

High, beetling precipices, grim and forbidding, brood over sombre valleys shadowy with the melancholy memories of a vanished race. Those who are obliged to sojourn there, by reason of their duties or their interests, are always glad when opportunity permits their return to Tahiti or some other of the Society Islands.

Natives of the happier isles of the south do not like to go as labourers to the Marquesas, and, in consequence, the labour problem there is a constant tribulation for plantation owners.

We can easily foresee what will happen to the "ideal community" whose plans are outlined in an article in the April issue of the "P.I.M.". It would be a wasted effort for us to go into detail. The advice of those who know is never acceptable to those who dream.

The really bright prospect for this "community" is that each member will be compelled by law to deposit with the authorities at Papeete a return steamer ticket to Sydney. Then, when their dreams shall have become nightmares and their departure shall be speeded by the black sandfly of Nukuhiva, they will be assured of transportation to the place whence they came.

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CRITICISM OF A FILM

WE have received a number of letters commending the criticism we made of the film "Hurricane", presented in cinema theatres throughout the world recently as an authentic cross-section of life in French Oceania.

"One crowning absurdity follows another in the course of this film", says one writer. "No one has ever seen a French Governor of the type depicted here. One or two queer persons have come into the Pacific in one guise and another, but none like the Governor depicted by Raymond Massey was ever despatched by the Government of France to any of her colonies.

"Such a scene as that shown in the 'Cercle Hibiscus' is, in fact, impossible, as anyone who knows Papeete would say. A gendarme sits always at the first table just inside the door of such places, and any unruly people are removed in a few moments.

"However, the outstanding error in the production of the film is the manner in which the French establishments have been purged of Chinese. Fancy showing scenes from Tahiti—and not a single Chinese anywhere in sight!"

THE WAR OF THE "CAPITAL SITE"

Interesting Features of Griffiths Committee's Report on New Guinea Inquiry

RESIDENTS of New Guinea probably will be interested in the sequence of events—some of them of a strange character—which led to the selection of Salamaua as the new administrative headquarters of the Territory:—

May 29, 1937.—Eruption of volcanoes compels complete evacuation of Rabaul.

June, 1937.—Large numbers of women and children from Rabaul are sent to Australia. Sharp exchanges between Administrator and European civil population, owing to former insisting that Rabaul was safe and suitable for re-occupation.

July, 1937.—Commonwealth Government announced that it would obtain, first, a report by expert vulcanologists as to whether Rabaul was safe and occupiable; and, if it were not, an expert committee would then be appointed to make an investigation and recommend a suitable site for a new "capital" in New

Guinea. Dr. C. E. Stehn (expert on volcanoes, from the Dutch East Indies), and Dr. W. G. Woolnough (Commonwealth geologist), sailed from Brisbane for Rabaul on July 16.

August, 1937.—At a meeting of the Legislative Council, in Rabaul, certain leading officials informally brought up the question of a new capital site, discussed Salamaua, produced a large map of Salamaua, and invited members to consider the claims of Salamaua as a suitable headquarters for the Administration.

November, 1937.—Experts advise Commonwealth Government in emphatic terms, that volcanic activity may recur at any time at Rabaul, and recommend the early removal of the administrative centre to another site. Administrator called urgently to a conference in Canberra.

January, 1938.—After inexplicable delay, it was unofficially announced that the "expert" committee to select the new site would not comprise experts at all. Strong protests were made to the Prime Minister about the delay, and the failure to appoint the promised committee of experts. Finally, at the end of January, the appointment of Messrs. Griffiths (former Administrator) Thomas (financial adviser) and Thornton (engineer) was announced, and generally approved.

February 12 to April 21, 1938.—Griffiths committee visits New Guinea, carefully examines every suggested site, studies the probable requirements of the Territory in maintaining the present industries and developing new ones; and submits report to Commonwealth Government on April 27.

May, 1938.—Canberra "sits tight" on report until late in May. Meanwhile, the report and recommendation of the committee (the tableland at the back of Lae) were communicated to the Administrator at Rabaul; and it is evident that the latter made certain urgent representations to Canberra. On May 30, the new Minister for the Territories (who had never been in New Guinea before) left by aeroplane for Rabaul.

June 1-June 10, 1938.—Mr. Hughes and the Administrator fly hither and thither about the Territory, glimpsing a few suggested sites from the air. Mr. Hughes returns to Sydney on June 12; and, late in the month, Canberra announces that on Mr. Hughes's recommendation, Salamaua has been selected as the "new capital site". The expert committee's report is thrown aside. No men experienced in tropical administration, or tropical hygiene, or civil engineering, appear to have been consulted. A very brief report is made to Parliament, and the necessary enabling legislation is rushed through by Mr. Hughes in the last few hours of the session.

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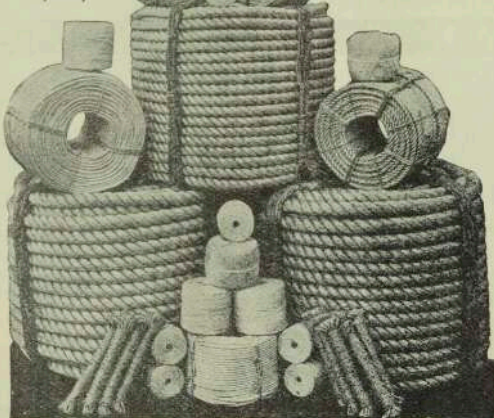
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July, 1938.—The Administrator, accompanied by two or three officials of the Public Works and Lands Departments, proceeds forthwith to Salamaua "to lay out the new capital". It is now reported from several sources that at least £250,000 will be needed to reclaim the malarial swamps, before the building of the new town can be attempted; and no provision has been made in Mr. Hughes's impulsive plan for any such expenditure.

Canberra is faced with the following alternatives: (a) find another quarter million or so for the establishment of the capital at Salamaua; or (b) seek a site other than Salamaua or Lae; or (c) return to the plan of the Griffiths committee; or (d) leave the capital at Rabaul, thus saving the Territory at least £500,000 of expenditure, and ignore the report of the vulcanologists, and the apparent danger of another eruption.

The Griffiths Report—Why Lae Was Recommended —Numerous Factors Considered

THE tragedy of the Hughes-McNicol interference with the Griffiths report becomes evident as soon as the report is perused.

With typical political cunning, Mr. Hughes did not make the Griffiths report available to members of Parliament until a few hours before he rushed through his enabling legislation, and no one had a chance to study it. If it had been printed and circulated, it is unlikely that the Hughes-McNicol plan, to plant the administrative establishment in the swamps of Salamaua, would have been approved.

The "P.I.M." did not see a copy of the report until late in July. It is impossible to reproduce, in full, the lengthy and comprehensive document; but the following extracts will be of interest to all residents of New Guinea and Papua, and they will show how thoroughly the members of the Committee (Brig-General T. Griffiths, Mr. W. C. Thomas and Mr. L. Thornton, B.C.E., M.T.C.P.I.) did their work.

First, the nature of the instructions given to the Committee should be noted. They are informed by Canberra that the report of the vulcanologists make it necessary that a new site for the administrative establishment be found; and the conditions for which they are to seek are clearly set forth. For instance:—

"The Committee is required fully to inquire . . . having regard to suitability from the point of view of administration and the relations of the Administration with the Commercial, Agricultural, Mining and other activities of the Territory. It is desired that the Committee approach the matter not only from the point of the most suitable and convenient location for the present circumstances of the Territory, but also having in mind the probable expansion and development of the Territory".

DANGER OF TIDAL WAVES

The Committee gave particular care to the following, from the vulcanologists' report:—

"Along all coast lines in the area, and especially the north coasts of New Guinea and New Britain, the possibility of disastrous tidal waves, though not alarmingly acute, must always be reckoned with. As far as possible, the business and residential areas of coastal towns should be kept back from the shore and should be not less than 100 feet above sea-level. It is recognised that this may involve a small recurrent charge for transportation of goods from ship to shore, but this should be regarded in the light of insurance against tidal wave risks. This consideration would appear to have considerable weight in reference to Salamaua".

MAINLAND FAVOURED

The Committee carefully examined all the circumstances of suggested sites on other islands—especially Kavieng—but concluded that the new site must be on the mainland:—

"The present stage of gold production on the mainland, the possibility of the extension of the now known life of the fields, the great agricultural and pastoral potentialities of the extensive valleys of the Markham and Ramu Rivers, and the immense timber resources, point unmistakably to the fact that the mainland will provide the greatest future development of this Territory".

The Committee then proceeded to consider the various mainland sites, as follows:—

"WAU: Situated at an altitude of about 3,500 feet, Wau has a pleasant, temperate climate. It is inaccessible except by air, but that inaccessibility will disappear with the construction of a road to the coast. The great disadvantage of Wau from the point of view of a capital

(Continued on Page 57)

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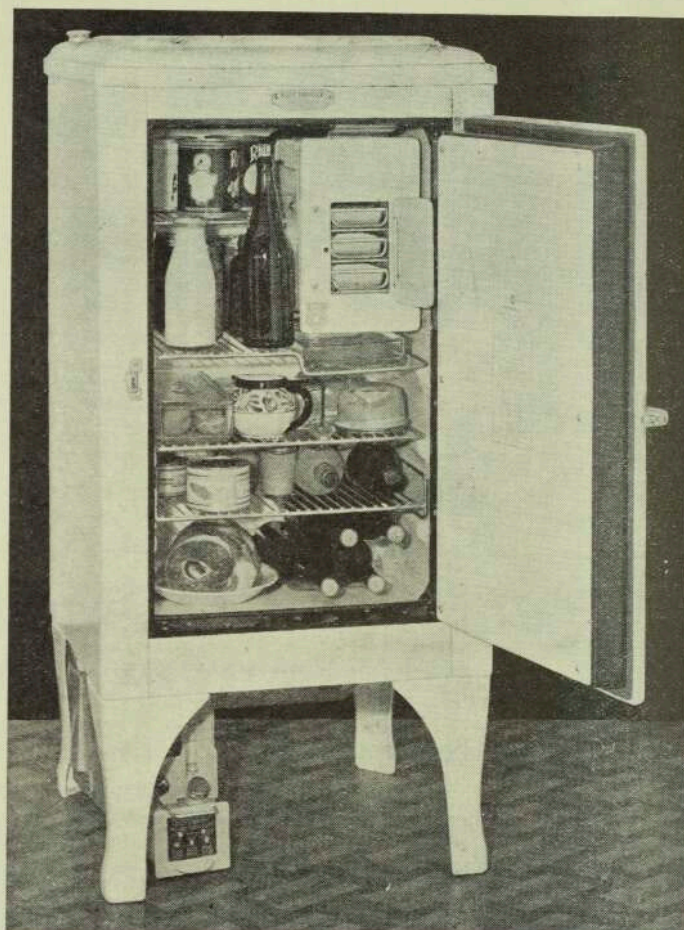
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"BOB" FERMANN, OF TAHITI

BREWMASTER of Paradise" would be a fitting title for Henry Robert ("Bob") Fermann, brewmaster of the brewery on the South Sea island of Tahiti, who has been spending a holiday in Los Angeles, U.S.A., with his brother (says the American Journal "Western Brewing World").

Down there on a coral island in the middle of the Eastern Pacific he brews



Mr. Fermann relaxes, Tahitian-style.

1,200 barrels of beer a year. There's not another brewery within 2,000 miles (the nearest one is in New Zealand) and Fermann's territory covers all the islands within a radius of a thousand miles.

Most of the output of the Tahiti brewery ("Brasserie de Tahiti") is in big 22 oz. bottles. It's all bottled beer, no draught, and usually taken warm. Ice is not so common in Tahiti. Mr. Fermann is taking back with him an electric refrigerator—that and a radio about the size of a pulp washer.

The water supply comes right down out of the clouds—mountains grow high on those volcanic islands—and drops in an 800 ft. waterfall almost right into Papeete, the island's principal town. In place of rice or corn, Mr. Fermann uses a native product called "manioc" which is similar to arrowroot. His malt comes from Australia and from Germany, just half way around the world, come his hops.

Once in a while a steam pipe breaks, otherwise Sunday, when the plant is idle, is this brewmaster's busiest day. During free hours, he works on the lathe—a favourite pastime. He is his own engineer, mechanic, plant manager bottle house superintendent and does his own arc welding. His helpers are 14 natives, who are very good workers, he explains, except that you have to tell them all over again each day just what to do and then do half of it yourself!

"Bob" Fermann was born in Chicago in 1883 and it is just 18 years ago, while he was with a Mexican brewery that he picked up a "National Geographic" magazine, read an article about the South Seas and decided that there was the place for him.

COST OF LIFE INSURANCE IN THE TROPICS

Letter to the Editor.

IT has been brought to readers' notice that Life Assurance is a "Fortune for the Future". Without wishing to detract from the truth of such statement, but being a matter of public interest, I would like to comment on that point and illustrate a personal case of assurance on the life of a person resident in tropical zones.

In or about the year 1916, I effected a life assurance policy for £200, and for the past 22 years have paid a half yearly premium of £6/10/4. In all,

the sum of £286/14/8 has been paid by way of premiums.

On the policy falling due this year the amount received by me was £287/10/-, being the amount of the benefit and bonuses.

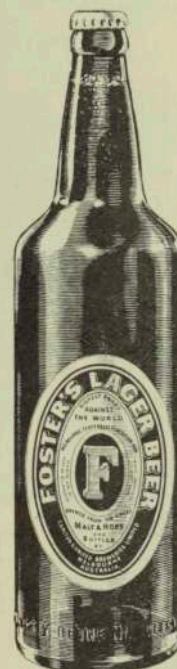
It is thus seen that the investment, by effecting an assurance policy, was a poor one, only returning 15/4 more than the actual amount paid in premiums over an extended period of 22 years.

In fairness to the Society, it is pointed out, and, of course, appreciated, that £94 in additional premiums over and above the ordinary rate were paid by me, owing to being resident in tropical zones during this

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LAGER**



period, and that the risk carried by the Society in the event of my death would be greater. But even taking these facts into consideration, the policy as an investment shows a very small return.

Under ordinary circumstances of a person resident in temperate zones, such policy would have a return of approximately £95 in bonuses, and the fact that the assured resides within a tropical zone hardly warrants the loading of additional premiums to diminish the return to so small an amount.

I am, etc.,

PERCY J. WOOD.

Samarai, Papua,
June 25, 1938.

Effect of Christianity On New Hebrides Natives

Missionary Urges Plays And Dancing To Combat Ennui

AFTER an absence of over 25 years, Rev. T. E. Riddle, an Auckland Presbyterian minister, recently returned to the New Hebrides to make an inspection visit, and on his return to N.Z. he made much interesting criticism of the present condition of the natives and advanced some valuable recommendations.

In contrast to anthropologists visiting

the Group, who turn their backs on the thriving communities of civilised natives and hasten to the untamed savages of Big Nambas and Santo, Mr. Riddle's supreme interest was to study the impact of Christianity upon the natives who came under its sway. His Indian experience taught him to recognise that in presenting natives with the Christian outlook, linked with the amenities of civilisation, care must be taken to avoid denationalizing the native race and disrupting the social order.

Mr. Riddle made a careful scrutiny of the thorny question of native dances and was keenly interested to learn the reaction of young missionaries to ancestral customs and practices. Before the advent of the Missions, the chief pastime of the natives was the revelry associated with their heathen ceremonies, and naturally the early missionaries were wary about lending countenance to amusements which might lead to a recrudescence of heathen dancing.

In the intervening years there have grown up two generations of Christian converts ignorant of the heathen practices of their forefathers. Recognising the necessity of healthy sport to meet the growing requirements of her pupils, Miss Nettie Frater introduced drill and action songs into the curricula of the Epi and Paama schools. But so conspicuous has been the all-round development of the Christian natives that Mr. Riddle considers the time opportune for granting still greater privileges and freedom of action. Accordingly he has recommended the Presbyterian Mission Synod to encourage "the young people's natural desire for amusement through play or expression through physical movement".

In a letter to the Synod he contends "that the iconoclastic efforts of the early missionaries went too far, and not sufficient effort was made to conserve what was harmless or capable of cleansing". Mr. Riddle is persuaded that a programme for the Christianizing of play is necessary for the Christian communities, and believes that with the help of reliable chiefs, elders, and teachers "it should be possible to introduce controlled plays, action songs, dramatics, and folk dances that would supply the want the young people now feel".

Mr. Riddle regards it as calamitous that after 30 years of Condominium rule no assistance has ever been given to education, while the grants given for medical work were only the equivalent of fees for medical services. He asserts that the failure of the Colonial Office to give grants for primary education has resulted in the New Hebrides being the most backward in education of all the British Groups in the Pacific. Mr. Riddle suggests that the Synod should request the Aborigines Protection Society to have a question asked in the House of Commons as to why the Colonial Office has neglected primary education in the New Hebrides and why no effective effort at welfare work has ever been undertaken.

Mr. Riddle maintains that provision for education of a more advanced nature than that given by the mission schools is urgently needed.

—M.F.

Mr. Edward John Hawksley died in Suva recently, at the age of 73. Born in Sydney, he went to Fiji in 1872. After returning to New South Wales for a period, he again went to Suva in 1894 and followed his profession as an accountant with various firms in the Colony. He had been living in retirement in recent years, and is survived by a widow and a grown-up family.

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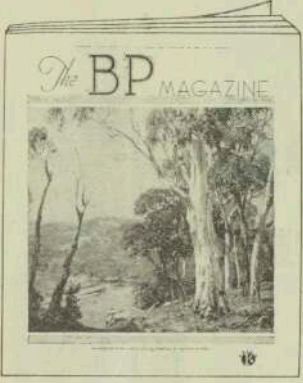
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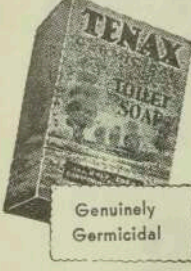
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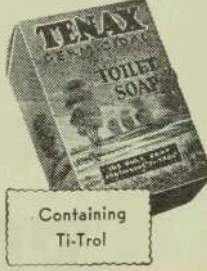
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BIRTHDAY HONOURS FOR PACIFIC RESIDENTS

KING'S Birthday Honours were awarded recently as follows:—

O.B.E. (CIVIL DIVISION)

Rev. C. O. Lelean, Chairman of the Methodist Mission in Fiji from 1936 till 1938, who served the Mission in Fiji for 34 years. He left the Colony to live in retirement in Australia last March.

Mr. J. M. Wilson, M.B.E., Comptroller of Customs since 1930 and a member of the staff of the Customs Department since 1905.

M.B.E. (CIVIL DIVISION)

Mr. D. Mackinnon, Unofficial Member of the Solomon Islands Advisory Council since its inception in 1921.

The only honours previously conferred in the Solomon Islands were the C.M.G. to Mr. C. M. Woodford, the first Resident Commissioner, on his retirement about 25 years ago; and to Mr. F. N. Ashley, the present Resident Commissioner, at the Coronation. A few years ago the I. S. O. was awarded to Mr. F. E. Johnson, Treasurer and Collector of Customs.

CUP-WINNING BASKET BALL TEAM IN TONGA



The Halavave Basket Ball team of Nukualofa, Tonga, which won the 1st grade trophy for the 1938 season. The two men in the photograph are the coach and the sports secretary.
—Photo: A. Hettig.

PAPUA'S FINANCES

From Our Own Correspondent.

PT. MORESBY, Aug. 1.
THE revenue of the Territory of Papua for the year ended June 30, 1938, was £182,808, which was an increase over the previous year (£171,791). These revenues gave the Administration a surplus of £873.

The estimated revenue for 1938-39 is £167,616 and the estimated expenditure £168,000.

"RECRUITING" EFFECT

In New Guinea And Papua

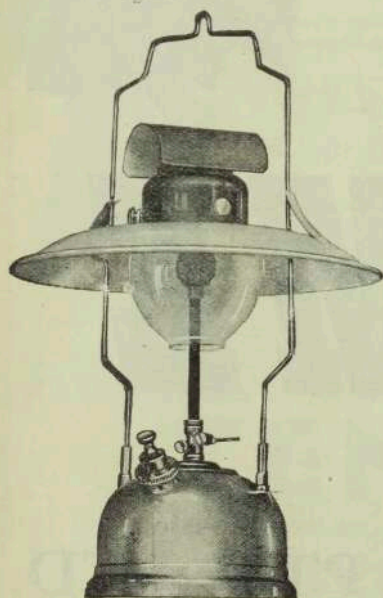
SOME interesting references to the recruiting of native labour in New Guinea and Papua were made, at the International Anthropological Conference in Copenhagen in August by Dr. Bronislaw Malinowski, now professor of anthropology at the University of London.

Dr. Malinowski drew attention to his experience in Papua and New Guinea.

He discussed the effect of recruiting and of removing a large proportion of young men from their native villages, pointing out that the proportion that can be recruited is limited to 5 per cent. in some African regions which he recently visited. On the other hand, 15 per cent. is the figure allowed in New Guinea and private reports carry the figure for some villages round Madang toward 50 per cent.

Mr. and Mrs. G. Evans, of Apia, Western Samoa, are spending four months' holiday in Australia.

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"EURONESIAN"**The Need For A New Word**

Letter to the Editor.

THE term "half-caste" is not a pleasant one. Sometimes it is also inaccurate, as when applied to "quarter-castes". Moreover, the term gives no indication of racial derivation.

A new name is needed for peoples of mixed European and Pacific Islands races. We cannot have "Anglo-Polynesian", because one parent may not have been English, but German, Scandinavian, or French; or, instead of Polynesian, one parent may have been Fijian, Papuan, Micronesian, or Melanesian.

Why not introduce the name "Euronesian", instead of "half-caste", or "persons of native and European descent", as Fiji's 1936 Census Report states? Euro-nesian, meaning of European and Islands origin, would be applicable to any "white" parentage, and also would include all Polynesian, Melanesian or Micronesian races. As a name for persons of mixed descent, it sounds far better than "half-caste".

People born of European and East Indian parentage have long been called "Eurasian" (European and Asiatic), though during the past quarter of a century it has been the proper thing to refer to this community in India as "Anglo-Indian". But that is no reason why such people in the north-west Pacific should not be called "Eurasian", if we can bring into general use "Euronesian", alongside Polynesian, Melanesian and Micronesian.

And, to complete and simplify the racial classification among the Pacific peoples, why not refer to "Sino-nesians", for the numerous offspring of Chinese and Islands peoples; and maybe Japoneseans for those with Japanese parentage?

In particular, I would like to recommend to your numerous readers the use of the term "Euronesian" in journalism, official reports, etc., as passed on to me as a suggestion by one who has lived for many years among the "half-castes" of Fiji, and esteems them highly.

I am, etc.,

ANTI-CASTE.Suva, Fiji,
17 July, 1938.

Editorial Note: The suggestion probably will commend itself to everyone who knows the Pacific territories, and who has felt diffidence in describing the usually attractive and intelligent people of mixed blood as

"half-castes". There is no reproach, actual or implied, in "half-caste", yet few people like it. In Western Samoa, for instance, the 3,000 or 4,000 people of mixed parentage—who unquestionably are the best-looking and brightest community in that territory—are referred to always as "local-born". It is a term that practically is meaningless—all children born in Samoa could be described as "local-born"—but it has been generally adopted as an alternative to "half-caste", which is a word never used in Samoa.

There are many thousands of good-class people in the Pacific Islands who are offspring of unions between Europeans, on the one side, and Polynesians, Melanesians or Micronesians on the other—marriages between Europeans and Polynesians especially have been numerous—who are entitled to a better racial description and status than are indicated by the word "half-caste".

We hope that the suggestion will find favour among the Administrations, and among those who write frequently on Pacific Islands affairs.

NEW CLUB AT EDIE CREEK

From Our Own Correspondent.

WAU, July 22.

A SUCCESSFUL dance inaugurated a new club at Edie Creek recently in the hall provided by New Guinea Goldfields, Ltd., as a social centre. Membership is open to all residents of the district, in addition to N.G.G. employees. A billiards table has been installed and a bar established.

Nurse Beryl Coulson has been accepted by the Sydney Board of the Methodist Mission for service in Papua.

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ETERNAL TRIANGLE IN TONGA

From Our Own Correspondent.

NUKUALOFA, July 2.

A EUROPEAN planter shot and wounded in the leg a male half-caste whom he had caught in a love tryst with his native wife close to his plantation today. The planter, apparently, scared the guilty couple. His wife grabbed the gun, with the result that the discharge lodged in the man's leg. It is stated that the planter had known of the affair for some time and had warned the half-caste to keep away.

THE POMARES OF TAHITI

Letter to the Editor.

THE Tahitian language, says Mr. W. W. Bolton, in an article with the above title published in the April "P.I.M.", has no word for King, Prince, or Princess, and these words have been imported. We respectfully answer that if we did not have all these words at the time, it is still a fact, we had the persons and the power they represented.

Our "Arii's" (Kings) and "Huiarii's" (Royal Family) possessed the power many kings of Europe did not have.

They held the right of life or death over their subjects. They could change many words in the language; they even had special words, forbidden to the common people and applied only to themselves—"mate" and "pohe" (death), "Ia orana" and "maeva" (welcome).

The love and respect which the royalty inspired in their subjects is still alive among the old Tahitian to-day. This would show that the Royal Family of Tahiti were really the masters and any imported word or application means nothing.

Further on, Mr. Bolton enters into royal genealogy, claiming there is only one line which is Pomare. That is not correct. Pomare IV had six children:

- 1.—Ariiaue a Pomare, who died young.
- 2.—Teraiane a Pomare (called Ariritia), King of Huahine and later on Pomare V, King of Tahiti.
- 3.—Teriimaevavua a Pomare, Queen of Bora-Bora.
- 4.—Tamatoa V a Pomare, King of Raiatea in 1855.
- 5.—Teriitapunui a Pomare, King of Eimeo.
- 6.—Teritua-Tuavira, great chief of Hitiaa.

Of these royal heirs only two were mentioned by Mr. Bolton. It is interesting to trace both lines.

First—Tamatoa V a Pomare a Tu, King of Raiatea, brother of Pomare V, Arii of Tahiti, left among others two daughters to continue the line: (a) Teriivaetua a Pomare, who married Norman Teriitua Brander. Their son, John Teriirere i Ahurai, Teriitua o Tahiti, had three children—Tamatoa (who might be Tamatoa VI), Titaua, and Pura; and (b) Teriinaavaa Tamatoa a Pomare, who married Opuhara Salmon and, later, Teuraitera Mote, his younger brother, whose issue were Pomateao Teriirourmona-i-te-rai, and two sons, Alexander Tuterai and Taaroarii Erie.

Here it must be noted as a fact proven by actual history that when a Pomare daughter marries she remains Pomare. Pomare IV married Tapoa and Hiro, and remained Pomare; when Teriimaevavua a Pomare married Haamanahia tane, she remained Pomare, Queen of Bora-Bora, when Teriivaetua a Pomare married N. T. Brander she remained Pomare, and so on.

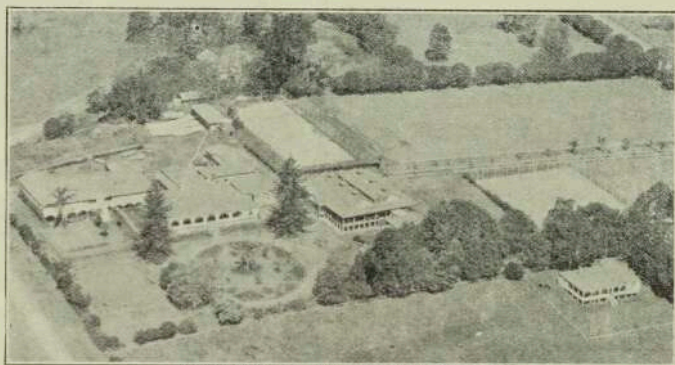
Second—Teriitua-Tuavira a Pomare, High Chief of Hitiaa, who married Isabella-Vahinetua Shaw, had one son, Terihinoiatua.

We must note here that there never was a Hinoi I or Hinoi II. This branch of the Royal Family, being the youngest had no opportunity to claim a vacant throne. This Terihinoiatua had no legitimate issue; but by two native beauties he had three children: Nita gave birth to Teva-hitua-i-Patea born in 1893, and Ariipaea born in 1898; Katu gave birth to Tetuanui born in 1896. These three illegitimate children are the minor cousins of Teriinaavaa and Teriivaetua progenies; hence, it is impossible for elder lines to ask their re-adoption in the family by the minor cousins, as claimed by Mr. Bolton. The name, in every family, is held by the eldest.

To close the matter, it would be better for Mr. Bolton not to discuss family affairs, especially when poorly informed.

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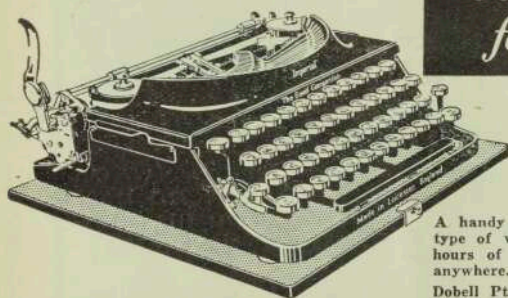
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New Hebrides Burden

Joint Court Costs £10,000
Per Annum

DURING the year 1937, the Joint Court of the New Hebrides cost somewhere about £10,000 sterling—almost half the revenue of the Condominium. It is generally felt that the cost of this expensive establishment should be borne by the two Home Governments of the co-Sovereign Powers.

The Joint Court's primary function is to examine land applications and grant titles.

If this great drain on the Condominium Budget were removed there would be sufficient money to pay for improvements in the Condominium that are really worth-while.

Roads are an urgent necessity all over the Group; and the number of shipping accidents during the past few years points to the need of automatic guiding lights at many of the tricky harbour entrances and channels in the northern islands.

A car owner in Vila, when asked what he paid per year for his car licence, replied: "One pound a mile". There are three miles of road, and the license costs £3.

SURMISE

Silvery, shimmering, lovely starlight,
Magic, to enthrall the eyesight.
White stars, in millions, blazing down,
A thousand miles from any town,
And Man-u-er
As thigh to thigh and hand in hand,
We two would race along the sand.
Splash in the sea, and dive and swim,
Never a thought to naked limb,
And then came splashing in to land
And, quietly sitting on the sand,
Decorous now, as you were dressed
In a hibiscus for your best
Tucked round one ear, I thought, my dear,
There'd come to life a Galatea.
How sweet you were!

Silvery haze and lacy palm
Will not have lost their 'witching charm.
But you'll be in a Hubbard gown,
All fearful of the Mission frown.
Fat babies will have rompers on—
And I'll be aching to be gone.

—H. M. REX.

Mr. and Mrs. F. W. Mantle and their two daughters, recently left Rabaul, New Guinea, by the W.R.C. vessel "Rabaul", for England. Mr. Mantle who is on long leave, intends to spend some time travelling around Europe.

Mr. P. Burns, recently engineer to the Municipal Council of Suva, Fiji, has been appointed to the position of engineer in the Public Works Department in Papua.

Rev. W. E. Moren, Anglican Chaplain at Apia, Western Samoa, recently returned to the Territory after spending long furlough in England.

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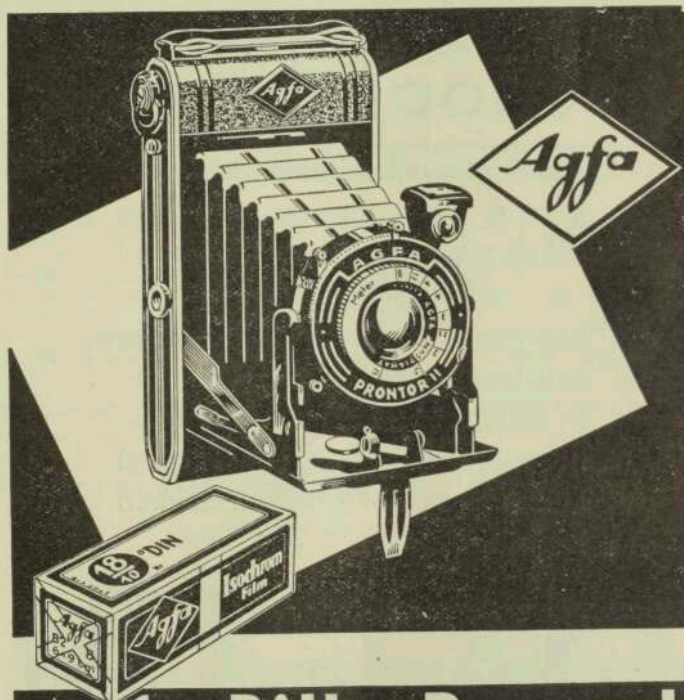
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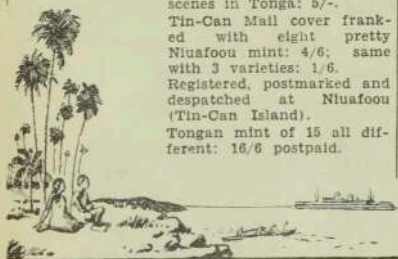
Mr. G. W. Pratt has retired from the Papuan Public Service.

Rev. C. W. Whonsbon Aston, priest-in-charge of the Mukawa station of the N.G. Mission in Papua, arrived in Sydney by the last "Macdhui", on twelve months' furlough.

W. FINAU

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MEN WHO KNEW YESTERDAY

Robert Rasch, of Nauru

How The Island Became German

THE only surviving European link with pre-civilization days on Nauru, Robert Rasch—who first arrived on the island in February, 1884, over 50 years ago—this year celebrated his 86th birthday.

Not many of the present day Europeans of Nauru had ever seen Herr Rasch, and few, indeed, knew of his existence on the island, prior to his birthday celebration a few weeks ago. For, except for an occasional short evening outing along the road near his home in the car of his son-in-law, District Chief Amwano, the old man has not ventured far afield during the last few years.

A frail, blue-eyed, gently-speaking man, there is nothing about this oldest inhabitant to suggest his connection with that

period of lawlessness and licence in the history of the island which preceded its official occupation by Germany in 1888. Talking to him now, in his home beside the Catholic Mission station at Arubo—the very spot where he landed and built his first home 54 years ago—it is easy to



Seated: Robert Rasch. Standing: Messrs. V. Purcell (on left) and K. Tingman, the two Europeans who have been longest in the Nauruan service of the British Phosphate Commission.

THE FAVOURITE SCHOOL LUNCH

Usually the school lunch is a very scratchy meal, eaten just when the vigorous exercise of the playground has made a strong demand on the endurance of the child. However, with little trouble it can be improved in value and made wonderfully attractive, simply by adding buttered Milk Arrowroot Biscuits. All children love them.

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believe that Rasch had little in common with the European derelicts who lorded it over the little island in those times—men who found lucrative livelihood in the trading of firearms and square-faced gin for the copra and sharks' fins of the island.

Indeed, Rasch's coming marked the beginning of the end of that tragic period in Nauruan history; for it was he who was mainly instrumental in securing the introduction of the Pax Germanica to the island.

Rasch's story, like that of so many other European settlers in the South Seas in those early days, is an interesting one; though to the casual enquirer it may appear rather disappointing in its absence of personal high-lights.

Born at Königsberg (East Prussia)—the home of the philosopher, Kant—in 1852, he emigrated to America as a young man, and found employment as a sailor on the schooners of Crawford of San Francisco, trading between the Pacific Coast and Samoa, Hawaii, the Gilberts, Ellice, Marshall and Caroline Groups. In 1883, his schooner, the "Staghound", became a total wreck on a reef near Kusale, in the

Carolines, where he was later picked up with other survivors by another American schooner bound for Jaluit (Marshall). At Jaluit, Rasch decided to give up the roving life, with all its hardships and dangers and to settle down. A small, two-masted sailing vessel, owned and manned by natives, being about to leave for Nauru (of which he had heard most enticing stories at Jaluit), Rasch secured passage; and he landed on the island some weeks later with a commission to purchase copra and to trade with the natives as agent for the well-known German South Seas firm of Henssheim & Co. (later Jaluit-Gesellschaft).

A Samoan-American, Halstead, according to Rasch, was resident on the island at the time of his arrival, as well as a Norwegian, Hansen, and Olsen, a Swede. The original William Harris, too, was well established as a trader, his station being in the Boe District, where numbers of his descent may be found to-day. The names of all the above, except Hansen, are found in the census returns of the island to-day.

At the time of Rasch's arrival, the native wars, instigated by a few unscrupulous Europeans eager to find market for their firearms, were at their height. But Rasch found that the native showed no hostility whatever towards the decent white man or the ordinary trader.

Thirty-two years of age at the time of his arrival on the island, and with half a lifetime of adventure behind him, Rasch says smilingly that there was nothing he wanted to do at that time more than settle down to a quiet life. When, therefore, on the day after his arrival, the local Chief Denuwea brought along three comely native maidens for his selection of a wife, Rasch chose the youngest, a 15-years-old girl called Ebagon, and settled down with her to build up his trading interests.

It is apparent, when one is talking with the old man now about his life, that a genuine attachment grew up between him and Ebagon; for "I only ever had the one wife; and she a fine woman", he says, with feeling. Indeed, the great tragedy of Rasch's life was the fact that while he was home in Germany during the Great War, Ebagon died. There were four children of the marriage, including the wife of Chief Amwano; and a son, Gustav, who, with his family, resides with the old man and cares for him to-day.

Rasch claims that, being a decent fellow, he could see the stupidity of the tribal-war situation on the island soon after his arrival. He therefore sent a communication to the German Imperial Commissioners at Jaluit, suggesting that they arrange for the official occupation of the island by Germany.

Accordingly, in October, 1888, the German man-o-war "Eber" arrived off the island, landed a party of marines, took possession of all firearms, and made Rasch the first representative of the German Government. It is with some pride that the old man speaks now of the German flag flying from his house; and the fact that passing vessels dipped their bunting in salute. His trading interests, of course, gained a good deal as a result of his increased prestige in the eyes of the natives.

With the formal establishment of a German Bezirksamtman (Government Resident) on the island some time later, Rasch's official status disappeared. But his knowledge of the native people and their customs, and the fact that he held their respect because of his record of just and decent dealings with them, were of great value to the early German Government officials, and had established

his own reputation on the little island.

Rasch was never an extravagant man, and although he says that he always felt satisfied to spend his life with his family on Nauru, in 1912 he went home to Germany for a holiday. There he invested a good deal of his savings, his idea being to send one or more of his children to the Fatherland for education. His son, Gustav, with Ben Halstead and Edward Stephen, had been sent, in 1900, to the German Catholic Mission Training and Technical School at Jaluit. (These three are all employed as skilled artisans on Nauru to-day—Halstead with the Government; Stephen, with the B.P.C.; and Rasch, as a private carpenter). The outbreak of war broke into Rasch's plans, however, and kept him away from Nauru until 1924, when, after much trouble, he secured permission to rejoin his family on the island. Since his return, he has lived quietly with his family, smoking his pipe and keeping in touch with world affairs, but having little active interest in the industrialised and much changed Nauru of the present day.

The accompanying photograph was taken at the B.P.C. Messroom on the occasion of his birthday, when he invited all Europeans who cared to come to be photographed with him. A large group photograph was taken also.

When I called upon him at his home on his birthday eve, I found him sitting quietly in a comfortable lounge chair, in his own special room, while his numerous grandchildren played and chatted outside. Round the walls of the room were pictures of his German homeland

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and members of his family; his shelves showed a good selection of reading matter.

And pride of place, above the writing-table, was given to a framed portrait of Der Fuhrer, Adolf Hitler, in whose ability to direct the destinies of the Fatherland, Herr Rasch has a firm belief.

—Contributed.

Mr. Geoffrey Cook, eldest son of Mrs. B. A. Cook and the late Mr. P. P. Cook of Melbourne, recently married Miss Lorna Reynolds, only daughter of Mrs. Neal and step-daughter of the Hon. Norman Neal, at St. Augustine's Church, Wau, New Guinea.

HAWAIIAN JAPANESE

Should They Be Used As American Colonists?

AN American friend, writing from Honolulu, appears perturbed because the American authorities, in sending Hawaiian-Americans to "colonise" the mid-Pacific islands, refrained from including any Hawaiian-born Japanese in the parties, although the latter nominally are American subjects. He says:—

"The Government argument, influenced by army and navy opinions, which of necessity are unflinchingly anti-Japanese, is that the American-born Japanese do not get along with the other youths, who mostly are part-Hawaiian, Chinese, Portuguese, and so on.

"This seems a strange argument, because the children get along together in the schools throughout the Hawaiian islands. Indeed, the schools feature the fact. It is only when the children leave school, and become exposed to the bitter racial hatreds and complexes of the workaday and service world, that any exception is taken to American-born Japanese youths.

"It seems they must remain unhappy marginal people, pushed here and there. Especially in Hawaii, where the army and navy behind the scenes dominate so much of the policy concerning what is called the normal occupation of Pacific isles for commercial air service uses."

This is typical of the sentimental twaddle which comes from a large section of American commentators. Let us quote from Willard Price's new book, "Japan Reaches Out":—

"More than half of the Japanese in Hawaii (about 152,000, now—Ed. "P.I.M.") were born there, and therefore are American citizens. Does this mean that they are not Japanese? Japan still thinks of them essentially, if not legally, as her own—if we may judge from the fact that Japanese Government statistics, under the head of 'Japanese Residing Abroad', give the number for Hawaii as 150,832. That includes, not only Japanese citizens, and those who have dual Japanese and American citizenship, but also all who are solely American citizens, and have no legal tie of any sort to their grandmotherland. But Japan counts hearts, not votes, and she believes those hearts still beat for her. . . . Eighty-five per cent. of the Japanese children who attend the public schools also attend the Japanese schools, which open immediately after the day's

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work in the public schools is finished."

All other races become assimilated in the great American republic, and their children and grandchildren are more than ready to forget racial hatreds and antagonisms. But not the Japanese. It is their own choice. Any weeping for "unhappy marginal people" is so much balderdash.

Every American who lives in Hawaii, and keeps his feet on the earth and his head out of the clouds, knows that if ever American vigilance relaxes, Japan will try to seize Hawaii, and 99 per cent. of Japanese in Hawaii will help her. Nearly half the population of Hawaii now is Japanese, and that community is increasing rapidly. There is plenty of evidence that Japan hopes ultimately to control Hawaii, just as she plans domination of the Philippines—first by economic penetration, then by increasing migration, and finally by force of arms.

Britain has offered no serious objection to the "colonisation" by U.S.A. of Central Pacific islands which, for many decades, have been shown upon all maps—including American—as British. But the position would change in a moment if America were to send Japanese to those islands in the guise of "colonists". Idealists may cackle about "Japanese Americans"; but the British know "there ain't no such animal". In view of the clear and definite probabilities of the next decade, the distribution of Hawaiian Japanese among Central Pacific islands, which may be key-points in an American or British Imperial defence plan, would be sheer idiocy.

The stand taken by the American military and naval people, in regard to this matter, may be commended by all who know the Pacific, and the implications of the present international position, in the Pacific.

Fiji-Built Tug Launched

From Our Own Correspondent.

SUVA, July 29.

BUILT at the Walu Bay Public Works Department, a new tug, No. 5, was launched recently. Lady Richards, wife of the departing Governor, performing the ceremony. Designed by Mr. W. Wilder, the vessel was constructed of Fiji kauri, under the supervision of Mr. A. Bentley.

Of 18 tons, with a length of 45 ft. and a breadth of 10½ ft., Tug No. 5 is an attractive sea-going craft. Her 36 b.h.p. full diesel engine gives her a nine-knots' speed. She will be used mainly for towing in shallow rivers and on tidal flats.

Monsignor F. X. Gsell, O.B.E., the new Bishop of Darwin, paid his first official visit to Thursday Island in July.

New 63 ft. Boat Launched by Kwato Mission

From Our Own Correspondent.

SAMARAI, July 30.

BEFORE a large gathering of Samaritan folk and all Kwato, the launching took place last month of the new M.V. "Kwato" from the Mission's slip. The Lieut.-Governor (Sir Hubert Murray) carried out the launching ceremony and Miss Phillis Abel christened the vessel.

Mr. Cecil Abel spoke on the growth of Kwato Mission and referred to the early days, when they had only one small boat. To-day they have several and the "Kwato", 63 ft. long with a beam of 15 ft., is the largest. Having a speed of 8 knots, she will engage in cargo-carrying, mostly on account of the Mission, which has large interests in Papua.

Sir Hubert Murray spoke of the early days when Mr. Abel, Snr., was alive, and referred to the way in which Kwato has grown since then. He remarked on the splendid workmanship of the natives who helped to build the new vessel, and particularly of the man responsible for the boat being completed, Mr. Arthur Swinsfield.

Mr. H. B. Sapsford has been appointed Acting Director of the Apia Observatory, Western Samoa, to fill the vacancy caused by the resignation of Mr. J. Wadsworth, who left the Territory recently by the "Matua" for England.

Mr. E. W. Pearce, of the Methodist Mission, left Sydney by the July "Macdhu" for Rabaul, N.G.. He is Chairman's Assistant and Accountant of the district.

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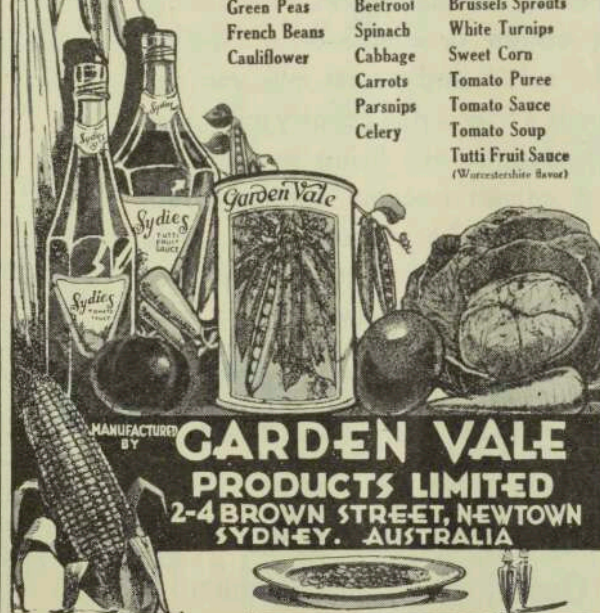
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	Celery	Tomato Soup
		Tutti Fruit Sauce



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at hand

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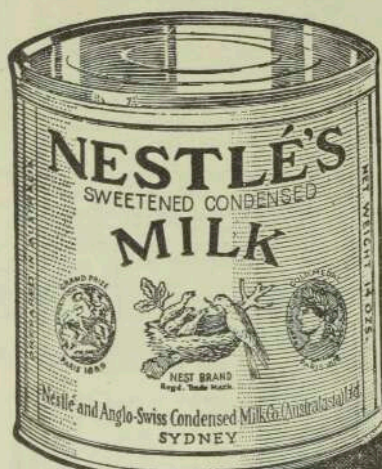
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Why Administrator Of Nauru Retired

THERE has been much speculation as to the character of the recent disagreement between the Administrator of the Mandated Territory of Nauru and the Commonwealth Government, but no official explanation has been forthcoming.

We are informed by a visitor who has just returned from the island that the discord had its origin in the fact that Commander R. O. Garsia, a trained naval man, was concerned for the safety of the white community there. He took the view that the 200 Europeans on Nauru should be provided with sufficient arms and ammunition to cope, if necessary, with any possible emergency arising from a disturbance by the 1,500 Chinese indentured coolies engaged in the phosphate industry.

The Commonwealth authorities, viewing the situation from Canberra, replied that such a precaution seemed unnecessary, and that, in any case, Nauru under the terms of the Mandate could not be fortified. The Administrator's retort was that the act of supplying firearms to responsible white residents, and instructing them in the use of same for their own defence, could hardly be classed as "fortifying Mandated Territory". But the Commonwealth Government maintained its attitude.

Thereupon (according to our informant), Commander Garsia, being a man of some spirit, apparently decided that he would rather relinquish the post than remain at Nauru and be fettered by the red tape of Canberra.

INFANTILE PARALYSIS IN PAPUA

From Our Own Correspondent.

PORT MORESBY, July 27.

FOUR cases of infantile paralysis, at Mailu Island, in the Eastern Division of Papua, were reported to the Administration during July. The cases, which were diagnosed and treated by Dr. Vernon, of Port Glasgow, nearby, and the Samarai Native Hospital, have recovered.

Quarantine has been established in the Mailu district. No native child under 18 years of age is permitted to leave the island or district, and the natives are being closely watched.

Infantile paralysis is not unknown among the natives of Papua. From time to time, single cases have been reported from different districts. It is not thought that these cases at Mailu have any connection with the late epidemic in Australia.

RABAU POLICE ON PARADE



King's Birthday, June 13, at Rabaul, New Guinea, was the occasion of a ceremonial parade and inspection of the Native Constabulary by the Administrator (Sir Walter McNicoll). After the march past the saluting

base, the police "boys" took part in fire drill and tent-pitching competitions. The photograph shows a detachment of police led by a European Warrant Officer, taking part in the parade.

THE CURSE OF THE "PASS"

(Contributed)

A LOT of nonsense is spoken in the tropics about "white prestige". "No, we musn't do that," people say. "It would lower us in the eyes of the natives."

Such remarks are, in most cases, a cloak for laziness, which does not deceive the natives, and lowers rather than adds to our prestige. The monument of white prestige in the South Seas has been so bedecked with exquisite excuses by the lotus-eaters that its structure is hardly discernible.

The habit of handing "passes" to natives, to allow them to do errands which should be the business of their master or mistress, is one of the outstanding examples of indolence.

In Wau, New Guinea, where most of the business establishments are within a stone's throw of the residences, 99 per cent. of retail business

is done through natives. "Send a 'coon' with a pass. It'll be all right", they say; and so we have "coons" conducting the daily business of Wau, buying the meat and the groceries, cashing the household cheque at the bank, while the lady of the house takes her ease at home.

The clerks and store assistants are driven almost mad at the annoying loss of time spent in deciphering badly-written "passes" on odd scraps of paper, writing explanations concerning the order, and interrogating the native servants.

"Boy belong master 'so and so'", the store assistant will call, when the order finally has been completed. But his troubles are not always over then, for it is quite likely that half a dozen natives will lay claim to the one master—such is the mentality of the average "boy", trusted and expected to carry out important errands.

In the meantime the employer may grow impatient. "I sent him down

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to the store an hour ago—he's not back yet, and I want him to put up my 'wash-wash'". They do not realise that if they attended to their own affairs, the time and temper of many people would be saved.

Let the native servant carry the groceries home, by all means; let him be a hewer of wood and a drawer of water; but do not pass on to him your responsibilities.

The cult of the "pass" has now become the curse of the "pass" and has reached the height of bad manners, when "send a 'coon' with a pass" meets any emergency.

A new 74 ft. lighthouse has been erected recently on Euaiki Island, at the eastern entrance to Nukualofa Harbour, Tonga. Its beam flashes every four seconds from dark to dawn.

CONSERVATION OF OLD TAHITI

From Our Own Correspondent

PAPEETE, July 28. RESIDENTS who have been in the islands long enough to have known the elder generations of Tahitians, their courtly manners and stately ceremony, the gracious hospitality which was their custom, the beauty and unique idiom of their native music, are most gratified to learn of the measures initiated by the present Governor of French Oceania to preserve what is remaining of the old culture, restore to memory the ancient poetry, revive the splendour of the old chorus singing, inspire in the younger Tahitians a pride in their ancestors and the history of their race, conserve and extend their native handicrafts and protect the natives in the ownership of their ancestral lands.

His Excellency, by executive decree, has recently designated two more islands—Raivavae and Tubuai—to be closed as places of residence to all except natives of those islands.

Under His Excellency's direction, "Te Vea Maohi"—heretofore the edition in the Tahitian language of the Official Journal—has been given a new form. The editorship has been conferred on Monsieur René Pailloux, who has been an officer of the Administration during many years, and who is learned in the language, traditions and history of the Tahitians. Henceforth this journal will present—in addition to the record of the official acts of the Government—articles concerning the antiquities, the history, and the ancient lore of the islands, all of which are practically unknown to the average young Tahitian of the present day.

In accord with all who hold a sympathetic interest in the welfare of the Tahitians, His Excellency is aware that the future weal of the South Sea native lies in the conservation of his land holdings and the manner of life inherited from his forebears.

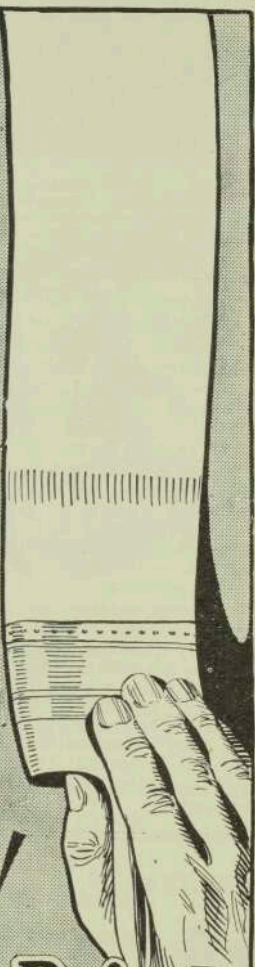
The Tahitian is an admirable Polynesian; but a poor European. The genius of his mind is not adjustable to European habits of thought nor does his body thrive under European diet and manner of living. This is amply proven by comparing the rather sickly native of Tahiti with the inhabitants of those islands who continue to follow the diet and ways of life of their ancestors.

Suva Body Invites N.Z. Trade Delegation

From Our Own Correspondent.

AUCKLAND, July 28. FOLLOWING recent references by the Auckland Chamber of Commerce to the decline in trade between N.Z. and Fiji, a suggestion has been made by the Suva chamber that a small trade delegation should visit Fiji to study trade conditions and requirements.

The establishment of various local industries in Fiji and the inability of New Zealand to compete with Australia in the supply of certain goods were among the factors to which the decline in trade was attributed. Other reasons were the rise in costs of production in the Dominion, the removal in 1932 of preferential tariffs on New Zealand goods, and shipping difficulties.



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AGENTS THROUGHOUT THE ISLANDS.

SUPPLY OF NATIVE LABOUR

Result Of World-wide Survey

The problem of a decreasing supply of native labour is present in New Guinea, Solomons, and other Territories, and is expected to appear in others. The subject was dealt with in an article in this journal in June. The following extract from a new book ("The Colonial Problem"—a report by a study group of members of the Royal Institute of International Affairs) has a direct bearing upon the subject.

THE "feeders" of labour supply are increase of population, decrease of disease, increase of efficiency, and labour-saving methods (including the use of machinery in agricultural and other operations, and the development of communications to secure savings of labour and portage); and labour recruited from other countries.

If the reservoir of labour—the general population—is deficient, the first and most important need is to secure demographic readjustment, by means of better farming, and thus better nutrition, improved education and social organisation in general. Imported labour may be regarded as a last resort.

The provision of better implements for native producers has been followed, for instance, in Cambodia, by a great increase in production. In plantation farming, the use of good labour-saving implements is not overlooked, but progress would be more rapid if the native could be persuaded to treat the machine with proper respect.

This difficulty is not serious in Africa. Malays soon become expert with machinery, and the Chinese labourer is quite good. There is certainly no more difficulty in teaching Asiatics the proper use of expensive machinery, than there was in teaching the Russian peasant. The African needs time, but that he can become a capable mechanic is shown by the success with which the Nigerian and Belgian Congo railways are run by native engine-drivers and by native mechanics in the railway workshops.

M. de Wildemann, at successive International Conferences, has defended with great force a thesis he laid down in 1923: that the development of cultivation by and for the native, definitely assists the formation of a more efficient labour force, the stabilisation of the native family, the health and consequently the increase of population (and labour supply). His arguments were at first received sceptically, though now they are increasingly supported at later meetings.

It is a common error to regard the

encouragement of native farming and the provision of labour for other purposes as antithetical: They are complementary.

In communities which are allowed to stagnate, and to be content with a subsistence standard of living, there will be no incentive to wage-earning. A flourishing and progressive native community, with increasing wants, will find in wage-earning a welcome additional source of income.

Mr. and Mrs. R. Siggins, arrived at Rabaul, New Guinea, recently by the "Montoro". Mr. Siggins, who is well-known among the older residents of T.N.G., has been appointed Chief Auditor.

GOVERNOR FLIES OVER PAPUA

From Our Own Correspondent.

PORT MORESBY, July 28.

AT the invitation of Papua Oil Development, Ltd., Sir Hubert Murray (Lt.-Governor of Papua) flew over the surrounding district and coastlands of Port Moresby in the company's Grumman Amphibian early on July 15. He was accompanied by the Official Secretary (Mr. H. L. Murray) and Mr. G. O. Higgins (General Manager of P.O.D.). Lohia, the well-known personal servant and chauffeur of His Excellency, also accompanied the party. The Grumman, which was piloted by Mr. D. Growley, left for the Purari the same day.

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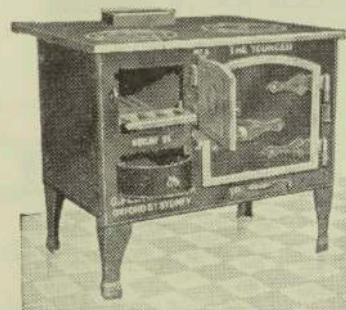
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Mr. Robert Bruce, well-known during many years as a trader and prospector in Papua, and now living in retirement at Aitken Street, Pennant Hills, N.S.W., has just celebrated his 85th birthday.

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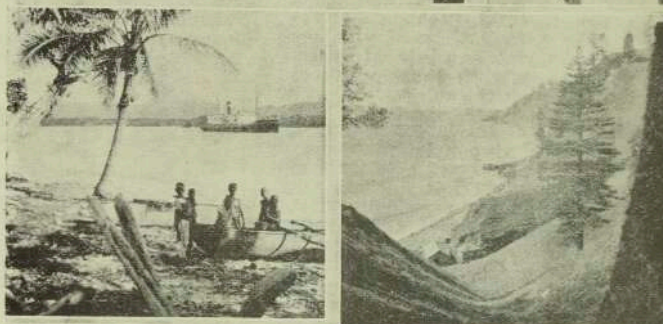
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ON THE "MORINDA'S" RUN

Top left: Liddgird (2,840 ft.) and Gower (2,500 ft.), the twin mounts of Lord Howe Island. Right: Quaint little Tonkinese at Vila, capital of the N. Hebrides.



Middle left: The "Morinda" off Tangoa, South Santo, N.H. Right: The rugged coastline of Norfolk Island.



Lower left: Ball's Pyramid (1,800 ft.)—a lone, majestic rock, 18 miles S.E. of Lord Howe Is. Right: A native village at Lolowai, Aoba Island, N.H.



—Photos by Courtesy of "Sydney University Medical Journal".

NEW STAMPS FOR TONGA AND G. AND E. GROUP

SPECIAL stamps are to be issued next October to commemorate the 20th anniversary of the accession of Queen Salote, of Tonga, says the "Australian Stamp Journal".

They will depict a full length reproduction of Her Majesty in her Coronation robes. The stamps will be on sale in Tonga from October 12, 1938, till October 11, 1939. There will be three values, viz., 1d., black and red; 2d., black and purple; 3½d., black and blue, on the usual paper watermarked turtles.

A new pictorial issue, printed from line-engraved plates in sheets of 60 and incorporating subjects of local interest, is on order

for the Gilbert and Ellice Group. The values and designs are: ½d., black and green (frigate bird); 1d., green and purple (pandanus tree); 1½d., black and red (canoe crossing reef); 2d., brown and grey (canoe and house); 3½d., black and olive (native hut); 3d., black and blue (seascape); 5d., blue and brown (Ellice canoe); 6d., olive and violet (coconut palm); 1/-, black and light blue (Cantilever Jetty, Ocean Is.); 2/-, blue and red (H.M.C.S. "Nimanoa"); 2/6, blue and green (Gilberts canoe); 5/-, red and blue (Coat of Arms). In all cases the designs include a profile effigy of His Majesty King George VI, the duty in figures (and words for the ½d., 2d., and 3½d. duties), as well as the title of the colony.

It is understood that a resident of the Group was responsible for the designs.

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FASCINATING QUEST OF DR. PETER H. BUCK

Origin and History of The Polynesian Race

BY JOHN WILLIAMS

THE period when the first men and women and children, who were the progenitors of the great Polynesian race, moved out from Indonesia in their narrow, low canoes is a moot point which the astute scientist will dodge if he can, but if cornered probably he might admit maybe late B.C. or early A.D.

The evidence is based too much upon ancient and untrustworthy genealogies.

However, once the general movement out of Indonesia was under way, then the evidence became more convincing. It is at this point that Dr. Peter H. Buck (Te Rangi Hiroa), the New Zealand ethnologist, starts his new book, "Vikings of the Sunrise", which is a descriptive study of Polynesia. Dr. Buck is himself a Polynesian—now, probably, the most famous living Maori.

Dr. Buck neatly confines the Polynesians in what he calls the Polynesian triangle: that is, all that area embraced within a line drawn from Hawaii on the north down to Easter Island, then back across to New Zealand and up to Hawaii again. So many thousands of square miles of the world's greatest ocean are involved that it is little wonder that Captain James Cook, the British navigator, the first accurate observer and recorder of the Polynesian, marvelled at the wide distribution of the Polynesian culture and, in admiration, described the race as the "most extensive nation on earth".

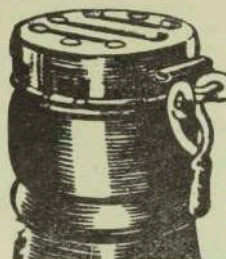
The triangle forms a well-defined spearhead for Micronesia and Melanesia, the two great cultural routes along which the Indo-Malayan peoples moved into the Pacific. The Society Islands are the approximate centre of the triangle. Dr. Buck provocatively places emphasis on the original movements into Polynesia along the Micronesia route, rather than along the Melanesia, and the later movements of the Polynesians from the Society Islands westward into Melanesia. It was while passing through the inhospitable atolls of Micronesia that the original culture lost a lot of things, and even the memory of them. For example: here were a Stone Age people who depended upon stone for fashioning their adzes. There was no stone on the atolls. The imaginative people found shell substitutes.

From atoll to atoll, then from island

to island, these men and women kept the prows of their canoes steered "into the eye of the sun", moving eastward, ever eastward, across the great ocean into the Unknown. These were the centuries of the most marvellous of all maritime achievements, of the excellence of human resource and endurance that survived unbelievable privations. The Stone Age people, by sheer grit, became the most skilful of ocean seamen, by developing ocean-going canoes with sails. The constant trade winds favoured their inventive genius. Strong currents swept them to distant isles. They developed remarkable powers of observation and reasoning. Their wise old men memorised the heavens and used the stars to guide the tire-

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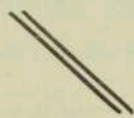


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less voyagers back whence they started, with the tidings of the new lands. All the knowledge was cherished with almost religious fervour in what we call myth and legend.

Within the triangle the Polynesians worked out their destiny, deliberately and calmly, and with daring imagination and the ability to learn by failures.

NEW islands meant new local environments, which differed vastly. This meant important variations in material cultures, but always the wisdom of the race developed perfect adjustments which were not upset until the coming of the first Europeans. Dr. Buck revels in reporting these details, details of which he is the world's chief authority.

In the tracks of these oceanic nomads the reader is swept with Dr.

Buck as guide. Here a piece of evidence is weighed in the light of another piece found a thousand miles distant. It is a fascinating chain of almost forgotten canoes and foods and fish nets and hooks and methods of cooking.

Overgrown trails lead amid the crumbling remains of weather-worn temples, half buried in tropic sands or tumbled and moss-covered in jungles of gnarled vines. There is evidence that bespeaks the affinity of a common Polynesian religion. Stone gods were worshipped. To-day, all are fallen. There is lonely Easter Island. Were those sprawling, "mysterious" stone images originally gods, or were they simply works of art?

Dr. Buck has many convincing answers because, as a scientist, he has spent more than 30 years voyag-

ing along most of the Polynesian tracks, even to the most remote isles. He was accepted everywhere as Te Rangi Hiroa. His skilled command of the Polynesian mother-tongue and its varied dialects, the tales from afar that he had to tell, assured him always of tribal acceptance and courtesies according to the traditions of his, the Polynesian, race. Never were his hosts ill at ease before the inquiring earnestness of his science.

But as Te Rangi Hiroa filled field-book upon field-book with satisfying notes coaxed from dimming memories, always over his shoulder watched the detached, restraining mind of Dr. Peter Buck, the scientist. So was developed a unique collaboration that reaches great heights in "Vikings of the Sunrise". Group by group, Polynesia is almost clinically pondered, with unusual care. Theories, popular so long that they are almost accepted as gospel by superficial writers and speakers, have their wishful thinking exploded by the Polynesian academicist, with proper scorn.

Incidentally, one of the pet theories disposed of is that of the Pacific's alleged "sunken continent", or archipelagos.

IN a chapter called "The Trail of Plants and Animals", Dr. Buck brings up Easter Island and the sweet potato, one of Polynesia's staple foods. Taro, yams, breadfruit, coconut, bananas and many other foods widely known through Polynesia came from the Indo-Malayan area. The only outstanding food that definitely came from the Americas is the sweet potato.

How did it come? Imagine Easter Island, the lonely eastern corner of the Polynesian triangle. Many centuries ago a bold and footloose voyager, temporarily at "home" on Easter Island, probably sat upon the hills peering eastward, ever eastward, into the eye of the sun. At night, hour

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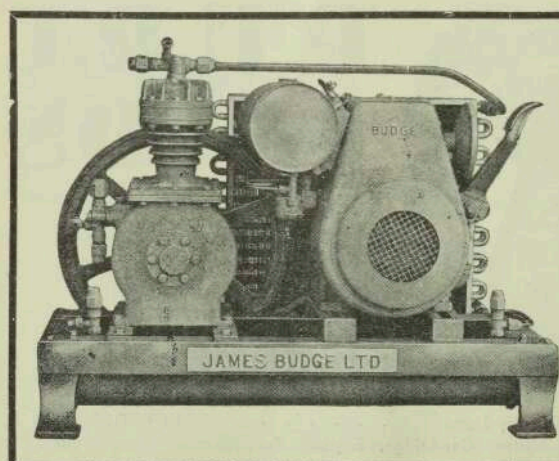


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upon hour, he memorised the stars and the course that he would set. He talked of his plan to voyage on eastward. Who would volunteer?

The start, one supposes, was delayed until the prevailing south-east trade wind swung to the west. It stays in the west for a comparatively short while, but enough, the voyager reckoned, to take his canoe to the islands which must lie in the eye of the sun. Off he set, confidently, as perhaps once he had sailed off to reach Easter Island.

Week after week the sturdy outrigger was kept moving eastward, and no land was sighted. This was unusual for isle-sprinkled Polynesia. Was the voyager afraid? But day after day upon that immensity of the ageless ocean the sun rose to give the brave leader confidence and at night, in the engulfing canopy of the heavens in which lived his generous gods, were the stars, a great and magic carpet that beckoned the courageous ever eastward. . . .

The canoe at last came within sight of South America, the abrupt, towering coastline of Peru. Here were a new people, a totally different people, who had a culture as far from the Polynesian as to-day New York's is from Tibet's. The Polynesians undoubtedly were bewildered. There were new foods, new words, new weapons. There were sweet potatoes, satisfying and easy to grow. The Peruvians called them "Kumar".

No matter how much the Polynesians felt ill at ease in Peru, they could not escape. They could not voyage back to Easter Island in the teeth of the westerly wind. They had to mark time and wait until it swung back into the south-east.

They had a few sweet potatoes left when they got back to Easter Island. They repeated the Peruvian name for them. From Easter Island the potatoes were carried back along the trails throughout Polynesia, and the name was varied. To-day, for example, the New Zealand Maoris call the potatoes "kumara", but the Hawaiians say "uala".

DR. BUCK moves upon more certain ground in his chapter upon the Maoris of New Zealand, Te Rangi Hiroa's homeland. How the Maoris developed their remarkably high material culture cannot be properly understood, Dr. Buck contends, until the culture of central Polynesia, whence came the Maoris, is studied first.

For example: In Central Polynesia tapa beaten from the paper mulberry tree made a cloth sufficient for human requirements. So from central Polynesia the Maoris (a word meaning aborigines) took along cuttings of the mulberry tree which grew readily

enough in New Zealand. But in this new land the Maoris first saw snow. Tapa cloth was scarcely snug enough to keep out the chill winds.

There were great forests of trees and the low lands were overgrown with a tough flax. Once more the Polynesian inventive genius was stirred. The Maoris fashioned adzes from basalt and finer tools from greenstone. Trees were felled and hauled from the forests. Wooden houses, the stoutest in Polynesia, were developed. In them the people sheltered from the winter storms, and in them, too, the Maoris stored foods harvested from the fertile land in summer. This preservation of food against the want of winter was a new task for the Polynesian.

The Maoris found that the flax leaves, when stripped and scutched, had the toughest of fibre. So they invented a weaving, which was an adaptation of their fish-trap technique, and wove splendid cloaks that

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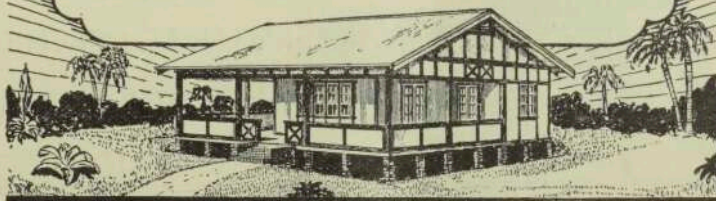
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were gored to fit the figure, a cultural step beyond the tapa wrap-arounds of Central Polynesia.

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Chapter after chapter "Vikings of the Sunrise" sweeps through the Polynesian culture, from the consolidation of the race in Central Polynesia and along the various radials of sub-migrations until the present day. There are 21 chapters and a magnificent epilogue that rings with the emotion that often must have gripped a crowded Polynesian meeting house when the people were gathered to solve a problem confronting the community, the welfare of the race.

"Vikings of the Sunrise" never develops into dull scholarship. It has the breadth and depth and richness of Polynesia that cannot be weighed and labelled in the confines of a magazine review. There is fine writing that glows with the warmth of the tropics, that flows with the ease and the charm of the Polynesians.

The book will be treasured by students because it is written for them by an outstanding Polynesian who tempers scientific facts with the sophistication of his venerable race.

PIONEER LUTHERAN MISSIONARY

Death Of Rev. F. Oertel, Of The Markham Valley, T.N.G.

NEW Guinea missionaries nowadays are not called upon so often to undergo such hardships and dangers in opening stations in primitive areas as were the band of workers who, early this century, went boldly into the interior and pioneered the way. One of these tireless, un-



Rev. Friedrich Oertel.

boastful men was Rev. Friedrich Oertel, who "blazed the trail" in the great Markham Valley, and who, after 29 years of devoted service, died in June at the Lutheran Mission Hospital, Finschhafen.

Prospectors, field workers, recruiters and others, irrespective of class or creed, who found an open door and a friendly welcome at Kajibit Mission station, will mourn his passing; for all who at the present time have occasion to travel along the valley of the Markham enjoy the fruits of his labour.

Born in Bavaria, Germany, 51 years ago, Rev. Oertel received theological training at the Lutheran Mission seminary at Neuendettelsau, and then, in 1909, went out to Morobe, New Guinea, then under German rule. After studying the native language and conditions generally, he was requested to found a station among the Laewomba tribe in the Markham Valley. He began his task in October, 1911.

The beginning was beset with untold difficulties. The Laewombas were much dreaded head-hunters and they made nightly raids on adjoining tribes, murdering all and sundry with whom they came into contact. Because of this, there was a deadly

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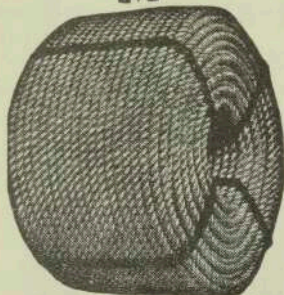
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Pacific Islands Monthly—August 15, 1938.

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enmity between these fierce warriors and all coastal tribes, the latter standing in great dread of the bushmen.

A German scientific expedition which had tried to visit the Laewombas had become lost in the trackless forest and was forced to return, such was the nature of the country.

Undaunted, Mr. Oertel set to with remarkable fortitude and studied the language and methods of the Laewombas. It was no easy matter to gain their friendship. During the

first few years they frequently planned an attack on the station, which consequently had to be under guard day and night. After a period of eight years, however, the Gospel message found its way into the hearts of the tribesmen—they gave up their war-like intentions and went along to receive religious instruction.

Having got over the initial difficulties at Gabmazung station, Mr. Oertel received a commission in 1918 to go further into the interior, along the Markham, and extend his work

to the numerically strong Azera tribe.

Just as formerly there had been no roads leading from the coast to the Laewombas, there were no roads leading from there to the Azeras; none even into the regions where the Laewombas made their murderous raids. In those days anyone desiring to get to the Azeras had to wind his way through dense kunai grass considerably above the average height of man, which grew on plains without any shady trees and where one was constantly exposed to the rays of the tropical sun. The founding of a mission station among the Azera tribe 20 years ago was a daring enterprise and entailed innumerable hardships, but by unflagging energy and determination Mr. Oertel won through.

To travel from the coast to the Laewombas was a day and a half's journey; from there it took another three days to get into the heart of the Azera region. There were no paths of any kind and no methods of transport. It was Mr. Oertel who "blazed the track" from Gabmazung to Kaja-bit Mission station and even further on, to outstations, and it was he who for years kept this track in order.

The character of the Azeras differed from the Laewombas insofar that they were not as war-like, but on the other hand they were lethargic and, in many respects, careless and indifferent. It required no small amount of perseverance on Mr. Oertel's part before he saw any results of his labours and before the Azeras abandoned a number of their heathen practices. In the course of years, however, Mr. Oertel mastered the Azera language and gained a knowledge of their ways, which enabled him to win their complete confidence.

With the opening up of the Morobe Goldfield after the discovery of rich gold, Azera became the hunting ground of recruiters, and hundreds of natives were taken to the goldfields under indenture, thereby upsetting the system of the whole tribe. That, on the whole, they met the new situation calmly was due largely to Mr. Oertel's influence among them.

For some time Mr. Oertel had been suffering from indisposition and recently was suddenly compelled to seek medical aid. He was taken to the Mission Hospital at Finschhafen, but it was soon evident that he had held out too long and all medical skill proved unavailing. He passed away on June 12.

Mrs. Oertel and two children are in Germany, having left New Guinea about a year ago owing to ill-health. Mr. Oertel had planned to join them shortly and spend a well-earned furlough in the Fatherland.—D.P.

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RESIDENT COMMISSIONER OF THE NEW HEBRIDES



Mr. G. A. JOY, British Resident Commissioner in the Condominium of the New Hebrides, arrived in Sydney recently by the "Mariposa" from Suva, after attending a conference of Resident Commissioners from the territories under the control of the High Commissioner for the Western Pacific. He sailed for Vila, the administrative headquarters of the New Hebrides, by the "Morinda".

POST OFFICE "MUDDLING"

Letter to the Editor.

THE recent Post Office mix-ups mentioned in the "P.I.M." have made me bold to write of the following which happened in the Solomons at the end of February. During the last week of the month, among other mail I sent to Tulagi, was a letter to my brother in England. About the middle of March that letter came back to me here among other mail collected from the Tulagi Post Office. The man who delivered the mail said that at least two other people to his knowledge had had letters returned from the same P.O. recently, that they themselves had originally written. One wonders at the mentality of even native clerks in the P.O. who cannot distinguish between England and B.S.I.

The following happened about nine years ago. In April, the District Officer of Guadalcanar came on his usual tax-collecting and Government business rounds. For some business I transacted he had not the relevant papers with him; so, he said he would despatch them to me immediately he arrived back at Aola, the Government Station, 60 miles away. Nothing arrived for over three months. When the D.O. called again, at the end of July, I asked him about the papers. "Papers?" he said, "I posted them to you via Tulagi the day after I left here in April."

A mail came along in the middle of September containing the belated O.H.M.S. letter endorsed "Mis-sent to New York Post Office, U.S.A."!

I am, etc.,
EFFICIENCY.

Guadalcanar, B.S.I.

Messrs. Colyer, Watson and Co., Rabaul, has now been registered in New Guinea as a limited company under the name of Colyer Watson (New Guinea), Limited. Mr. G. W. Spensely is a director, and Mr. W. J. Evans is managing the affairs of the company.

AUSTRALIA'S RECORD IN NEW GUINEA

"BRITAIN, in all her colonising, cannot equal what Australia has done in her first colonising effort" was the remarkable statement made by a West Australian M.P., Mr. A. E. Green, after his return from a round trip of New Guinea ports.

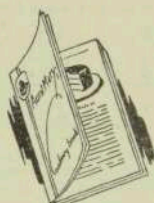
Anyone but a jaunting politician would have known that Australia, officially, can take little credit for "colonisation" in New Guinea.

All the development that has taken

place is on the Morobe goldfield; and that is the result of the enterprise and activity of miners and mining companies, acting under the stimulus of gold. The New Guinea Government, for years, has received rich revenues by directly taxing the gold industry: but it has done nothing with the money, except waste it departmentally, and provide Morobe with ordinary public works and administrative machinery. The developmental achievements of the Australian administration, outside of Morobe, are almost negligible; and nothing is to be gained by trying to hide the fact.

The Morobe gold industry is a wasting industry, and it is a tragedy that nothing

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should have been done with the public revenues it produced (according to a ministerial statement, probably £400,000 in royalties alone) to establish permanent agricultural industries.

Mr. Green was on sounder ground when he praised the work of the young officials—especially the patrol officers—in New Guinea. There is accumulating evidence that the personnel of this service is excellent, and a credit to Australia. It is a pity that it is handicapped by stupidity, inexperience, and a fiercely bureaucratic outlook in some of the higher ranks of the administration.

Mr. Phillip Henry Walmsley, a plantation overseer on Ilia estate, Witu Island, New Guinea, died in July.

SUPER THRILLS IN MOTORING

What Happens In Tahiti When The Brakes Fail

From Our Own Correspondent.

PAPEETE, July 28.

TRANSPORTATION of merchandise and passengers, between Papeete and the several districts of Tahiti, is carried on by motor trucks. Some of them are new and modern; some of ancient vintage. All are serviced in a rather sketchy manner—particularly in the matter of brake inspection.

On the comparatively level route along the west side of the island, a journey by truck is somewhat of an adventure. Along the rugged and perilous north and east coasts an expedition by truck is a hazard which would produce a shrinking and shuddering fear in an actuary, and challenges the gods of chance.

Taharaa—likewise known as One Tree Hill—is one of the most formidable heights crossed by this route. The descent on the eastward side of this hill is very steep. The roadway winds down between a clay embankment on the left and a drop into a valley on the right. Every now and again the brakes of a truck making this descent give out. Usually the driver stops the vehicle before it has gained too much headway, by heading it into the embankment, where it comes to rest with no more damage than a shaking up of the passengers, an aerial flight by the miscellaneous merchandise piled on the roof of the awning, and a twisted radiator.

On one occasion, however, the brakes of a truck heavily laden with passengers and wares, failed at the steepest declivity near the top of the hill. To have attempted to turn into the embankment at that point would have meant the overturn of the truck and severe injury to those on board. The driver decided to take the chance of keeping the truck on the roadway and to trust in fate to stop it in the sands of the beach at the foot of the hill.

Half way down the hill a stout old gentleman seated in an ancient buggy was guiding his horse slowly and carefully down the steep descent.

Suddenly he became aware of a thundering roar as of an avalanche down the flank of Katchinjunga. A hasty glance behind told him that speed—and speed alone—could save him from destruction.

That race down Taharaa became an epic.

The passengers on the truck—forgetful of their own danger—leaned out to watch and cheer the old gentleman, as he stood up lashing his galloping horse, while the buggy rocked and bounced over the inequalities of the roadway. He won the race by inches.

At the foot of the hill the road made a sharp turn to the right to follow the coast. The buggy rounded that turn on its two starboard wheels, just as the truck was about to overtake it.

The speed of the truck was such that it would have been madness to attempt the turn. Grazing the rear wheels or the buggy, it dashed straight on, plunged through the sands of the beach, and finally stopped upright, half submerged in the shallows of the shore reef. No one was injured.

Every night at midnight, two big trucks leave Hitia'a on the east coast, and travel through the darkness along a narrow roadway which clings, high up, on the face of precipices at whose bases the mighty waves of the open sea beat eternally; for there is no barrier reef on that part of the coast. There are many places where, when rounding the sharp curves at the headlands, the outer half of the truck's tyres overhang the abyss.

Sometimes the lighting apparatus fails. In that event, the driver attaches a couple of ordinary kerosene hurricane lanterns to the radiator, and steers by instinct. The passengers crowd aboard and hope for the best.

By some miracle they always get through, and those living on the roadway to Papeete, who do not sleep too soundly, hear their chime whistles each morning, just before dawn, announcing that the gods of chance have, once more, been propitious.

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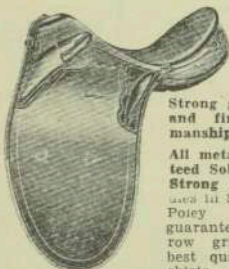
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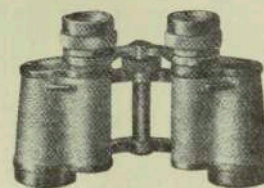
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A REBELLION THAT WASN'T!

Author As Hangman's Helpmate
In B.S.I.

Letter to the Editor.

AN account of the adventurous life of Mr. Xavier Herbert, author of "Capricornia", which was awarded first prize in the novel section of the 150th anniversary literary competition, was featured in the "Sydney Morning Herald" of April 2.

A statement attributed to Mr. Herbert merits attention as pointing to the possession of a vivid and elastic imagination that must be an invaluable asset to the novelist in the literary career on which he has so auspiciously embarked.

"In 1928", he is reported as saying, "I went to the Solomon Islands. It was the time of the rebellion, and I found myself in charge of 750 prisoners. I used to pull the black cap over the heads of condemned men before they were hanged. I fell out with the authorities, and went back to Sydney, through Suva and the Gilberts."

The reference to B.S.I. evidently refers to the incident on Malaita in which two Government officials and some native policemen were murdered, and which, by the way, occurred in 1927, the year previous to that in which Mr. Herbert claims to have visited the Solomons.

That there was a "rebellion" will come as a surprise to Solomon Islanders from Sinarango to Shortlands, and there will

be keen resentment that they have been kept in the dark all these years about the grave crisis that took place in their midst without an inkling of the fact being made known to them. Now that Mr. Herbert has kindly lifted the veil and exposed the callousness of the Government in failing to inform the inhabitants that a rebellion was afoot, something ought to be done about it.

Mr. Herbert, we learn, found himself in charge of 750 prisoners; blood-thirsty rebels to a man, no doubt! Small wonder that he passed unobserved in such a crowd. Some day, perhaps, he will enlighten us as to where he parked that mob—and himself—so secretly and inconspicuously. The information might prove useful in the event of another rebellion when, the gifted historian having fallen out with the authorities, he may not be disposed to take the job on again.

Pulling black caps over the heads of condemned men was another of Mr. Herbert's public-spirited activities that went unmarked, unhonoured, and unsung; so it is not surprising to learn that he fell out with the authorities, whose attitude seems to have been lacking in those finer feelings of gratitude and appreciation rightfully due to a public benefactor.

Indeed, so complete and baffling has been official reticence over this mysterious affair, and so great the modesty and self-effacement of Mr. Herbert, that nothing was known of the notable services he performed until he told us himself!

I am, etc.,

SOLOMONITE.

Gizo, B.S.I.
28/6/38.

OIL-SEEKING PARTY ATTACKED IN DUTCH N. GUINEA

A GEOLOGICAL party making investigations on behalf of the New Guinea Petroleum Co., was ambushed at the end of June by archers of the Randjils tribe near Waropen, Dutch New Guinea. The attack lasted for three days, until a detachment of 15 field police, summoned by radio, arrived by plane from Seroei. No lives were lost.

The N.G. Petroleum Company is vigorously pushing on with its oil-seeking activities and is boring at Babo. Over 100 Europeans and 3,200 natives are employed at the three bases—Babo, Kasim, and Waropen.

MATSON CHANGES

HONOLULU, July 28.

THE Matson Navigation Company announces changes in the colours and names of 11 of its freighters employed in the Pacific.

Formerly red-brown the fleet will be given black hulls and white super-structures, trimmed in green and buff funnels, with blue stripes. Changes in the names are: "Golden Sun" to "Mokihana"; "General M. H. Sherman" to "Kaimoku"; "Golden Horn" to "Kainalu"; "Golden Cross" to "Kohala"; "Golden Club" to "Walmea"; "Golden Dragon" to "Mahimahi"; "Golden Mountain" to "Olopana"; "Golden Kauri" to "Waipio"; "Constance Chandler" to "Liloea"; "Marion Otis Chandler" to "Onomea"; and "Helen Whittier" to "Kalani".

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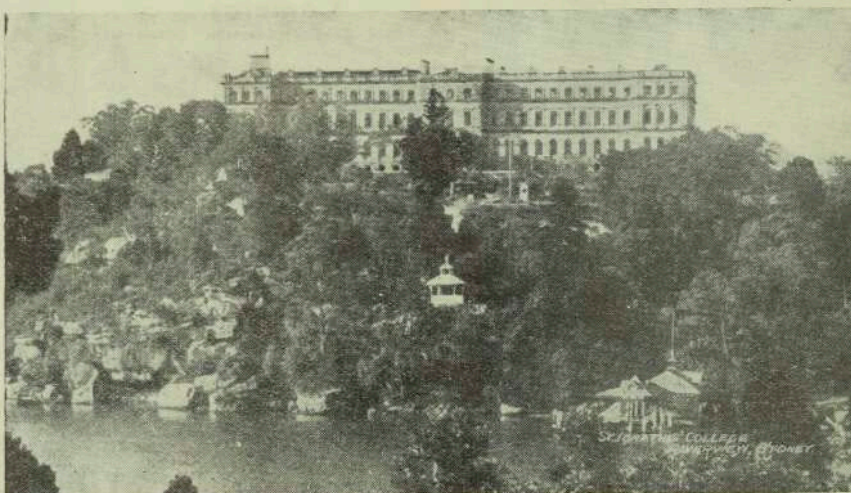
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TREASURES OF TAHITIAN TOMBS

Where Maximo's Stone Stool Is Hidden

BY A. C. ROWLAND

HIDDEN in the fastnesses of the mountains of Tahiti are many burial caves where repose the skulls of ancient chiefs and warriors whose renown is preserved in the archaic poetry of the islands.

Deposited beside the skull of each chief or warrior is his omore or long spear; the symbol of his authority and mystical source of his valor. Many of these omores were fashioned of the hard, indestructible wood of the toroea tree; elaborately sculptured from end to end; and decorated with sacred ura (the red feathers sanctified in the marae) interwoven with finely plaited aha or sinnet.

Each omore was given a name, the significance of which was known only to its possessor, and to it, before going into battle, the warrior addressed an invocation called faateniteni; a vaunting chant recounting the past exploits and foretelling the valorous achievements of the magical weapon.

Far inland, in a deep valley near Papeete, is one of these caves. Its entrance is so cleverly concealed that, although people pass it daily, none but the initiated suspect its existence.

A winding passageway leads to a large, high vaulted cavern. All about are skulls set in recesses of the walls and, at one end, is a pyramid of skulls, laid in orderly courses, which towers nearly to the top of the vault. About, lies a rich treasure of weapons and ancient implements of religious and domestic use, wrought in wood and stone.

One object is of particular interest: an antique stool sculptured from a block of hard, fine grained, black dolerite, such as is found only in the island of Maupiti. This is undoubtedly the stool seen in 1775 by the interpreter Maximo Rodriguez, who mentions it twice in his diary:—"Month of February, on the first day of the month, Vehiatua showed me a concave stool carved out of black stone and very highly polished, its form the same as those they make of wood; and he told me it had been brought from Orayatea, where it seems, they keep the best they have for wartime."

Later, in the month of June, the 23rd day is this entry:—"In the afternoon a reconciliation took place and peace was restored, after a wrangle which had taken place between the Padres and Vehiatua, at mid-day, because he had not given Padre Narciso the concave stone seat after the latter had succoured him in his illness."

This was a companion piece to the "Mystic Bowl of Taputapuatea" presented to Maximo by his talo, Pomare I, and now reposing in the Museo Arqueologico Nacional at Madrid.

Doctor B. Glanvill Corney, the translator of the diary, has written this footnote concerning the concave stool:—"One wonders what may have become of this remarkable chattel, since Maximo's time. He tried to obtain it but was unsuccessful, as will appear at a later page. It would have been an admirable companion for the stone bowl he acquired."

The concave stool in the cavern, like Maximo's stone bowl, is very solid and heavy; requiring the strength of four men to lift it.

Even more interesting than the stone seat are two large blocks of Maupiti dolerite, fashioned in the shape of the

atu or auhupu—a large deep sea fish much sought by island fishermen. They are faithful effigies, and the eyes are represented by the button-like stoppers of the maqa shellfish (the markings resembling closely the eye of a fish) set expertly in the stone.

The two stone fish are placed, a short space apart, exactly parallel, the heads pointing toward the seacoast. Between them—its point also directed seaward—lies an omore of toroea wood, its shaft handsomely carved and partly bound with finely braided sinnet, interwoven with red, green, and yellow feathers.

There is an old tradition that the auhupu and aahi (albicore) will come to the fishing grounds off Tahiti, only so long as the stone fish and omore point toward the sea. Should they be reversed to point inland, the auhupu and aahi will flee away, and fisherman will seek them in vain.

The custodian of the cave told the writer that to test the truth of this tradi-

tion, the natives once turned the fish and omore inland; and, so so long as they remained in that position, not an auhupu or aahi was caught off the island. Since that time the three objects have been left undisturbed pointing seaward.

There are famous burial caves in Punaauia, Paea, Papara and in other districts of Tahiti Nui and Talarapu, the little Tahiti; all of them carefully guarded and their location jealously concealed from white men.

(Continued Overleaf)

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Years ago, some scientists were conducted to one of these caves, after giving their word of honour that they would disturb nothing. When they broke that word, and afterward went to the cave and looted it, the natives of Tahiti took an oath never again to disclose to a European any of their burial caves, and they have kept that oath to this day.

Mrs. Bliss, wife of Mr. G. Bliss, formerly of the N.G. Agriculture Department, arrived in Rabaul from Sydney by the July "Tanda" to join her husband. They will leave shortly for the mainland where Mr. Bliss will take over the management of a large estate.

KEEPING TRACK OF STORMS

Need For Meteorological Network

WHEN the well-known New Zealand representative of Pan-American Airways, Mr. Harold Gatty, was in Sydney recently, he said that the most important work yet to be done, in providing for an efficient aviation service across the Central South Pacific was the creation of a complete meteorological organisation.

No service could be run with confidence, here or anywhere else, unless the operators were provided with accurate reports of the weather ahead. The wider the area covered, and the more numerous the reporting points, the more confident could the pilot be in setting out on his long flight over the oceans.

Mr. Gatty said that there were two main difficulties in the Pacific—the great number of small Administrations, whose activities had to be co-ordinated, and irregular reports. He, and others interested, had received the most willing assistance from practically all Islands Administrations; all that was needed was a central directing authority. But this was vital, and not much had yet been done in this direction.

The need for frequent, regular reports was obvious. There were times when some of the smaller and more isolated radio stations were closed, for short periods. That made accurate weather charting impossible—it might happen that the report of a particular station, on a particular day, would provide essential information about the extent and direction of a storm.

NEAR NOUMEA



The palm-lined avenue leading to St. Louis Mission Station, 10 miles from Noumea, New Caledonia.

—Photo: E. Dent.

WHALING STATION FOR N.I.

THE Norfolk Island Whaling and Sharking Co., Ltd., has been formed to build a depot and station at Ball Bay, on the eastern side of the island, in connection with the proposed resuscitation of the whale and shark catching industry. The project has the support of the Administrator, Sir Charles Rosenthal, who has promised to seek the aid of the Federal Government to enable the industry to get under way.

Whaling at one time was N.I.'s only export industry, but it was superseded by farming, the last whaling operations ceasing in 1925. Shark fishing for commercial purposes has not been carried on for three years.

Mr. John F. Surr, a member of the executive staff of the Melanesian Mission in the Solomon Islands, is spending leave in New Zealand. He will join the mission vessel "Southern Cross VII" when she arrives in New Zealand on August 30 and will return with her to B.S.I.



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War of the "Capital Site"

The Griffiths Report

(Continued from Page 27.)

site is that it is predominantly a mining centre. The whole of the Wau and Bulolo Valleys is held by companies and individuals under mining leases and claims, and there are not any large agricultural areas available to maintain a town when the mining wanes, as it must inevitably do. The representations of the Wau people, that it should be the capital were prompted in most cases, we found, by their desire for a road to Salamaua or Lae. They reason that such a road must be built at once if the Administrative centre is placed at Wau. It appears to us, however, that the economic needs of the highly productive district require the construction of a road at no distant date, and that it does not need the location of the Central Administration at Wau to ensure this facility. The cost of early transfer to Wau would be particularly heavy, and the cost of administering the Territory from that centre would be higher than in any other place except the Ramu district, in view of the necessity to use air transport pending the construction of a road to the coast. The surrounding area is an endemic focus for tropical (endemic) typhus, many cases of which have occurred (with deaths). The particular mite vector has not yet been discovered. Although Wau township is fairly clear of malaria, the whole of the valleys of the Bulolo and Watut rivers are malarious. The district is practically free from seismic disturbance but the site does not otherwise possess those attributes which we think ought to be associated with the new capital.

"RAMU RIVER HEADWATERS: There is an extensive plateau on the upper Ramu River, reaching an altitude of about 5,000 feet, and the climate is reported to be mild. Such inquiries as we have been able to make indicate an excessive amount of low cloud formation which may have an adverse effect on health. There is not sufficient information available to enable us to determine the health conditions of this area. The soil is evidently very fertile and the prospects of large agricultural and pastoral development seems to be distinctly promising. The existence of a large native population, however, would very likely preclude extensive white settlement for which there is greater scope in the lower valleys. The position is remote and would necessitate a road either to Madang or Lae. This road

would probably be about 150 miles in length if taken to Madang, and over 100 miles in length if taken to Lae; it would take time to construct, so that early transfer could not be commenced unless costly aeroplane transport were used. The remoteness of this area, the lack of definite knowledge of health conditions, and the length of time required for its development to a stage at which transfer could be started render it unsuitable for present needs, and, as we are required to consider present as well as future requirements, we do not feel we can recommend this site. Development will undoubtedly occur here as time goes on, but present conditions are not favourable to its choice as a capital site. Moreover, there is not sufficient reliable data available as to general and seismic conditions, though it should be practically free from volcanic disturbance.

"MARKHAM RIVER HEADWATERS: Our remarks on the Ramu River headwaters also apply generally to this area, except that there is not a large native population here, and white settlement could be more extensive.

"MADANG has extremely good harbour facilities and it could be developed into a first-class port. The area available for township extension is limited, however, and the placing of the Central Administration here would necessitate costly resumption of private property.

Such resumption would be quite justified if Madang became the headquarters of the Administration, but the fact that Madang is so close to the line of volcanic weakness referred to in the Vulcanological Report is, we think, a very great disadvantage. N. de M. MacLay, who visited this coast in 1871, 1876, and 1883, reported strong seismic activity in this area. Further, the site is on the coast, at sea-level, and is likely to suffer severely from a tidal wave of more than small dimensions.

"It has been represented to us that the suggestion in the Appendix to the Vulcanological Report that coastal towns should be at least 100 feet above sea-level to avoid the effect of disastrous tidal waves is a counsel of perfection, and that it should not be a factor of vital importance in the choice of a site to replace Rabaul as the centre of government. It has to be remembered, how-

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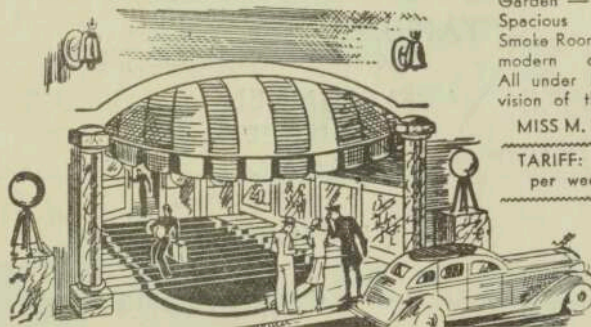
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ever, that tidal waves have occurred on the New Guinea coast. In December, 1930, a tidal wave about 15 feet high was experienced at Gragat Island, in front of Madang Harbour. This wave was about 10 feet high at Modilon plantation, which adjoins, and it caused a good deal of damage north of Madang. The natives in this area stated that a similar occurrence was experienced about 40 years previously. We feel we cannot ignore the possibility of trouble of this nature overwhelming a coastal town not protected against it by adequate elevation.

"There is no suitable elevated terrain reasonably close to Madang, and to place the Administrative Headquarters on flat country far enough from the coast to break the effect of a large tidal wave and yet close enough for quick access to the port would necessitate wholesale dispossession of natives, with which the district is thickly populated. There is no need for the Committee to stress the undesirability of such a course, which would mean endless trouble with the natives and be contrary to public opinion. In and around Madang there is less variation in temperature and humidity (both day and night) than in any other coastal town in the Territory, and hot nights are the rule, rather than the exception.

"FINSCHHAVEN is not well placed as regards the future development of the Territory and is too close to the volcanic region at the western end of New Britain to be considered as a capital site, while more advantageous sites are available.

"ALEXISHAVEN (Sek): Much the same comments may be made on Alexishaven, where there is a good harbour but practically no land not occupied by natives or given over to mission activities. There are also extensive swamp areas in the vicinity.

"The mouth of the SEPIK RIVER is also too close to the volcanic zone, is flat country very little above sea-level, contiguous to immense swamps, and could not be occupied without considerable development. The cost of making any portion of the lower Sepik medically fit for the establishment of a port or capital would be colossal.

"MOROBÉ has a fair harbour (ADOLPHAVEN) but here also are large swamp areas. Health conditions, as known, are not good, the elevated country in the vicinity is, for the most part, too steep to permit of use as a capital site, and it is further from the centre of development than two other places, which have greater advantages, namely, Salamaua and Lae.

"SALAMAUA is a port of call for oversea vessels. The harbour is not good, but is capable of being developed into a reasonably effective port. The existing town is built mostly on a low-lying isthmus, and the other land available is distinctly circumscribed, there being insufficient area available for the expansion which would follow the establishment of the Administration Headquarters at this place.

"In our remarks on Madang we have referred to the question of protection from possible tidal waves. Such protection seems to be essential at Salamaua which is said to be susceptible to such phenomena. Mr. Fisher's memorandum mentions a tidal wave of 30 feet in 1888 that probably affected this area. In our opinion, it would be unwise to use any of the flat land for town purposes. There is elevated land at Parsee Point and also at Kila Point, but we doubt that there are sufficient areas at these points for the needs of the seat of Ad-

ministration as it now stands, let alone the future growth which must be anticipated. In our view, the elevated parts of Salamaua will be required for purely local needs, connected with the development of Salamaua as a port.

"The aerodrome area and, to a less extent, the Kila area, is still definitely and continually malarious, in spite of anti-malarial measures. The type of malaria is a malignant sub-tertian, with a tendency to development of Blackwater fever.

SELECTION OF LAE

"LAE is situated on the coast, in Huon Gulf, about 20 miles from Salamaua, but close to the shore there is elevated land about 100 feet above sea-level. Series of terraces extend for a considerable distance and these are capable of accommodating a large town. In addition, a number of small spurs would provide desirable sites for residences. Lae enjoys great freedom from seismic disturbances, and is the only suitable coastal site where there is no risk of inundation by tidal wave. Unfortunately, there is no harbour and the shore waters are too deep to provide safe anchorage in bad weather. Notwithstanding this disadvantage, the Committee regards Lae as a suitable place for the Administrative Headquarters of the Territory and recommends its selection".

The data on which this recommendation is based are set forth at length later on in the report. They may be summarised thus:—

- 1.—Comparative freedom from seismic disturbances and volcanic activity.
- 2.—Healthy climate and comparative freedom from disease.
- 3.—Proximity to a suitable port.
- 4.—Freedom from tidal wave influence.
- 5.—Suitability from the point of view of administration and the relations of the Administration with the Commercial, Agricultural, Mining and other activities of the Territory.
- 6.—Absence of a large native population which would have to be dispossessed of the site land.
- 7.—Suitable topography for a city site, having in view future expansion.
- 8.—Prospects of a good water supply.
- 9.—Freedom from expensive existing development, involving costly resump-tions.

10.—Availability in the locality of a plentiful supply of materials of construc-

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11.—Provision for possible Civil Aviation requirements.

12.—General suitability of site.

13.—Possibility of early transfer of personnel from Rabaul.

The report proceeds:—

SALAMAUA AS A PORT

"We suggest that the port for the Administrative Headquarters be Salamaua. By means of a road between the two places, people arriving by sea and desiring personal contact with the Administration could reach the administrative centre in a short time.

"If, however, Salamaua is to give proper service as a port, it will have to be developed. The choice of Lae as the administrative centre will, we believe, make Salamaua, in time, the chief port of the Territory. We agree with the Administrator when he says that the chief administrative port is the front door of the Territory; that many overseas vessels will call but for a day at a time and will visit no other port; that many overseas passengers, visitors and tourists will see no more of the Territory than that port; and that its wharves, works, buildings, and general layout and appearance should be a source of pride to the Territory and to the Commonwealth Government.

"We think the first stages of development, such as the provision of wharves, should proceed hand-in-hand with the transfer of the administrative centre for Rabaul to Lae. Until wharves are built at Salamaua and a road constructed from the port to Lae, there is little doubt that overseas vessels would call at Lae to disembark passengers and discharge cargo for the administrative centre.

"In regard to the suggested road, we would say that Salamaua seems to be the only port possible in the district, and the Markham River Valley will have to be served by this port, as the Goldfields are now. A road from Salamaua, through the Markham River Valley, would serve both the valley and the Goldfields and would become the backbone of the road system of the eastern half of the mainland of New Guinea. The first part of this road could be constructed from Salamaua to a point on the Markham River, whence a short section would connect with Lae.

LAE'S GEOGRAPHICAL IMPORTANCE

"The commercial centres at Madang and Salamaua are within easy reach of Lae. The commercial interests at Rabaul will be at a considerable disadvantage compared with their present position, but we believe that the principal companies, with territory-wide interests, will make their own arrangements to fit the new circumstances. The agricultural centres of Rabaul, Kavieng and Kieta will be farther away, but the agricultural and pastoral centres of the Markham and Ramu Rivers, are within easy access of Lae.

"Lae is the natural outlet for the whole of the hinterland embraced by the Markham River system, including the Watut and Bulolo River areas, the tableland further inland to Mount Hagen and the Dutch border, and embraced by the Upper Tauri, Vallala and Purari Rivers, which reach the Gulf of Papua, and the Ramu River, which flows through the Madang District. These areas offer exceptional possibilities for agricultural development. The altitude of the fertile and well-watered valleys provides a wide range of climate variation up to 5,000 feet, and also altitudes with the mountain systems reaching to a height of 15,000 feet.

"The large native population, estimated as at least 150,000 in the Upper Ramu and Purari Valleys, and 80,000 in the country adjoining the Markham Valley, provides a potential labour supply for developmental work.

"A report prepared in 1925 by Dr. G. Bryce, at that time Director for Agriculture in New Guinea, will serve to indicate the potentialities of the Markham River Valley. (This report appears as Appendix D.)

"The mining districts will be brought closer to the Central Administration, and the areas of probable oil discovery are capable of quick control from Lae.

"Should it be decided, at some future date, to place the Territories of Papua and New Guinea under one Administration, Lae would be a suitable centre from which to administer the combined Territories."

SALAMAUA VERSUS LAE

The Committee make the following comment:

"The Administrator personally favours Salamaua as port and capital, or Salamaua as the port, and the capital at an inland site in one of the high river valleys. He thinks, however, that the expense involved in an inland capital seems to be unnecessary and unwise, having in mind the additional cost of developing a port to serve the capital. This objection holds also for Lae, which would have to be developed apart from the port at Salamaua.

"We have already given our reasons for not selecting an inland site, and it is our opinion that no saving of expenditure on necessary works over the cost of the Lae selection would result from combining the capital with the port at Salamaua.

"The capital would necessarily have to

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be placed at the rear of the low hills surrounding Salamaua, if it were to be designed so as to have the essential dignity and charm which should be inseparable from a seat of Government. If so sited, there would, owing to unsuitable topography, be an excessive amount of expenditure, for the expenditure ultimately necessary for the port would be equally unavoidable.

"It is not considered that the cost of developing a town at Lae, plus a port at Salamaua, would be any greater than that of developing both capital and port at Salamaua. This does not take into account the cost of connecting a road between Lae and Salamaua, which will be necessary, in any case, to provide the connection to the port of the Markham Valley and adjacent areas.

"Salamaua has one big advantage over Lae in that it has a harbour which can be developed without great cost; while Lae, as we have pointed out, is an open roadstead. After most careful examination of the position, we give it our considered opinion that the port is Salamaua's only advantage over Lae, and that other advantages which Lae has over Salamaua make it a better site for the new Administrative centre."

THE MOROBE ROAD PROBLEM

The Committee deals at length with the road problem, as affecting Wau, Salamaua, Lae, and the Markham-Ramu connection:—

"There is no doubt that a developmental road must sooner or later traverse the Markham River Valley. Lae is the natural outlet of this valley but, owing to the unsuitability of Lae as a port, the road must be diverted to Salamaua.

"A road is also required to the goldfields.

"There are, to date, three propositions for a road from the coast to the goldfields. The first (a), is the direct road from Salamaua to Wau—Bergin's Survey or its variation via the Bitoi River throughout. The second route (b) is via the coast from Salamaua to the Buang River, thence via that river to the Snake River, to link with the existing road from Wau to Sunshine (near Bulwa). The third route (c) is from Lae, via the Markham and Wampit Valleys, to link with the existing road at Sunshine.

"Assuming that the Administration intends to use the first route (a) it is questionable whether it is wise to build that road before any others, having in mind considerations connected with the location of the Administrative Headquarters at Lae.

"The developmental road, to serve the Markham and Upper Ramu Valleys, was commenced some years ago, and about 20 miles have been cleared and formed. Whether the road follows the best location is a matter for consideration in the light of the newest development, and will be referred to later. It is vital for development that this road be put into suitable order for traffic at the earliest possible moment, and it will be essential to carry the road on to Salamaua as the only possible port. There is also the necessity for the early linking up of the proposed capital, Lae, with its port, Salamaua. Both of these considerations require the bridging of the Markham River as near its mouth as possible. Route (c) to the goldfields also requires the bridging of the Markham River, but not necessarily near its mouth.

"Some day, the potential agricultural land on the south side of the Markham River and its tributary valleys will also have to be connected with its outlet, Salamaua.

"If a road system could be planned so

as to achieve all these objects, with the minimum of work, the scheme obviously would indicate the most favourable route to the goldfields, to be constructed first, whatever or not alternative routes may come later.

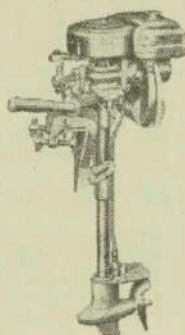
"The whole matter appears to us to hinge on the site for the bridge over the Markham River. We gave particular attention to this matter and located what we regard as the most favourable site from engineering considerations at a point about six miles or so up-stream from the mouth. This site was selected first by observation from the air, and afterwards confirmed by inspection on the ground.

"If the bridge were sited, as suggested, it would fulfil all the requirements enumerated above. Firstly, it would give the shortest possible road from Lae to Salamaua. Secondly, it would enable the Markham Valley road to be diverted to Salamaua at the most favourable point,

namely nearest to its outlet end. Thirdly, the Lae-Bulolo road (route c) could be shortened several miles by following a new route over fairly easy country from the bridge head to Gabansis landing ground, thence via the south bank of a tributary stream of the Wampit River to Wampit landing ground, linking up there with the old route, (c) to Bulolo. This proposal would automatically provide the shortest connection to Salamaua of the agricultural land on the south side of the Markham River and its tributary valleys.

"In regard to the siting of the bridge this was looked into some years ago by the Administration and Bulolo Gold Dredging, Limited and, at the time, a site between the junctions of the Erap and Wampit Rivers with the Markham River was favoured. . . .

"At this site the distance between permanent banks is slightly over a mile, of which only 1450 feet were to be bridged.



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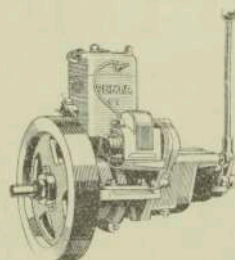
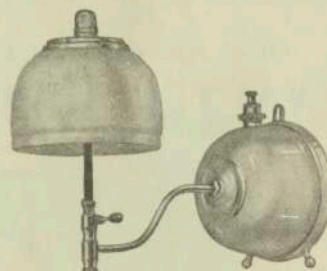
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The remainder consists of mud and gravel flats containing numerous water-courses which the river occupies in flood time. There is no guarantee that the river will remain in its present channel and the bridge would then be rendered useless. Even assuming that the river does not move, there would doubtless be endless washouts and blockages to traffic with every flood.

"At the site we suggest, however, there are permanent banks at about 1,800 to 1,900 feet apart. This means a slightly longer bridge, but no likelihood of any troubles on the approach road.

"On the question of the present location of the Markham road . . . it will be necessary to construct a short new road connecting the bridge head with the existing Markham road. It may, in our opinion be preferable to continue this road close along the northern end of the river to

serve the Markham Valley, rejoining the present road further west . . ."

FUTURE OF RABAU

"The Administration considers that a staff of approximately 54 will be needed to carry out the usual district services, and provision will have to be made for these people at some local area outside the influence of the Rabaul volcanoes. We have not addressed ourselves to the question of finding a suitable place for this staff. The matter, we believe, can be dealt with as one of internal administration.

"The cost of establishing the Rabaul district services outside the volcanic area of this locality would be approximately £45,000. This estimate of cost is based on the staff residing out of Rabaul, but carrying on the district services from Rabaul itself. This arrangement may be satisfactory if regarded as a temporary

measure, having in view gradual transfer to a site outside Rabaul. We think that, as a permanent arrangement, it would not be in accordance with the Commonwealth Government's wishes, and that it would be open to strong criticism in the event of another volcanic eruption at Rabaul."

BOWLING CARNIVAL AT SUVA

From Our Own Correspondent.

SUVA, July 31.
IN good weather, the 14th Annual Bowling Carnival was opened at Suva on July 16 by Sir Arthur Richards, the retiring Governor. About 50 overseas bowlers, accompanied by 25 ladies, were present from New Zealand

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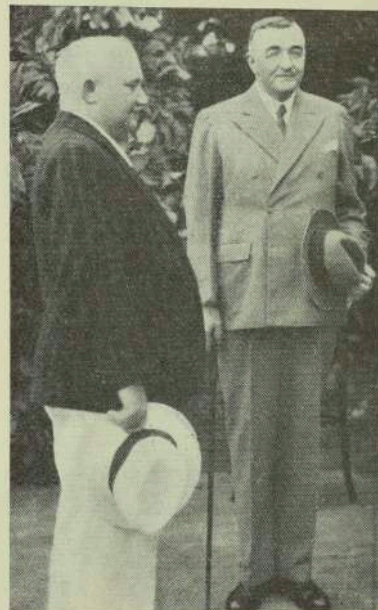
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SUVA, FIJI



Mr. M. M. Brodie, President of the Suva Club, welcoming Sir Arthur Richards (right).

and Australia. The Carnival continued for a fortnight.

The President of the Suva Bowling Club (Mr. M. M. Brodie) welcomed the visitors and, as the occasion was one of the Governor's last official functions, also took the opportunity of congratulating Sir Arthur on his promotion to Jamaica. After suitably replying, His Excellency rolled the first bowl and Lady Richards the first jack.

ON A SOUTH SEAS CRUISE

From Our Own Correspondent.

RAROTONGA, July 20.
A RECENT arrival in Rarotonga was the Nelson (N.Z.) motor launch "Blue Seas", ten days out from its home port. It used 164 gallons of crude oil on the voyage, and an average speed of seven knots had been maintained. It carried a crew of three—Messrs. James Anstice (skipper), G. A. Day and H. Lewis. After a few days in port it left in continuation of a South Sea Islands cruise—next call, Tahiti.

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APOPLEXY—OR PATIENCE!

The Trials Of A Tahitian Shipowner

From Our Own Correspondent.

PAPEETE, July 25.
WHEN a man transplants himself from the turmoil of civilization to the placid calm of the South Seas, his future is determined by his choice of two alternatives: The cultivation of an impregnable patience or—apoplexy. This is particularly the case if he enters the island industry of coconut planting.

We have an acquaintance who owns a distant island. As he indulges in varied activities which keep him at his office in Papeete, the management of his plantation on the island is entrusted to an overseer.

To supply this overseer and workman and to bring away copra, our acquaintance has a small schooner. Every three months he loads this vessel with a generous supply of provisions, engages a native captain, picks up a miscellaneous crew, and hopefully despatches his argosy to the far away atoll.

Two months ago the schooner was sent away under a new captain. Allowing for all eventualities, the time of the outward and inward voyages should not have exceeded three weeks.

Three weeks passed; then four, five, six, seven.

Finally, in the middle of the eighth week, the schooner appeared with her hatches full and bags of copra piled mountain high on her deck.

The owner, who long ago has achieved the virtue of patience, repaired joyously to the wharf to inspect the cargo.

"You are late," he said to the captain, "but you have brought a fine cargo, and I am satisfied."

The captain stretched his mouth into an ingratiating smile.

"Eiaha oe ia inoino (do not be vexed)", he said. "But this is not your copra—except two tons."

"What do you mean—not my copra?" shouted the owner.

"It belongs to Andre Tamatahi of Kauataki", said the captain.

"Kauataki!" roared the owner. "What in the name of a thousand devils were you doing at Kauataki?" (Kauataki is more than a hundred miles off the course to the owner's island).

The captain spread his arms.

"It was like this", he said. "We stopped at Ravaheru, Harakoto and Nukureka to refresh ourselves, and then, one night, when I left one of the sailors at the tiller, so that I might rest for an hour below, he fell asleep and the schooner drifted on the reef at Kauataki. The people of Kauataki helped me to get the vessel off. There are only a few holes in the bottom—nothing to worry about. Then Andre Tamatahi asked me to bring his copra to Papeete, and here I am."

When, after hearing this recital, the owner had figuratively executed a series of spectacular evolutions in the stratosphere, and had come back to earth,

he gasped: "Then you have been away all this time without going near my island?"

"E pa'i (surely)" quoth the captain.

"And the provisions?"

"It was a long voyage", explained the captain. "We ate what we had need of, and the rest I traded at Kauataki for the two tons of copra."

The owner stared at the captain for a moment; then raised his hands on high, turned on his heel, and went back to his office.

"Why didn't you kill him?" inquired a friend to whom he had told the story.

"If I had" replied the schooner-owner, "I should be compelled to engage another captain. I have already tried five others and they are worse than this one. Most of the others would not have brought back the two tons of copra. There is nothing to do but repair the vessel and send it out again. Perhaps the captain will find my island next time."

This gentleman will never die of apoplexy.

RAROTONGANS IN NEW ZEALAND

From Our Own Correspondent.

RAROTONGA, July 20.

EACH "Matua" sees a few natives leaving these shores to try their luck in New Zealand. The majority are girls in their twenties who, before leaving, have been promised employment as domestics. It is time that a Polynesian Club was formed in Auckland. Besides the large number of Cook Islanders, Samoa, Tonga and Tahiti are well represented there.



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STAMPS FOR REVENUE!

From Our Own Correspondent.

RAROTONGA, July 20.
THE sale of Cook Islands Coronation Stamps were: 737,572 penny stamps; 569,108 of the twopence halfpenny; and 541,657 sixpennies. Total value £22,552/15/-. One is reminded of that miniature Republic, San Marino, which has made stamp selling its chief source of revenue.

Mr. J. M. Gaffney arrived in Western Samoa recently to supervise the erection in Apia of a new copra shed for Burns Philp (S.S.) Co., Ltd. He was previously in the Territory several years ago in connection with the building of B.P.'s present merchandise store.

Tongan Taxation Versus Church Collections

Letter to the Editor.

KINDLY allow me space to reply to the "damning with faint praise" of Mr. "Absolutely Correct Etena" in your June issue. "Ignorance" said Josh Billings, "consists in knowing so many things that ain't so". "Etena's" knowledge of "things that ain't so" is really marvellous.

I repeat my statement, "The collection realised some £620." That statement is not "inaccurate, unfortunate", nor "misleading"; it contains no "discrepancy", displays no "weakness"; neither does it convey a "false impression" to your readers. The collection realised £604, a sum far below actual requirements. There was

also collected the sum of £24, for the maintenance of a Tongan missionary in the Solomon Islands, making an "absolutely accurate" total of £628. Then what of "Etena's" claim that £740 was collected?

About "the thousands collected by the Church". Last year, in Tongatabu, there was collected a total (including the £628) of £1,800. £2,200 will be a very generous estimate for the rest of the group, which gives us approximately £4,000.

Suppose we could induce the Australian Mission Board to add this sum to their present donation, and make an annual contribution of £5,000—there would then be no "thousands pocketed by the Church", and the expense, not being borne by the Tongans, could have no "bearing on the misery etc.". Now Mr. "Etena", how long would it be before a "carefully planned and balanced" budget added this £5,000 to the already over-filled coffers of the Tongan Treasury? I do hope you will try to answer my question.

I am etc.,
 A. COWLEY.

Nukualofa, Tonga.
 July 25, 1938.

"SOME" BIRTHDAY PARTY!

From Our Own Correspondent.

HONOLULU, Aug. 2.
CAN any other Pacific family beat this? John K. Moses, a Hawaiian of Honolulu, has his birthday on July 11. He has five children, three girls and two boys, all with birthdays in July, too! Father Moses claims there was nothing premeditated about the phenomenon, which tickle local astrologists.

Papa Moses and three of the children were born under the sign of Cancer. Therefore according to astrological predictions, they "are sensitive, domestic, emotional, tenacious, sentimental, passive, dramatic and reflective".

A boy and a girl were born under the sign of Leo, which makes them "courageous, with a great love for their own; good providers, and very few are poor".

Noting the "good provider" angle, Papa Moses wishes he had been born under Leo!

Celebrating the birthdays every July—no two fall on the same day—is a bit of a drag on the family. "It might have been worse", says patient Mrs. Moses, who was born in May. "It might have all happened in December!"

FIJI WANTS AEROPLANES FOR DEFENCE

THERE is no territorial force in Fiji, and Mr. H. B. Gibson, M.L.C., of Fiji, who arrived in Auckland recently, told the newspapers there that the continued Pacific activities of Japan made it necessary that the British Government should take steps to recruit a Fijian airforce. Japanese sampans frequently appeared in Fijian waters, especially on the more remote islands.

Mr. Francis Amos Witherow died in the Colonial War Memorial Hospital, Suva, Fiji, in July, at the age of 78. He was born in Rewa, and had been an inmate of the Cottage Home for the last 13 years.

Miss Lotus Ellen Sutherland, of Suva, Fiji, was recently married to **Mr. Ernest Gordon Jeffries**, youngest son of Mr. and Mrs. C. Jeffries, of New Plymouth, New Zealand.

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NEW GOVERNMENT OFFICES
IN SUVA

From Our Own Correspondent.

SUVA, Aug. 2.
A FEW days prior to his departure for Jamaica, the retiring Governor (Sir Arthur Richards) paid a visit of inspection to the new Government offices, which are being erected in Suva.

Ample light and coolness seem to be prominent features of the new buildings, which will be a wonderful improvement on the present ancient collection of ramshackle wooden premises that house various Government Departments. In some cases, the present congestion is so bad that senior officers are relegated to verandahs.

The new building includes a Legislative Council chamber, so that in the future there will be no need of the Supreme Court using the police court of offices while Council is in session, as in the past.

The Architect in charge, Mr. W. F. Hedges, plans to make the buildings a beauty spot in a portion of the town which was previously an eyesore. The grounds are being laid out in lawns, and provision made for a pond, with a fountain in the centre, on the Victoria Parade frontage.

Photograph on page 5.

The subscription list, opened at the suggestion of the "Fiji Times and Herald", to provide an appropriate piece of silver plate for H.M.S. "Fiji", closed with a total of £92. The remaining amount necessary to provide the memento will be donated by the Government.

Hospital Service in Fiji

From Our Own Correspondent.

SUVA, Aug. 2.
FURTHER progress in hospital services was noted in Suva on July 19, when a new nurses' home and a new children's ward were officially opened.

The new home, a concrete building, is fitted with every modern convenience, including hot and cold water laid on to each sister's bedroom. The dining room, kitchen, etc., are located on the ground floor, while probationers' rooms are on the first floor. Sisters are situated on the second floor. The Matron, Assistant Matron and House Sister have private suites.

Dr. McGusty has pointed out that it was owing to the generosity of Mr. E. G. Theodore and his associates, who had given £5,000, that they now had a modern children's ward. It is modern in every respect, and is divided into three sections—one for Europeans, one for natives and another for paying non-Europeans. Each section is divided by plate glass partitions into cubicles and there is a spacious sun verandah on one side.

Mr. S. Elliott-Smith, Assistant Resident Magistrate at Kokoda, Northern Division, Papua, is spending long leave in Australia with his wife and small daughter.

Mr. A. C. Shaw has taken over the management of the Bank of N.S.W. branch at Wau, New Guinea, replacing Mr. N. J. Thomas.

Mrs. Dealia Everitt died at Norfolk Island Hospital on July 16.

SAMOA BANANA INQUIRY
MAY BE RESUMED

From Our Own Correspondent.

APIA, July 28.
THE inquiry into the conduct of the Government Banana Scheme, which was closed after two days' hearing owing to the unwillingness of Mau complainants to proceed, is to be resumed, according to reports.

Among Samoan and European banana shippers there is strong opposition to this attempted interference with the banana export industry. Native shippers have decided to send, by radio, a strong protest to the New Zealand Government against interference in the scheme by people outside the banana industry.

During three weeks in August, three steamers are expected to load about 27,000 cases of Samoan bananas for the New Zealand market.

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SOLE AUSTRALIAN AND ISLANDS REPRESENTATIVE:

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The meeting of the New Guinea Legislative Council set down for August 9 was cancelled and the meeting will now be held at Rabaul on August 24.

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RECORD PRODUCTION OF PHOSPHATES

WITH the shipping of 153,000 tons of phosphate in June from Nauru and Ocean Islands the previous monthly record was easily exceeded," said Sir Albert Ellis, New Zealand Commissioner on the British Phosphate Commission in Auckland recently. Sir Albert Ellis estimated that for the year ending June 30, a record total of 1,200,000 tons would be exported.

More than 80 per cent. of the phosphate was imported into Australia and New Zealand.

The second of two surf boats ordered by the Union Steam Ship Company for lightering cargo at Rarotonga was shipped from New Zealand to Rarotonga in June. The boat is 30 ft. long and has a beam of 9 ft.

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 E, Sydney, and enclose a note giving the number of the pattern wanted and bust size, and enclose also the price of the pattern in postal note or stamps. The pattern will be sent by return mail.



Frock, 4630—1s. 1d.

An attractive, cool afternoon frock for the tropics. Material (for 36 in. bust): 3½ yards 36 in. wide. Bust sizes 32 to 40 ins.

Mrs. Smith, wife of Mr. W. G. Smith, formerly of Kanacea, Fiji, was killed in a motor accident in Sydney early in July.

Mrs. Emily ("Aunt Maude") Christian, widow of the late Fisher Christian, died at Norfolk Island on July 17, aged 74.

Miss Ellen Macdonald, third daughter of the late Mr. N. H. Macdonald, of Apia, Western Samoa, died recently at Pago Pago, American Samoa.

Mrs. J. C. Trivett, with her two small daughters Janice and Robyn, and her mother, Mrs. A. S. Coburn, sailed from Sydney for Suva, Fiji, by the July "Monterey". Mrs. Coburn will pay a short visit to her daughter's home at Lautoka, where Mr. Trivett is employed as a chemist by the Colonial Sugar Refining Company.

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Fashion Hints for Islands Women

By Therese

DAME FASHION has excelled herself in gay clothes and accessories to greet the Spring.

Hats are truly delightful. They take us back to the "gay nineties" and their flower trimmings vie with the flower splashed materials with which manufacturers have enchanted us. The hats come in variety aplenty—quaint Dolly Vardens with clusters of flowers trimming the upturned sweep; crowns massed with blooms; single flowers perched precariously on saucer brims; and cartwheel shapes with flowers and enveloping veils. Whatever the styles, all are delightful.

Along with the new hats, hair is given careful consideration. Gone is the page-boy bob and top-knots and little side-clusters of curls, very appealing in their femininity, take their place.

Clothes have been softened into more becoming silhouettes, in line with the new headgear. Skirts are still short, and shoulders and sleeves are squared without the puffs of previous seasons. Colour contrasts are as popular as ever, but daring contrasts that somehow must be seen for one to believe in their success.

Violet and pink go hand in hand; green and wine show surprising possibilities; yellow goes with wine-red; and bright purple-blue with scarlet. Indeed, one can take liberties with almost any colours and still be a success. Three and even four of them not only contrast, but blend enchantingly.

It takes thought, however, to achieve the right effect, but with a little practice the colour sense develops and delightful individual schemes result.

Misty mauves and blues, and soft sweet pea shades are among the new Spring showings; also greens shading to turquoise, lovely corn yellows, and beiges, and light browns. Pinks are from the palest pastels to the deepest rose.

The redingote continues to be a delightful and economical garment. Change the accessories and the slip that is worn with it and it takes on a new personality, differing altogether from its original design. The redingote is also copied in frocks by the insertion of a panel of contrasting material, which is repeated in the bodice.

Stripes are deservedly popular. A frock of light or dark fabric takes unto itself a vividly striped sash, adds a bolero of the same striped silk, and immediately becomes distinctive. Striped blouses are worn under plain boleros and whole frocks of brilliant stripes are delightful for both day and evening.

Navy is seen everywhere. A short sleeve navy frock with the skirt and bodice cut corselette fashion, swatches its waist with a geranium sash and adds a long sleeved bolero of blue patterned in a white lace design. Cerise also is used with navy with charming effect.

Beige nowadays goes with any colour one's fancy pleases. A beige frock high to the throat is cut away in front to reveal a black cire satin inlet, and a cummerbund of the same satin is at the waist. A large black ballbuntle hat trimmed with cire is a fitting accompaniment.

A burgundy frock with a shirred front of turquoise is caught at the neckline

with a single diamante star and is worn with a wide leafed turquoise hat banded with burgundy and dusty pink. The same dusty pink is in a bolero jacket over a frock of burgundy. Tucks trim the jacket and half sleeves of the bolero. Tunics are back again, and are worn successfully with pleated skirts. Pleats, by the way, are lovely for day and dinner wear, and shirring appears wherever possible.

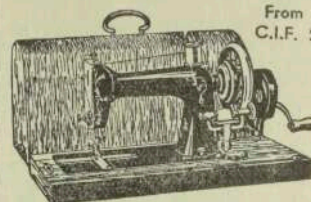
Bouffant gowns for evening are reminiscent of grandma's day and go so well with the new piled high coiffure. Clusters of flowers trim the corsage and a top-knot is perched on the head, with charming effect. The off-the-shoulder line is decorative and has an Old World air.

The full pleated bodice and skirt of an evening gown has a wide corseletted band and gleaming diamante shoulder straps. This is exquisite in pastel shades and when an accordion pleated cape of two or three pastel shades is worn with it, it becomes a dream-like possession.

The classical line finds equal favour with the bouffant gown, and makes a striking contrast to the gown of period ancestry. A slim fitting gown of black has a brassiere bodice of stripes and its flowing panel swirls widely at the back. This combination is extremely chic and demands wide attention.

Frocks with sleeves are suitable for dancing or dining and a little bolero can turn a formal evening gown into a cocktail or dinner frock. Boleros are always right.

Accessories are fascinating. Lace goes to the making of little cocktail hats



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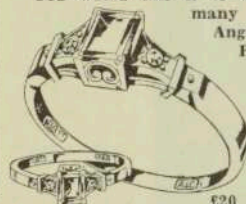
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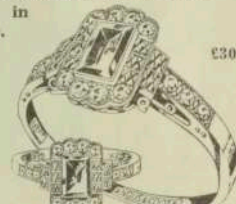
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£27/10/-

Words completely fail to convey the smartness, the grace, the beauty, and the brilliance of this ring. Never were diamonds more delightfully mounted, in a superb style which the enlarged illustration conveys to you. It is 18ct. White Gold, and all the diamonds—including the six each side—are set securely in platinum.

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which are worn with enveloping veils, or it makes collars and gloves and a dozen and one other things such as bows and bibs and tuckers and blouses to wear under Spring suits.

Dressmaker jewellery still claims attention though not nearly so much as formerly. Dog collars present themselves with the Edwardian styles and bands of velvet ribbon do duty for this whim of fashion. Patent leather seems to have taken a new lease of life and appears effectively in bags, belts, ribbon trimming, and shoes. Flowers—real and artificial—are everywhere and add their quota to the gaiety of the season's clothes. Shoes and handbags match and are in the loveliest colours, with the bags in all the shapes imaginable. Gloves are much bepatterned, and most coloured gloves are stitched in white, while white gloves are stitched in red, green, blue, black and brown.

EXPLODING A RUMOUR

No Massacre at Tauri Police Camp in Central Papua

From Our Own Correspondent.

PT. MORESBY, July 27.
ON July 21 two native ex-members of the Armed Constabulary reported to the Kerema Government Station that the Police Camp on the Tauri River had been attacked by nomadic Kukukukus and wiped out. They said that their friends, belonging to a tribe further inland, had actually seen the bodies of Patrol Officer A. Timperley and his police lying on the ground.

After closely questioning the natives, Mr. R. A. Vivian, in charge at Kerema,

immediately informed the authorities at Pt. Moresby of the rumour, and they in turn advised Sir Hubert Murray, who was visiting the Government Station at Kairuku.

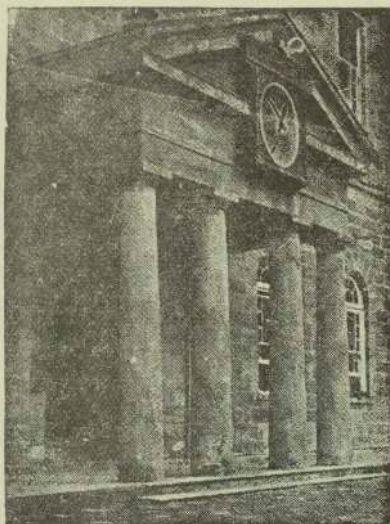
So convinced with the truth of the tale were the native informers that they offered to join the patrol which was to leave to investigate the position—two of the "murdered" police, they said, were their friends and they wished to "pay-back".

Before the contemplated patrol actually set off, Patrol Officer Toogood received orders to fly over the Tauri Camp in Guinea Airways' Stinson monoplane. He returned to Kerema after a two-hours' flight and reported that not only had he seen Mr. Timperley and his police but he had waved to them and they had saluted in return. Everything seemed in order at the Camp.

The Lieutenant-Governor ordered a patrol to proceed this week from Kerema and it should reach the Tauri River district early in August.

Port Moresby residents were greatly relieved at the news that Mr. Timperley and his companions are apparently quite safe, but they did wonder what Mr. Vivian would like to say and do to the two news-bearers who brought the story to Kerema. Mr. Vivian, of course, was quite right in reporting the matter to headquarters—these rumours all have to be attended to, for one of these days one might prove to be true.

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MISSION NURSE IN NEW HEBRIDES



MRS. D. LLOYD FRANCIS returned to the New Hebrides in July with her husband to resume their school and medical work for the Melanesian Mission, after completing 12 months' furlough spent mostly in New Zealand. They are now stationed at Lamalana, on the island of Raga.

—Photo: "Southern Cross Log".

After a trying voyage of 21 days, the South African ketch-rigged yacht "Land's End" reached New Zealand from the Cook Group at the end of June. Captain H. Jeffrey tentatively proposes to remain in N.Z. for several months before continuing on to Australia, New Guinea, and the Dutch East Indies.

PHILIPPINES SAY "NO" TO JAPAN

From Our Own Correspondent.

HONOLULU, July 25.
OFFICIALS of the National Development Company of Manila, a Government agency, report that it has turned down a tempting Japanese offer. The Japanese wanted to exploit part of the famed Surigao iron mines, on a royalty basis.

The Japanese offered a royalty bait of 25 U.S. cents per ton, which would have assured the Philippine commonwealth a clear profit of 12,500,000 dollars.

But no thank you said the Filipinos, who more and more are forgetting their independence plan. They are beginning to think that U.S. control of the islands is a fine idea, after all.

ANNUAL SESSION OF PAPUAN LEGISLATIVE COUNCIL

From Our Own Correspondent.

PT. MORESBY, Aug. 8.
THE annual sittings of the Legislative Council of Papua commenced at Pt. Moresby on July 27. The following members attended: Sir Hubert Murray (presiding), Official Secretary (Hon. H. L. Murray), Director of Public Works (Hon. A. P. Lyons), Commissioner for Lands (Hon. C. T. Wurth), Treasurer (Hon. S. Smith), and Hons. J. G. Nelson, A. Jewell and Rev. R. Lister Turner, Non-Official members.

There does not appear to have been any outstanding legislation presented, and the following is a summary of the measures dealt with:—

Bills relating to Electric Light and Power in Port Moresby and Samarai were passed on July 28; also a Bill relating to the Diocese of New Guinea and Customs Tariff.

The principal feature of the Bill to amend the Superannuation Ordinance is the provision for female officers in the scheme. Conditions will be the same as for male officers, except that upon marriage female officers shall resign from the Service, contributions to the scheme being refunded.

Another to amend the law relating to the protection and collection of animals, birds, and native plants consolidates and amplifies the present Ordinance.

A Bill to amend the Police Offences Ordinances, provides that any European Officer of the armed Constabulary or any two native members, one of whom is a sergeant, may at any time, day or night, search canoes without warrant.

A Bill to amend the Navigation Ordinance, relates to the carriage and storage of dynamite.

The Council also passed a Bill to amend the Petroleum (Mining) Ordinance, which was forwarded from Canberra.

The Council concluded the session on August 8, when the Appropriation Bill for the current year was dealt with.

Mr. Daniel Morrison, 71, most famed of the Pacific's cable pioneers, died in Honolulu on July 16. He joined the Commercial Cable Company in Glasgow in 1885. After serving 18 years at the Cape Canso station, Nova Scotia, he came into the Pacific in 1903. At Midway Island he prepared for the landing of the trans-Pacific cable from California to the Orient. In 1918 he was placed in charge of the company's activities in Honolulu. Later on, he went to Guam for a short period. He retired in 1928.

N. GUINEA TIMBER

Probable New Industry in Morobe

EFFORTS are being made by the New Guinea Administration to develop a timber milling industry on the New Guinea mainland, according to an announcement from Canberra on August 4.

The experiment, which was formally launched, follows an investigation of the timber resources of the Territory and the subsequent appointment of a small forestry staff. The survey revealed that the Territory contained large areas of valuable timber.

It was also announced that the Administration had decided to throw open a large area of forest in the Bulolo Valley for milling. The area is estimated to contain 50,000,000 super feet of commercially useful hoop and Klinkii pines and a smaller quantity of cedar and secondary timbers.

The development of supplies of hoop pine from New Guinea may be of considerable importance to the Australian butter industry. Experiments have shown that Queensland hoop pine, of which supplies are limited, is one of the best available substitutes for New Zealand white pine for the manufacture of export butter boxes. Restrictions are now threatened on the supply of white pine from New Zealand.

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For cuts, scratches, abrasions, ulcers, piles, etc.

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Mining Shares

FIJI.

	Mid-Mar.	Mid-June.	Mid-Aug.
Emperor Mines	b13/3	b12/4	b12/9
Koroere	s1/6	—	—
Loloma	s23/6	b21/9	b22/9
Mt. Kasi	b4/2	b3/10	b4/7
Tavua Dev.	—	—	b4d.
Vatu Kasia	s1/3	s2/	s1/6

NEW GUINEA.

Bulolo Deposits	b11d	b8½d	b8d
Bulolo G.D.	s£7	b£6/10/	b£6/18/
Enterprise of N.G.	b17/6	b£1/2/6	b15/
Guinea Gold	s13/11	b13/4	b14/9
N.G.G., Ltd.	b1/5	b1/5	b1/3
Oil Search	b5/11	b6/3	b7/3
Placer Dev.	b£3/15/	b£3/15/6	s£3/19/
Sandy Ck.	b1/6	b1/5	b1/4
Sunshine Gold	b11/3	b11/3	b9/1

PAPUA.

Cuthbert's	b21/	b18/6	s18/6
G.M. of Papua	b8/6	b8/	b5/2
Mandated All.	b1/4½	b2/3	b2/
Oriomo Exp.	b2/4	b3/10	—
Papuan Apinaipi	—	b6/	b7/4
Yodda Gold Co	s6d	b6d	b8½

PACIFIC MINING NOTES

From Fiji

LOLOMA (FIJI) GOLD MINES N.L.

LOLOMA (FIJI) Gold Mines N.L., Tavua, has declared a second dividend of 1/ a share, payable on August 31. The dividend will absorb £41,250. First dividend was announced in April and was payable on May 27. With the payment of the current dividend the Company will have distributed £82,500 in dividends to shareholders. Transfer books close on August 17, and shareholders registered on August 18 will be entitled to the distribution.

MT. KASI MINES LTD.

Comparative yields from the Mt. Kasi mine, Vanua Levu, for the past four months have been:—

	Apr. 20	May 18	June 15	July 13
Ore, tons	2,870	3,050	2,749	3,290
Gold, fine, oz.	647	626	608	650
Value, £A	5,661	5,477	5,320	5,687

From New Caledonia

CHAGRIN CHROME MINES LTD.

THE directors of Chagrin Chrome Mines Ltd. announce that the purchase of the Chagrin Mine in New Caledonia has been completed. The mine is already being worked in the interests of the Company, which was registered in Melbourne early in July. The services of Major Love, mining engineer, have been obtained to advise on equipment with new machinery necessary to increase the chrome output. The whole product, the Company states, has been marketed under agreement with British Chrome Co. Ltd., London.

From New Guinea

SANDY CREEK GOLD SLUICING LTD.

THE mine manager of Sandy Creek Gold Sluicing Ltd. reported early in August that July production compared with the 3 previous months as follows:—

	April.	May.	June.	July.
Cubic yards	18,790	20,119	15,949	16,088
Gold, oz.	212	446	292	531
Per c. yd.	1/8½	3/4	2/9	4/11
Working cost	1/4	1/4	1/3½	1/5

BULOLO GOLD DEPOSITS LTD.

The following yields have been reported by Bulolo Gold Deposits Ltd., New Guinea:—

	Apr. 28 to June 3.	June 4 to July 5.	4 weeks ended Aug. 3.
Morobe Alluvials—			
Hours	725	575	550
Cubic yards	7,000	10,000	5,000
Gold, oz.	130	140	70

Morobe Deposits—			
Hours	420	480	470
Cubic yards	3,000	5,000	6,000
Gold, oz.	35	40	45

SUNSHINE GOLD DEVELOPMENT N.L.

The Sunshine Gold Development Company's clean-up for July yielded 249 oz. gold. This compares with previous production as follows:—

	April.	May.	June.	July.
Hours	502	423	—	—
Yards	—	*23,400	—	—
Gold, oz.	325½	335½	306	249

*April and May.

ENTERPRISE OF NEW GUINEA

The general manager of Enterprise of N.G., Gold and Petroleum Development N.L. reports that production of unrefined retorted alluvial gold from all sources for July was 440z. 6dw. from 2,198 cubic yards wash dirt and 1,408 cubic yards overburden.

A report of operations to July 29 stated:

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PAPUA

SAMARAI

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Surprise Creek area: Sluicing and hydraulic elevating continued. Edie Mine: Drainage adit to 943ft. from portal. Further lode passed through at 937ft., but insufficient work done to determine its full nature; small sample assayed 9.6gr. gold, No. 3 level. Extended main lode 12 ft. to 103 ft. Crosscut commenced at 100ft.; samples assayed 19.2gr. to 1dwt. 14.4gr. gold and 19dwt. 14.4gr. to 19dwt. 10.2gr. silver. Installation of compressor plant proceeded satisfactorily.

From Papua

BORNEO OPTIONS N.L.

THE directors of Borneo Options N.L. announce that having exercised the option over the manganese deposit at Kapa Kapa, Papua, they have received a signed contract for the purchase of 50,000 tons of manganese ore. Based on the present market price of manganese ore, the estimated net profit to the Company under its contract for the sale, is £1 per ton, after allowing the cost of mining the ore and all overhead expenses.

Negotiations are now being completed for the disposal of the total output from the deposits at a minimum price of £8 per ton. To enable the Company to begin operations, and to comply with the terms of the contract for 50,000 tons, the directors are inviting applications from shareholders for the new issue of shares.

CUTHBERT'S MISIMA GOLD MINE LTD.

Figures for the monthly clean-up on July 23 from the mine in Eastern Papua, owned by Cuthbert's Misima Gold Mine Ltd., compare with the previous two months as follows:—

	May.	June.	July.
Treated, tons	2,568	2,552	2,800
Bullion, oz.	2,397	2,274	2,466
Gold, fine, oz.	738	733	804
Silver, fine oz.	1,537	1,445	1,570
Est. value (gold £8 oz.)	£6,000	£5,950	£6,517
Value per ton	46/9	46/8	46/7

The recently-issued annual report covering operations of Cuthbert's Misima Gold Mine Ltd. to December 1937, shows that the Company made a profit of £31,783, out of which four dividends were paid, equivalent to 20 per cent. of the nominal value of the shares. Capital expenditure amounted to £16,532, representing balance cost of the new plant, additional buildings for white staff and native boys, hospital, oil storage tanks, roads, etc. Total output was 26,119 tons, compared with 21,707 for the previous 14 months. Average head assay of the ore was: gold 6dwts. 9grs. per ton, and silver 47dwts. p.t. The treatment plant worked satisfactorily and without serious stoppage. Mining costs were affected by higher cost of raw materials and higher trucking costs, owing to shortage of underground native labour. Probable and positive ore reserves were calculated to be over 600,000 tons. An additional 16 acres was taken up, making 205 acres of mining leases. Timber areas held totalled 2,880 acres.

Officers of the Company, at December, 1937, were:—Directors: Mr. Frank Hambridge (Chairman), Chif. G. Rutledge (Resident Managing Director in Papua and General Manager), H. G. Carter, E. A. Laurence, Hon. Tom Nevitt, M.L.C., E. B. Wareham; Misima staff: James C. Quintrell (Mine Manager), Percy R. Osborne (Metallurgist), and Norman Draper (Secretary and Accountant).

PAPUAN APINAIFI PETROLEUM CO. LTD.

Papuan Apinaifi Petroleum Company Ltd. advised early in August that the casing has been set at 400 ft. at the Oiapu bore. Mr. Launcelot Owen, the Company's geologist, reports that the bore is in mudstone dipping at 4 degrees, and that no trouble was being experienced.

Mr. Owen considers that the work done to date entirely confirms the deductions made on the surface evidence as to underground geological conditions, and he states that the position is entirely satisfactory. Cores have been secured, and have been sent to Canberra for examination and report.

Dr. Arthur Wade and Dr. K. Ward, members of the Commonwealth Oil Advisory Committee, are proceeding to Port Moresby, Papua, on August 17 by the "Macdhui" to confer with Mr. Owen, on the Company's operations.

MANDATED ALLUVIALS N.L.

Mandated Alluvials N.L. reports that the third shipment of matte, with an approximate

content of 260oz. gold and 6 tons copper, has been sent to Chillagoe. Ore reserves having been accumulated, the smelter plant resumed the working of three shifts daily on July 26.

YODDA GOLDFIELDS LTD.

The management of Yodda Goldfields Ltd., Papua, advised in early August that the yield from their property during July was 76oz. 5½dwt.

GOLD MINES OF PAPUA LTD.

Gold Mines of Papua Ltd. proposes to increase the capital of the Company from £135,000 to £162,000 by the creation of 108,000 shares of 5/- each. The new shares will be offered to shareholders in the proportion of one for every five shares held. The directors explain that the new capital is to provide for the expenditure incurred by delayed production and the adjustments found necessary to the plant since operations began.

The production report for July showed:—

	May.	June.	July.
Crushed, tons	1,600	1,690	2,190
Gold	£1,630	£1,775	£2,575

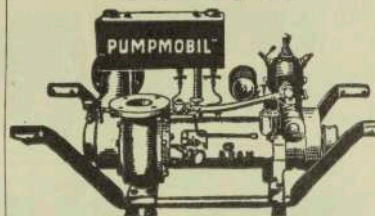
The reported average battery head value for the months was approximately 5dwt., tails 9 grains. The discrepancy between recovery and battery head values, which amounts to approximately 2dwt. per ton, has not yet been accounted for, and is still being investigated by Mr. D. F. Scott.

MISIMA GOLD REEFS

Misima Gold Reefs, a Misima (Eastern Papua) property which Oroville Dredging Co. had an option on, is still "in the air". The Company has relinquished all but one lease, and only a caretaker is left on it. It is apparently still trying to decide the best way of attacking this solitary 25 acres.

The flagship, H.M.A.S. "Canberra" is expected to arrive in Rabaul on September 6, remaining until September 10.

PUMPMOBIL PORTABLE MOTOR PUMPS



Used throughout NEW GUINEA and PAPUA by MINING COMPANIES and PROSPECTORS.

Full particulars and Stocks available at Wau Carrying Co., Wau, or direct from

**NELSON & ROBERTSON
PTY. LTD.**
SPRING ST., SYDNEY.

Allen Taylor & Co. Ltd. SYDNEY

Sawmillers and Wholesale Suppliers of Hardwoods for
Constructional Purposes

GIRDERS . . . PILES . . . POLES . . . SLEEPERS, Etc.

EXPORTING TO PACIFIC ISLANDS SINCE 1893

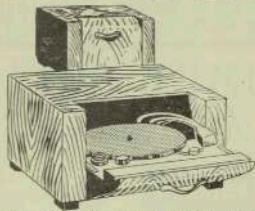
Cables: Tuxedo, Sydney

Mine Owners and Contractors BRING YOUR PLANT Up-to-date USE Automatic Rockbreakers AND Drills

- These Machines are a SELF-CONTAINED UNIT and require no Air Compressor or Pipe Lines.
- They are ready for work at all times.
- Owing to their Light Weight can be transported very easily.

Address enquiries to:

Continental Compensations Pty. Ltd.,
422 COLLINS ST., MELBOURNE, VIC.



Radio Gramophone Electric Unit. In Handsome Polished Cabinet. Slide out. AC 240 Volts. Made in London. £9/10 complete with Pick-up.



Electric Dry shavers for 240 A.C. D.C. Electric supply. Write for full list. "VICO" 75/-. Special price to traders. Write for prices. "Packard" 90/-. "Schlick" £5/5/.

All Bakelite

Roulette

Wheels British

Cloths 4/6, 9/6,

12/6, 15/.

Other types

of Roulettes 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

Totes 12/6.

"Totem", a well-

made little game,

for Homes, Clubs,

Hotels, etc. Push

the starting knob

and off spin the 2

reels, one the

horses and the

other the odds —

when the spin

terminates the

Winner's Price

is clearly shown.

Cheat and fool-proof.

21/-.

Send for Leaflet.

Ventriloquism—Learn to throw your

voice, 1/-.

Send 2/8 for 2

Gigantic and

interesting Catalogues and

Leaflets.

Fountain Pen size Microscope and

Compass Combined 6/6.

Midget Razor Hones, for all Blades,

1/6. Joy Buzzer Hand Shakers,

3/3. Fountain Pen size Torch 2/3.

Put and Take Tops 2/-.

Model Outboard Electric Motors,

12/6 and 19/6.

4 in 1 Pen size Screwdriver 2/-.

Microscopes, 5/6, 6/6, and 9/6.

Microscope Kits 12/6.

Table Tennis Sets, ... 6/6, 8/6.

New 3 in 1 Roulette Game, Dog-

gie, Roulette, etc., with direc-

tions 3/9.

Adjustable

all way

Morse Code

Key as il-

lustrated.

12/6.

P.M.G. Type,

19/6. Buzzers

2/6, 2/9, 3/6, 7/6.

Adjustable

Electric Fore-

head Torch.

Fits snugly;

for Profes-

sional Men.

Bands men,

Miners, etc.,

10/6. With

separate Torch

Battery Con-

tainer: 18/6.

Electric 240 Volt A.C. Mantel

Model Super Hot. Radio, Midget

Size. Neat Cloth Covered Cab-

inet. Perfect Tone. 12 months'

Guarantee: £13/10/-. Value NOW

£8/10/-.

CROWN AND ANCHOR SETS, 10/6.
5 Poker Dice, in box . . . 7/6 and 10/6
In Leather Case, . . . 7/6, 10/6, 12/6
Head and Tail Dice, Sets of Five, 8/6
and 11/6. Large Transparent 1 to 6
Dice, 1/6 each. Extra Large . . . 2/6.
Electric Train Sets, Loco, Tender, and
12 Rails, 65/ 75/-, 85/-, 95/-.
Transformers, 17/6, 21/-, 25/- Extra.



BULGIN
Aerial
Lightning
Switch.
British
& Best.
5/6.

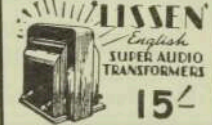


"Presto", the Mysterious Coin-Box!—The most baffling Trick ever conceived. Borrow a coin; request owner to mark in a way he will identify it again. In exchange for coin, hand him a small bakelite box bound up. Ask him to open it. Inside he will find a match box, also securely bound. Inside this he will find a cloth bag, also bound up. When opened up, he finds the coin he marked, in the bag. This is one of the most mystifying Tricks ever performed. Price, complete with instructions: 2/6, plus postage, 3d.

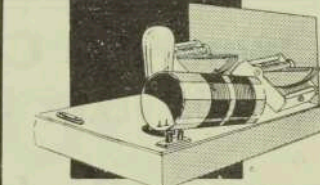
"MAN-O-WAR"
RUBBER CLAD
AERIAL



40 STRANDS
30 FT. 5/6
100 FT. 10/-



LISSEN
English
SUPER AUDIO
TRANSFORMERS
15/-



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.



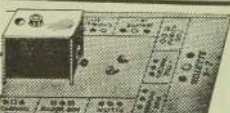
ERICSSON
HEAD
PHONES
British

phone Rubber Pads: 2/- Pair. 6 ft. Phone Cords: 1/4.

Billiard Sets: 32/6 for Table up to 6 ft. x 3 ft. Billiard Sets: 42/6, for Table up to 8 ft. x 4 ft. Can be fitted to any table for accurate play; 3 Balls, Rubber Cushions, 2 cues, Pockets, Scoring Board, Rules and Chalk. Fitted and dismantled in a jiffy. Composition Bobs Balls: 1/4, 6/6; 1/2, 8/6; 3/4, 15/- Set. 6 Reds. 1 Black.

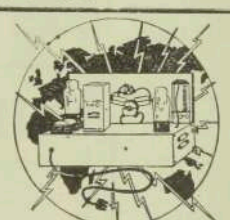


Like-a-flash
'Eliminoid' Aerial Kit, for short or dual wave sets. Aerial Pyrex type Insulators, transposed 16 n blocks and 200ft. aerial wire, 22/6. Eliminates unwanted aerial and hideous electrical noises from your dual-wave or short-wave set.

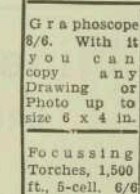


ROLETTE. You back your fancy in the numbers and colors of three balls. The game ejects 3 colored balls. 55/ For homes, hotels, clubs, etc. Complete with betting sheet and instructions. Send for Leaflet.

Table Type Interesting Pin Games: 12/6, 15/-. Competition Dart Boards: 21/-. Others: 2/6, 8/11, 11/6. Competition Brass and Feathered Darts: 3 for 5/6. Table Tennis Sets: 7/6, 15/-. Model Aeroplane Kits, all types. Write for leaflets. Draught Sets: 4/6, 6/6, 10/6. Monopoly Sets: 10/6, 16/6, 21/-. Bull and Bears (like Monopoly): 12/6.



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 £24/1/6. Valves 28/9. Batteries £21/5/9. Phones 30/-. Speaker 21/3. The set assembled and complete, £12/14/9. Easiway Charts 6d.



Cosmocord British 240 Volt A.C. Electric Gramophone Motor and all turntable fittings, 39/6.

Valves; we guarantee a cheaper price for any replacement. Just send along your order.

Write for Full List.

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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.

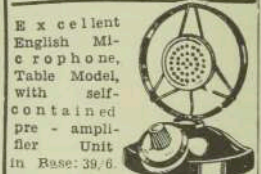
Please add freight and packing. Write for full list of interesting

leaflets of Games, Hobbies, Novelties, and Electrical Goods.

Microphones, Sing, Play, Recite. Great Fun for Home, Dance, Party, etc. or for use in Factories, Stores, etc. Write for full range. Just plug leads of Pick-up into pick-up terminals of any set. 9/6 to £26/6/-.



As illustrated 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 Pick-up terminals of the set. Write for full illustrated list of the finest range of microphones available.

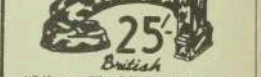
Very fine Pair of Interhouse Telephones for stores, farms, theatres, factories, etc.: 55/- Pair. Easily and quickly installed.

240 Volt A.C. Electric Massage Machine, with applicators in neat cases: 40/- and 42/-.

Electric Shocking Coil Outfits for Medical, Muscular and Nervous Complaints: 63/-.

Write for full list of Abyssinian Stamps. Just arrived. Also ask for other lists of Foreign Stamps.

"Radio Moderne". The Greatest Battery Operated Dual Wave Radio Made. No idle boast. A real and established fact. "Radio Moderne" is specially designed for the Island trade £22/10/. Send for the latest illustrated leaflet.



"Cosmocord"
25/6
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) — — — — — 23/6

B.T.H. Crystal Type 75/-

Write for Full List.

LEVENSON'S RADIO

GAMES, NOVELTIES AND HOBBIES

226 PITT STREET, SYDNEY

Manufacturers, Importers, and Exporters.

Branches: Radio Cheapside, 240a Pitt St.

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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.

Write for
Pin-Game,
Totem and
Odds and
Evens
Leaflets

Australian Short Wave Broadcast

Sept. 4 to Sept. 24

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 (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.
7.40	(Tuesday excluded) Talk.
8.50	(Usually) Musical Programme.
10.30	Australasian News Service.
10.50	Musical Programme.
11.30	Close.
p.m.	EVERY SATURDAY
12.40	Music.
1.15—5.30	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.

EVERY SUNDAY

a.m.
8.00 Open.
p.m.
1.30 Close.
3.00 Re-open.
6.00 Musical Programme by various State Orchestras.
6.30 Talk.
6.50 News Bulletin.
7.00 "Alice in Orchestra".
7.30 Recordings of Overseas Artists.
8.30 Talk on International Affairs.
10.20 News.
10.30 Close.
(Times given are Australian Eastern Standard—10 hours ahead of Greenwich Mean Time.)

SEPTEMBER 4 TO SEPTEMBER 24.

Sept. 4 (Sun.)—9.30 a.m. Desmond Tanner (Organ); 10.15 "From The Operas"; 3.30 p.m. Organ Recital; 5.30 Children's Play; 8.50 "Hassan" (Part II); 10 New Note Octet.
Sept. 5 (Mon.)—8 p.m. Radio Serial; 9 Topical Review; 9.30 "Choral Cavalcade"; 9.50 Travel Letter; 10 String Quartet; 10.30 Scores Australia v. An English XI.
Sept. 6 (Tues.)—8.05 p.m. Richard Tauber; 9.10 Gulla Bustabo (Violinist); 10.15 A.B.C. Dance Band; 10.30 Cricket Scores.
Sept. 7 (Wed.)—7.40 p.m. Talk—"Steam", by Sir Henry Barraclough; 8 Instrumental Ensemble; 8.30 "W.A. Goldfields—Men I Have Met", by G. F. Young; 8.45 Light Music.
Sept. 8 (Thurs.)—8 p.m. "The Play's The Thing"; 9 Male Quartet; 9.10 Gulla Bustabo; Violinist; 10 Talk on world affairs.
Sept. 9 (Fri.)—8 p.m. Jim Davidson; 8.30 Desmond Tanner and Al. Hammett; 9 Brass Band, Choral, and Vocal Items; 10 Orchestral Music.
Sept. 10 (Sat.)—8.05 p.m. Dr. Sargent (Sydney Symphony Orchestra), assisted by Gulla

WHY SOME CHILDREN PUT ON WEIGHT FASTER THAN OTHERS

Nearly all children are given cod liver oil tonics in winter, to build up their bodies and protect them against illness. Then why do some children thrive better than others?

PRACTICALLY every mother knows that children must be given a cod liver oil tonic in winter, to help them to put on weight, and to protect them against coughs, colds and epidemics.

Then why is it that, although almost every child is given cod liver oil, some children put on weight much faster than others and are much more free from colds?

A famous Medical Research Body gives the answer: *The children who put on weight fastest and are safest against infection are those who get cod liver oil in its most digestible form.*

"When cod liver oil is given in the form of Scott's Emulsion," says this Research Body, "children can wholly digest the oil, and get all the body-building goodness they need."

FOUR GOOD REASONS WHY YOUR CHILD'S COD LIVER OIL TONIC MUST BE SCOTT'S EMULSION

- 1 Ordinary cod liver oil and cod liver oil mixtures are difficult for some children to take.
- 2 Scott's Emulsion is the most digestible form of cod liver oil. Soon after taking a spoonful, every drop has gone to strengthen the child's whole body, particularly the chest and lungs.
- 3 Scott's Emulsion stimulates your child's digestive juices. Thus it ensures that the body gets more nourishment out of food.
- 4 Scott's Emulsion also contains hypophosphites of lime and soda, to help in building up your child's bones and teeth.

Next time you are ordering a winter tonic for your child, remember that only Scott's Emulsion has all these advantages.

AUSTRALIAN

BULLDOG BATTERIES

A BATTERY
FOR
EVERY
PURPOSE

- These Batteries **DO NOT LOSE CHARGE WHEN NOT IN USE . . .**
- Plates **DO NOT BUCKLE** and Terminals **DO NOT CORRODE . . .**
- Radio type are **UNCONDITIONALLY GUARANTEED FOR THREE YEARS.**

You will **SAVE MONEY** by Using **BULLDOG BATTERIES**

Write to

Continental Compensations Pty. Ltd.,
422 COLLINS ST., MELBOURNE, VIC.

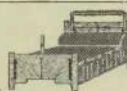
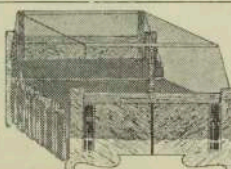
We also Supply—

DIESEL ENGINES OF ALL TYPES.



THE HYGEIA DISSOLVENATOR.

Self contained sanitary system. Provides comfort of sewerage. No stench or flies. Fully guaranteed. No water supply required. £16, freight paid.
Write for Pamphlet.



"ROALUP" MOSQUITO NET.

Clamps on any bed. Rolls up neatly on Spring Roller. Has many advantages. Complete with net and all fittings. Post free in Aust., Papua and Mandated Islands.

Double Bed, 35/-; Single, 32/-.



PATENT TANK STRAINER.

Insect proof. Catches all debris and automatically tips it out. Always ensures clean run of water. Keeps tank clean. Price: 25/-, Freight paid.

All Lines Guaranteed. Agents Wanted all Territories.

Write: **G. N. SADLEIR, 26 Bridge St., Sydney, N.S.W.**

Bustabo; 9.10 Richard Tauber; 10 Harpsichord Music; 10.30 Scores Australia v. H. D. G. Levenson-Gower's XI, at Scarborough.

Sept. 11 (Sun.)—10.15 a.m. Book Review; 10.30 "From The Operas"; 6.30 p.m. Talk; 7.30 Sydney (A.B.C.) Symphony Orchestra; 9.50 New Note Octet.

Sept. 12 (Mon.)—8 p.m. Serial—"Into The

Light"; 8.30 Military Band; 9 Topical Review; 9.30 "Choral Cavalcade"; 9.50 Travel Letter; 10.30 Cricket Scores.

Sept. 13 (Tues.)—8.05 p.m. Violin Recital; 9 "Everyman's Music"; 9.45 Talk—"I Put My Swag Up", by G. F. Young; 10 Organ Recital; 10.30 Cricket Scores; 10.50 Harry Bloom's Dance Band.

Sept. 14 (Wed.)—8 p.m. Sydney Symphony Orchestra; 9.15 Serial—"Captain Kettle"; 9.35 Request Items; 10.20 "Emma and 'Erbert".

Sept. 15 (Thurs.)—8 p.m. "The Play's The Thing"; 9.10 Guila Bustabo; 10 Talk on world affairs; 10.15 "Davidson's Swingette"; 10.30 Scores Australia v. Gentlemen of Ireland.

Sept. 16 (Fri.)—8 p.m. Jim Davidson's Band; 8.30 Desmond Tanner and Al. Hammett; 9.15 Ballad Concert; 9.40 Orchestral Music; 10 Elder String Quartet; 10.30 Cricket Scores.

Sept. 17 (Sat.)—8 p.m. Dr. Malcolm Sargent; 9.10 Play; 9.40 Piano Recitals (Frank Hutchens and Lindley Evans); 10 Bridge Talk; 10.15 Instrumental Ensemble; 10.30 Cricket Scores.

Sept. 18 (Sun.)—10.15 a.m. Book Review; 10.30 "From The Operas"; 8.10 p.m. Recital by Marie Bremner; 8.30 Talk on International Affairs; 9 Play; 10.05 Harry Bloom's Orchestra.

Sept. 19 (Mon.)—8 p.m. Serial; 8.30 National Military Band (Stephen Yorke); 9 Topical Review; 9.30 Choral Cavalcade; 9.50 Travel Letter; 10 String Quartet.

Sept. 20 (Tues.)—7.40 p.m. "The Watchman"; 8 "The Dragon of Wantley"; 9 Adelaide Studio Orchestra; 9.25 Topical Talk; 9.40 Richard Tauber.

Sept. 21 (Wed.)—8 p.m. Request Items; 8.50 "Emma and 'Erbert"; 9 Revue; 9.30 serial "Captain Kettle"; 9.45 Dance Music.

Sept. 22 (Thurs.)—8 p.m. "The Play's The Thing"; 9 Brass Band Music; 9.40 Richard Tauber; 10.50 Harry Bloom's Dance Band.

Sept. 23 (Fri.)—8 p.m. A.B.C. Dance Band; 8.30 Organ and Saxophone Recital; 8.50 Sketch—"Pictures on the Wall"; 9.15 Everyman's Music; 10 Piano and Violin Recital.

Sept. 24 (Sat.)—8 to 11 p.m. Old Time Dance Music.

COOK IS. COMMISSIONER

From Our Own Correspondent.

RAROTONGA, July 31.
JUDGE H. F. AYSON, who has been reappointed Resident Commissioner for the Cook Islands, arrived in Rarotonga by the July "Matua". Mr. S. J. Smith, retiring Commissioner, left by the "Matua".

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 will transmit programmes in September on Sundays between 3.30 p.m. and 5.30 p.m. (0530-0730 G.M.T.) and 1.30 p.m. and 1.30 p.m. (0930-1330 G.M.T.); and on Mondays between 12.30 a.m. and 2.30 a.m. (1430-1630 G.M.T.).

ISLANDS GENERATING PLANTS

MANY residents of the Pacific Islands have of late acquired small "Delco" electricity generating plants, and now have a constant supply of electricity at hand, which they are successfully using for a number of domestic purposes besides the modern illumination of their homes.

It is interesting to note, too, that a number of these small "Delco" units have been supplied by Messrs. Warburton, Frank Ltd. to Amalgamated Wireless (A/sia.) Limited, for use in conjunction with their "Teleadio" transmitting and receiving sets, which are doing such fine service throughout most of the Western and Central Pacific Groups.—*

BACKACHE, LEG PAINS MAY BE DANGER SIGN

Of Tired Kidneys — How to Get
Happy Relief.

If backache and leg pains are making you miserable, don't just complain and do nothing about them. Nature may be warning you that your kidneys need flushing out.

The kidneys are the great filters of the blood. All day long the blood is passing through the 15 miles of kidney tubes to be strained of acids and wastes. Healthy persons should pass 3 pints a day and so get rid of more than 3 pounds of waste matter.

When the kidney tubes become clogged, bladder passages are scanty, burning and smarting. The acids and wastes that should be passed out of the body, stay in the blood and become poisonous. This condition causes nagging backaches, leg pains, loss of pep and energy, getting up nights, lumbago, swollen feet and ankles, puffiness under the eyes, rheumatic pains and dizziness.

Don't wait! Ask your chemist for DOAN'S BACKACHE KIDNEY PILLS. . . used successfully the world over by millions of people suffering with backache and other kidney disorders. They give quick relief and will help flush out the 15 miles of kidney tubes. So be sure you get DOAN'S BACKACHE KIDNEY PILLS.

CALSTAN (CALibrated to STANDard) PRECISION TEST EQUIPMENT

"The RADIO TRADE'S choice by TEST" in a comprehensive range of SERVICE INSTRUMENTS, including the following - - -

- * TUBE CHECKERS
- * VOLT OHM METERS
- * SET ANALYSERS

- * SIGNAL GENERATORS
- * OUTPUT METERS
- * MULTIMETERS

- * THERMO-COUPLE METERS
- * OSCILLOGRAPHS
- * GALVOMETERS

VALVE-TESTER-MULTITESTER

- * Model 223 will test every valve used in Australia, the Multitester range is A.C. & D.C. volts, 5, 10, 50, 250 and 1250. Milliampères, 5 ranges, 1, 5, 25, 100, 250.

Ohms, 5 ranges from 1 ohm to 5 megohms also is an excellent instrument for lining up sets. Tests all types of Dry Condensers and Electrolytic Condensers.

- * The D.C. VALVE TESTER MODEL, D223 is also available as a Combination Tube Checker and D.C. Multimeter. As a D.C. Valve Tester it operates from a 6-volt battery and tests every type of valve used in Australia. As a D.C. Multimeter it has 5 ranges of D.C. volts, 5 ranges of Milliampères and 4 ranges of Ohms.

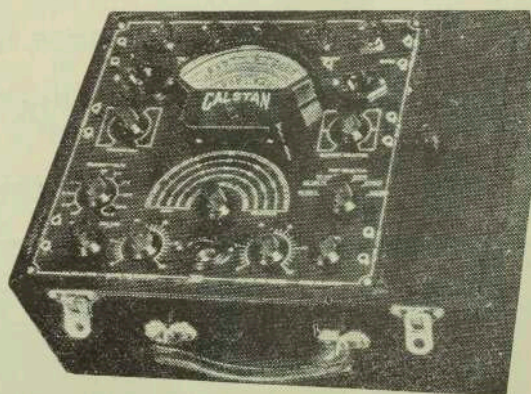
DC 223 (New Reduced Price) £17/17/-. New Unit Now Available to convert AC 223 to Battery Operation.

Price, 35/-. Plus tax. Write for full particulars.

Slade's Radio Pty. Ltd.

CROYDON, SYDNEY, N.S.W.

Phones: UJ 5381-5382



A.C. Model 223, £17/17/-. Plus Tax.

CALSTAN EQUIPMENT AVAILABLE ON TERMS

Confidence in Future of Rabaul

THE Palm Beach tea-gardens and swimming-baths at Rabaul, situated between the Malaguna and the Toboi copra wharfs, were officially opened on July 31 by the Administrator of New Guinea, Sir Walter McNicoll. It was a very enjoyable social function and the attendance was large.

The Administrator complimented Mr. D. S. Davies upon his enterprise in providing this attractive pleasure resort, which is likely to be much patronised by both residents and tourists.

The Administrator said he was glad that Mr. Davies had so much faith in the future of Rabaul, because he was sure that, as long as the harbour remained, Rabaul would always be a large and prosperous town. He was glad that Mr. Davies had not allowed the volcanoes to interfere with his project.

WEDDING IN PAPEETE

A WEDDING of great interest was solemnized at Papeete on July 6, when Mademoiselle Gwendolyne Walker, daughter of Monsieur and Madame William Walker, was married to Monsieur Henri Leverd.

The bride, on her father's side is directly descended from William Henry, one of the first missionaries sent out by the London Missionary Society and who arrived at Tahiti on board the "Duff" in 1797; and from another early missionary, John Muggridge Orsmond to whom modern scholarship is indebted for what knowledge is available of ancient Polynesian lore, ritual and history in the Society Islands. On her mother's side Mlle. Walker traces her ancestry to the royal clan of Opoa, in Raiatea.

Monsieur Leverd is a nephew of a scholar of the same name who was a deep student of Polynesian antiquities and languages.

The wedding ceremony at Bethel Chapel, Papeete was followed by a handsome reception at the Blue Lagoon Hotel.

£2,000 WORTH OF GOLD STOLEN

AN ingot of gold, valued at approximately £2,000, was stolen from a safe in the office of New Guinea Goldfields, Limited, Wau, on the night of Thursday, July 28. Beyond the fact that the safe had been broken open, there appears to be no clue to the method of the robbery and the persons engaged in it.

It is believed, however, that it is impossible to transport a gold ingot of this size from the Territory without discovery; and, since July 29, all persons leaving the Territory are being subjected to police examination. The airmail liners especially have been given close inspection. The New Guinea police, however, recognise the possibility that the thieves may re-smelt the gold, or bury it until the crime is partially forgotten.

Captain J. Ogilvie Graham, R.N. (Rtd.), who in 1921 was appointed commander of H.M.C.S. "Pioneer" in Fiji and Hon. A.D.C. to Sir Cecil Rodwell, then Governor of Fiji and High Commissioner for the Western Pacific, and who served in the Colony until 1924, died recently at Tumut, N.S.W.

A PROVED SUCCESS

IN constant use by a number of large mining and constructional concerns in New Guinea and Papua—notably Bulolo Gold Dredging Ltd., W. R. Carpenter and Co. Ltd., Steamships Trading Co., Spence and Smith, and G. A. MacDonald—the "Pumpmobil" motor pump has gained a solid reputation for low running costs and efficient working under difficult islands conditions.

Recent testimonials state: Mr. G. C. Clark, Wau, T.N.G.—"The 'Pumpmobil' arrived in good order from Salamaua by Moth 'plane and has been running now for four weeks, incidentally netting me £50 per week. It has averaged 53 hours a week and is lifting water up to 30/40 ft. On a quarter throttle it has consumed only three tins of fuel per week. I have purchased a second-hand machine of the same model from B.P. and Co., and before long I shall need another". R.A.M. Mills Ltd.—"The 'Pumpmobil' unit continues to give us every satisfaction. In view of the fact that this little plant has been continuously

working for such a long period, often under the roughest conditions imaginable, we can only express our entire satisfaction with an appreciation of the service it has given us".

Planters, miners, river-bank property owners and others interested in learning how "Pumpmobil" pumping sets can solve their problems should write to the agents, Messrs. Nelson and Robertson Ltd., 12 Spring Street, Sydney, or any of their representatives in the Pacific.

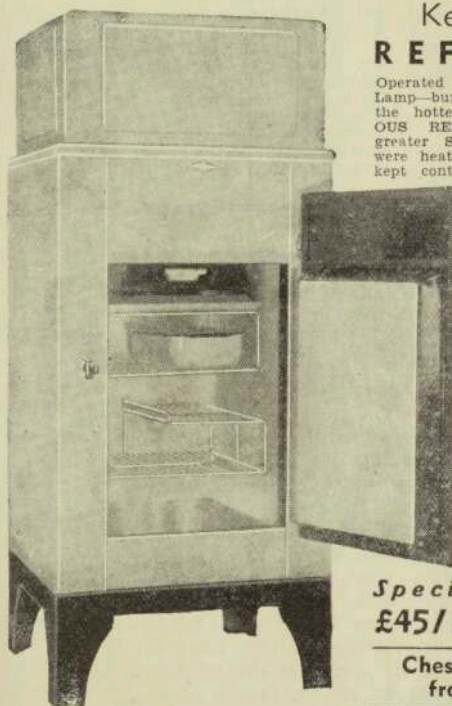
POSITION WANTED.

Young Single Man desires Position. Useful all-round plantation hand, or assist in store. Sober, healthy and strong; good character; references. Write:—

W. SIMMONDS,
71 Old Kent Rd., Bankstown,
N.S.W.

More Storage Space— Lower Purchase Price

The New HALLSTROM Centenary Model Kerosene Operated REFRIGERATOR



Operated by the Hallstrom Safety Kerosene Lamp—burns for only 2 hours in each 24 in the hottest weather—and provides CONTINUOUS REFRIGERATION with twelve times greater SAFETY and ECONOMY than if it were heated by a lamp which required to be kept continuously alight.

- MODERN DESIGN
- MORE FOOD STORAGE SPACE
- AMAZING FREEZING EFFICIENCY
- CONSTANT FROZEN CONDITIONS
- IMPROVED INTERIOR EQUIPMENT
- MORE ICE CUBES
- SAFE, SIMPLE, TROUBLE-FREE OPERATION
- COSTS YOU LESS TO PURCHASE
- THREE YEARS' GUARANTEE

Special Islands Model
£45/10/- F.O.B. Sydney.

Chest Models in various sizes
from £20, F.O.B. Sydney.

SPECIFICATIONS: The Hallstrom "Centenary" Model, which is of steel construction, is lined in the Food Compartment with one complete piece of porcelain lining. The cabinet is equipped with sealed moisture-proof insulation. The unit and cabinet are in one complete piece, with specially insulated refrigerating cylinder.

Made in Australia by

HALLSTROMS Pty. Ltd., 462 Willoughby Rd., Willoughby, N.S.W.

YOU GET SO MUCH MORE IN A HALLSTROM.

CAPACITY: 5½ cubic feet.
DIMENSIONS OVERALL: 65½ in. high, 39 in. deep, 28 in. wide.
FOOD COMPARTMENTS: 23½ in. high, 19½ in. deep, 17½ in. wide.
EQUIPMENT:
1 12 Cube Ice Tray.
1 White Enamel Drip Tray.
1 White Enamel Crisping Tray, size 15½ in. x 8 in. x 3 in.
2 DOUBLE new type heavily tinned removable food trays.

Exchange Rates

[Copyright by "Pacific Islands Monthly".]

THE following exchange quotations, gathered in Sydney, show the rates existing in August:—

FIJI—THROUGH BANK OF N.S.W. AND BANK OF NEW ZEALAND

Australia on Fiji on basis of £100 Fiji: Buying £A111/2/6, selling £A113.

Fiji-London on basis £100 London:—

	Buying.	Selling.
£ s. d.	£ s. d.	£ s. d.
Telegraphic transfer ..	110 15 0	112 0 0
On demand	110 12 6	111 17 6

DIRECT TELEGRAPHIC TRANSFER

SELLING RATES

Quoted by

BANK OF NEW SOUTH WALES
in Australia.

	Australia on Papeete.	Francs to £
	£ s. d.	Australian
Average for week ended 25/7/38		139.60
Average for week ended 1/8/38		139.56
Average for week ended 8/8/38		139.72
		Francs to £
		Australian
Australia on Noumea		
Average for week ended 25/7/38		139.45
Average for week ended 1/8/38		139.41
Average for week ended 8/8/38		139.57

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 £stg. 100.
Selling: T.T. £A125/10/- equals £stg. 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 basis of current rate of exchange on Paris, less 1½ per cent. (approx.) either way. As quoted by the Comptoir National d'Escompte de Paris, in Sydney, and the Banque de l'Indochine, Noumea: On August 11, when the Australian £ was nominally worth 142.35 francs, £100 Australian would purchase a draft in Noumea of 14,115 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.
£ s. d.	£ s. d.	£ s. d.
Telegraphic transfer		
On Demand	£123 0 0	124 17 6
30 days	122 15 0	124 15 0
60 days	122 10 0	124 12 6
90 days	122 5 0	124 10 0
120 days	122 0 0	124 7 6

CORRECTION

IN an article in the July issue, it was stated that three Departmental heads in Papua—Dr. Strong, Mr. Harris and Mr. Lyons—were retiring this year. The reference to Mr. Lyons (head of Public Works) was incorrect. It is Mr. Wurth (head of the Lands Department) who proposes to retire, and our writer unfortunately confused the two officials. We regret the error.

ISLANDS PRODUCE

[Copyright by "Pacific Islands Monthly".]

Coffee

THE following quotations were obtained in Sydney during August:—

Robusta, f.a.q., imported from Java on firm conversion of exchange, c.i.f., prompt shipment, Sydney: Quote No. 1: 23/- per cwt. (new season prompt shipment); quote No. 2: 20/6 per cwt.

Kenya, f.a.q., immediate shipment, c.i.f., Sydney, per cwt.:—No. 1 quotations: Grade "A", 50/-; grade "B", 47/-; grade "C", 44/-.

37/- No. 2 quotations (new season prompt shipment): Grade "A" 55/-; grade "B", 48/-; grade "C" 56/-.

Triage 39/- (drought coffee). No. 3 quotations: Grade "B", 47/-; grade "C", 41/-.

Mysore, f.a.q., prompt shipment, c.i.f., Sydney, per cwt.: No. 1 quotations: Grade "A", 56/-; grade "B", 50/-; No. 2 quotation: Grade "B", 54/-.

Arabian (Aden) Hodeidah, f.a.q., immediate shipment, c.i.f., Sydney—No. 1 quotation: 69/- per cwt. No. 2 quotation, 78/- per cwt.

Note: Importers of coffee from Java, etc., pay the following additional charges: Exchange, duty (4d. lb.), primage (10 per cent.), landing costs (1/- per cwt.). Coffee from Papua and New Guinea escapes most of these charges.

Kapok

Based on firm conversion of exchange, the c.i.f. official prices for kapok quoted in Sydney in mid-August were: Average Java 7½d per lb., and prime Japara, 7 7-16d. per lb.

Cocoa

Quote No. 1: Cocoa beans, £25-£30 per ton.

Quote No. 2: New Guinea cocoa £28-£30 per ton.

Quote No. 3: Accra, good fermented (Feb.-Mar. shipment), £25/10/- per ton, c.i.f., Sydney.

Cotton

London c.i.f. cotton prices during the month were:—July 23, 4.88d. lb., August shipment; July 30, 4.76d. lb., August shipment; August 6, 4.71d. lb., September shipment.

Ivory Nuts

Quotations nominal.

No. 1 quotation: £8 per ton, f.o.b.

No. 2 quotation: £7 per ton, f.o.b., Sydney.

Mother of Pearl Shell

At the last sales of Mother of Pearl shell in London, a large supply of Torres Strait shell came forward and was sold at prices ranging from £140 (sterling) for A.A. Chicken to £65 (sterling) for fair defective pickings. There was no New Guinea shell offered. Nearly 90 packages of Black Edged Tahitian shell were put up, but were mostly withdrawn. Darwin shell fetched £175 (sterling) for 1st grade to £75 (sterling) for fair defective pickings. Prices generally were lower than the previous sale, although small shell was firm.

Green Snail Shell

Green snail shell, good quality, was quoted by Sydney buyers in mid-August, at £50 per ton.

Rice

Rangoon rice: packed in 100 lb. bags, £12/10/- per ton; 200 lb. bags, £12/5/- per ton, f.o.b., Sydney.

Australian table rice, packed in 56 lb. bags, £18 per ton.

Trochus Shell

Owing to Japan's restrictions on oversea credits, there have been no sales for some time. Quotations are nominal.

The following quotations, by two firms, represent last sales, several weeks ago:—

(a) Trochus, shell, No. 1 grade	£75
Trochus shell, No. 2 grade	£65
Trochus shell, No. 3 grade	£55
(b) Trochus, shell, No. 1 grade	£75
Trochus shell, No. 2 grade	£65
Trochus shell, No. 3 grade	£55

All quotes are f.o.b., and on the Australian £.

For SAFETY and CONVENIENCE

Wherever you may go within Australia or abroad, you will appreciate the safety and convenience of Bank of New South Wales Travellers' Cheques.

These cheques being readily convertible into money, even after banking hours, at any place you may visit, relieve you of the necessity of carrying large sums in cash.

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

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	Plantation, Hot-air Dried, Rabaul
Per ton, c.i.f.	Per ton, c.i.f.	Per ton, c.i.f.
January 1, 1932	£14 0 0	£14 15 0
March 25	£14 17 6	£15 0 0
June 17	£13 2 6	£13 5 0
September 2	£13 17 6	£14 0 0
December 16	£14 2 6	£14 5 0
January 5, 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
June 15	£8 0 0	£8 12 6
September 7	£7 12 6	£8 15 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	South Sea, Sun-Dried to London	Plantation, Hot-air Dried, Rabaul
Per ton, c.i.f.	Per ton, c.i.f.	Per ton, c.i.f.	Per ton, c.i.f.
Jan. 3, '36	£13 2 6	£13 15 0	£15 0 0
Feb. 7	£13 0 0	£14 0 0	£15 0 0
Mar. 6	£11 15 0	£12 15 0	£13 0 0
April 3	£12 7 6	£13 5 0	£13 17 6
May 1	£11 10 0	£11 15 0	£12 10 0
June 5	£11 10 0	£12 0 0	£12 17 6
July 3	£12 0 0	£12 10 0	£13 10 0
Aug. 7	£12 17 6	£13 7 6	£14 7 6
Sept. 4	£13 2 6	£13 10 0	£14 12 6
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
Sept. 3	£13 5 0	£13 5 0	£14 0 0
Oct. 1	£14 15 0	£14 17 6	£15 12 6
Nov. 5	£13 10 0	£13 10 0	£14 5 0
Dec. 3	£12 10 0	£12 12 6	£13 7 6
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	£12 0 0
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
May 27	£10 0 0	£10 0 0	£10 15 0
June 3	£9 15 0	£9 15 0	£10 12 6
June 10	£9 15 0	£9 15 0	£10 10 0
June 17	£9 12 6	£9 12 6	£10 7 6
June 24	£10 0 0	£10 0 0	£11 0 0
July 2	£9 17 6	£9 17 6	£10 17 6
July 9	£10 2 6	£10 2 6	£11 2 6
July 16	£10 5 0	£10 5 0	£11 5 0
July 23	£10 5 0	£10 7 6	£11 7 6
July 30	£10 0 0	£10 0 0	£11 0 0
August 6	£9 15 0	£9 15 0	£10 15 0

Rubber

London Price on—	Para per lb.	Plantation Smoked per lb.
January 6, 1933	41d.	2.48d.
July 7	58d.	3.71d.
December 3	41d.	4.04d.
January 5, 1934	41d.	4.25d.
July 6	51d.	7.06d.
December 28	5d.	61d.
January 4, 1935	5d.	61d.
July 5	5d.	71d.
December 6	61d.	61d.
January 3, 1936	61d.	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/-	1/16 15/16
June 4	11d.	9 5/8d.
Aug. 6	91d.	9 1/16d.
Sept. 3	81d.	9 1/16d.
Oct. 1	91d.	8 9/16d.
Nov. 5	8d.	71d.
Dec. 3	71d.	71d.
Jan. 7, 1938	71d.	71d.
Jan. 14	71d.	71d.
Jan. 21	7d.	71d.
Jan. 28	7d.	71d.
Feb. 4	61d.	61d.
Feb. 18	61d.	7 1/16d.
Feb. 25	6d.	7 3/16d.
Mar. 4	6d.	71d.
Mar. 11	6d.	7d.
Mar. 18	51d.	61d.
Mar. 25	51d.	6 1/16d.
April 1	51d.	5 7/16d.
April 8	51d.	5 13/16d.
April 22	51d.	6 3/16d.
April 29	51d.	51d.
May 6	51d.	51d.
May 13	51d.	51d.
May 20	51d.	51d.
May 27	51d.	5 7/16d.
June 3	51d.	5 9/16d.

June 10	51d.	6d.
June 17	6d.	5 31/32d.
June 24	61d.	6 11/16d.
July 2	61d.	71d.
July 9	7d.	7 5/16d.
July 16	7d.	7 5/16d.
July 23	7d.	7 9/16d.
July 30	71d.	7 13/16d.
August 6	71d.	7 11/16d.

Mr. "Bob" Watson, of Mandated Airlines, Ltd., New Guinea, married Miss Maureen Head, of the staff of W. R. Carpenter and Co., Ltd., Salamaua, on July 30.

Mr. E. (Chet) Mayfield, of Bulolo Gold Dredging, Ltd., Bulolo, New Guinea, married Miss C. Wilde, youngest daughter of Mr. C. B. Wilde, at Wau recently. The honeymoon is being spent on a world tour and visiting Mr. Mayfield's parents in America.

PLANTATION WANTED.

Will purchase small Plantation any part of Pacific. State price, production, area, and full details.

"PLANTER".

C/o. Pacific Islands Monthly, Box 3408 R, G.P.O., Sydney.

Extra Strong Saddle Extra Low Price 75/- bare



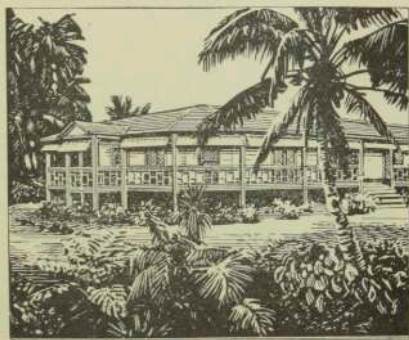
Built by highly skilled workmen from the best available materials, the Great Western Saddle represents remarkable value at 75/-. It is specially built to suit island conditions with a Galvanised Tree, Copper Tacks and Brass Fillings.

Other Saddlery Bargains

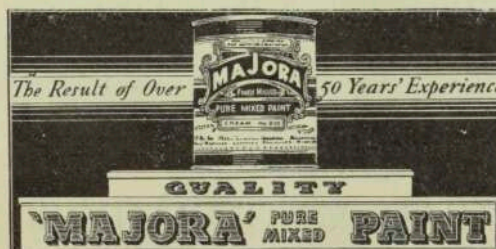
Newmarket carry a complete stock of Saddles, ranging in price to £14/14/-. Also Collars, Whips, Rugs, and all other Saddlery accessories. If it's in Saddlery it's at Newmarket.

These Saddles are obtainable through your regular agent.

NEWMARKET SADDLERY
18-20 WILSON ST. NEWTOWN
W. H. WILLIAMS FOR SAFER SADDLES



Protect Your Property With



Obtainable from - -
ALL BRANCHES . . . BURNS, PHILP & CO. LTD.

"SKANDIA" ENGINES FOR PAPUAN BOATS

RECENTLY Steamships Trading Co. Ltd., Papua, installed a "Skandia" full-diesel engine in one of their vessels, reports the Sydney agents, Messrs. Nelson and Robertson Pty. Ltd., and they are so highly satisfied with it that they are now standardising on "Skandias".

These engines, which immediately start from cold, use the lowest grade of fuel oil with a consumption of 2/5ths pint per h.p. per hour. They are fitted with an oil purifier, and the oil is circulating through the engine, being pumped from the crank case into the filter so that there is no loss of oil. All parts are of the highest grade Phosphor Bronze, absolutely non-corrosive, and guaranteed to withstand the action of tropical waters.—*

FOR SALE**AUX. SCHOONER, "FAURO CHIEF".**

Reg. tonnage 19.80 tons, dimensions 43 ft x 13ft 7in x 6ft 5in, carries 17 tons bagged Copra, built by Fisher at Botany, 1931, of Huon Pine and Hardwood, metalled, fitted with 20 H.P. Union Engine, speed 6 m.p.h., new sails, 14 ft. dinghy, 2 sets davits; ready for sea, at Bargain Price of £1,000.

Apply—

R. C. LAYCOCK, Tulagi; or
W. S. TAIT & Co. Pty. Ltd., Sydney.

BIRKMYRE'S**WATERPROOF CANVAS**

- The Original and Best for all purposes where a thoroughly waterproof covering is required.

SAILCLOTHS, DUCKS, &c.
of FLAX, HEMP, and COTTON.

FISHING NETS,
LINES and TWINES

Extensive Stocks Carried.
Ensuring Prompt Despatch

The Gourock *Rope-work Export*
LIMITED

397 KENT STREET, SYDNEY, N.S.W.

Shipping Services in the Pacific**Sydney - Norfolk Island - New Hebrides**

Subject to alteration without notice.

S.S. Morinda.

Sydney	Sept. 3	Sept. 15	Oct. 15	Oct. 27	Nov. 26	Dec. 8
Lord Howe	Sept. 5	Sept. 17	Oct. 17	Oct. 29	Nov. 28	Dec. 10
Norfolk Is.	Sept. 7	Sept. 19	Oct. 19	Oct. 31	Nov. 30	Dec. 12
Vila	—	S. 22-23	—	Nov. 3-4	—	D. 15-16
Bushman's B. Malo	—	Sept. 24	—	Nov. 5	—	Dec. 17
Tangoa } Segond }	—	Sept. 24	—	Nov. 5	—	Dec. 17
Aoba	—	Sept. 25	—	Nov. 6	—	Dec. 18
Hog Har.	—	Sept. 26	—	Nov. 7	—	Dec. 19
Norfolk Is.	Sept. 8	Sept. 29	Oct. 20	Nov. 10	Dec. 1	Dec. 22
Lord Howe	Sept. 10	Oct. 1	Oct. 22	Nov. 12	Dec. 3	Dec. 24
Sydney	Sept. 12	Oct. 4	Oct. 24	Nov. 15	Dec. 5	Dec. 27

BURNS, PHILP & CO. LTD., Agents.

Sydney - N.Z. - Fiji - Samoa - Hawaii

Subject to alteration without Notice

	Monterey.	Mariposa.	Monterey.	Mariposa.	Monterey.	Mariposa.	Monterey.
Honolulu	Aug. 22	Sept. 19	Oct. 17	Nov. 14	Dec. 12	Jan. 9	Feb. 6
Pago Pago	Aug. 27	Sept. 24	Oct. 22	Nov. 19	Dec. 17	Jan. 14	Feb. 11
Suva	Aug. 30	Sept. 27	Oct. 25	Nov. 22	Dec. 20	Jan. 17	Feb. 14
Auckland	Sept. 2	Sept. 30	Oct. 28	Nov. 25	Dec. 23	Jan. 20	Feb. 17
Sydney	Sept. 5	Oct. 3	Oct. 31	Nov. 28	Dec. 26	Jan. 23	Feb. 20
Melbourne	S. 9-12	O. 7-10	N. 4-7	Dec. 2-5	D. 30-J. 2	J. 27-30	P. 24-27
Sydney	Sept. 16	Oct. 14	Nov. 11	Dec. 9	Jan. 6	Feb. 3	Mar. 3
Auckland	Sept. 19	Oct. 17	Nov. 14	Dec. 12	Jan. 9	Feb. 6	Mar. 6
Suva	Sept. 22	Oct. 20	Nov. 17	Dec. 15	Jan. 12	Feb. 9	Mar. 9
Pago Pago	Sept. 23	Oct. 21	Nov. 18	Dec. 16	Jan. 13	Feb. 10	Mar. 10
Honolulu	Sept. 28	Oct. 26	Nov. 23	Dec. 21	Jan. 18	Feb. 15	Mar. 15

OCEANIC STEAMSHIP CO., MATSON LINE.

Sydney - Rabaul - Hong Kong

Subject to alteration without notice.

	Nellore.	Tanda.	Nankin.	Nellore.	Tanda.	Nankin.	Nellore.
Hong Kong	—	Sept. 2	Oct. 1	Nov. 4	Dec. 2	Dec. 31	Feb. 3
Manila	—	Sept. 5	Oct. 4	Nov. 7	Dec. 5	Jan. 3	Feb. 6
Rabaul	Aug. 16	Sept. 13	Oct. 12	Nov. 15	Dec. 13	Jan. 11	Feb. 14
Brisbane	Aug. 22	Sept. 19	Oct. 18	Nov. 21	Dec. 19	Jan. 17	Feb. 20
Sydney	Aug. 24	Sept. 21	Oct. 20	Nov. 23	Dec. 21	Jan. 19	Feb. 22
Melbourne	A. 29-S. 3	S. 26-O. 1	O. 24-N. 2	N. 28-D. 3	D. 26—	J. 23—	P. 27—
Hobart	Sept. 5	Oct. 3	Nov. 4	Dec. 5	—	—	—
Newcastle	Sept. 8	Oct. 6	Nov. 7	Dec. 8	—	—	—
Sydney, dep.	Sept. 14	Oct. 12	Nov. 12	Dec. 14	—	—	—
Brisbane	Sept. 16	Oct. 14	Nov. 14	Dec. 16	—	—	—
Townsville	Sept. 19	Oct. 17	Nov. 17	Dec. 19	—	—	—
Rabaul	Sept. 24	Oct. 22	Nov. 22	Dec. 24	—	—	—
Manila	Oct. 2	Oct. 30	Nov. 30	Jan. 1	—	—	—
Hong Kong	Oct. 5	Nov. 2	Dec. 3	Jan. 4	—	—	—

E. & A. STEAMSHIP CO. LTD., Agents.

MONEL PROPELLER SHAFTS are . . .

. . . exceptionally strong and tough—they withstand blows from floating debris which would hopelessly spring shafts of other materials.

. . . extremely resistant to corrosion, unaffected by the action of both fresh and salt water, and guaranteed not to rust,

. . . well-known for the mirror-like surface which they quickly develop, thus reducing bearing wear, whip and vibration to a minimum,

. . . renowned the world-over for long, reliable, trouble-free service.

Further information on Monel propeller shafting will gladly be forwarded by:

WRIGHT & COMPANY, 81 Clarence St., Sydney, N.S.W.

MONEL IS A BRITISH MATERIAL
mined in Canada, manufactured in Great Britain

New Hebrides Inter-Island Services

S.S. Mirani (Burns Philp (South Sea) Co. Ltd.) connects every six weeks at Vila with S.S. Morinda from Sydney, then proceeds on southern trip, calling at the islands of Efate, Erromanga, Tanna, Anietyum, and returns to Vila—trip occupying 7 or 8 days. After 2 or 3 days at Vila, departs on northern trip, calling at the islands of Efate, Mai, Tongoa, Epi, Paama, Ambrym, Malekula, Aoba, Malo, Santo and returns to Vila, trip occupying 25 to 28 days. Vessel extends to Banks Group every second trip equivalent to about every six weeks.

M.V. Polynesien (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:—

Southern Run—Leaves Vila on September 15, calling at Lenakel, Ibock, White Sands, Walisissi, Erromanga, La Teouma, Mele, and returns to Vila on September 20.

Wallis and Futuna Is.—Leaves Vila on September 26, calling at Siguave, Mata Utu, and returns on October 13.

Northern run: Leaves Vila on Oct. 20 calling at N'Guna, Mai, Tongoa, Diamond Bay, Ringdove, Nelson, Paama, Port Sandwich, Craig-cove, Olal, Rhanone, Wanour, Baie Homo, Pointe Truchy, Melisssi, Namarang, Lolitong, Loloque-pue, Nengire, Lone, N'Dui-N'Dui, Port Patterson, Port Olry, Hog Harbour, Baie des Requins, Baie des Tortues, Mate Wulu, Saramy, Saraoutou, Surrenda, Alisse, Luganville, Malo, Barclay, Malo Pass, Baie Benier, Vao, Walla, Norsup, Sarmette, Rensari, Banam Bay, Ouesso, Port Sandwich, Lamap, Sakau (Maskelines), and returns to Vila on November 5.

Solomon Is. Inter-Island Service

A.S. Mamutu, 200 tons (Burns Philp (South Seas) Co. Ltd.), operates through the Group. She has a cargo for 120 tons of copra.

Europe - Sydney - Suva - New Guinea

Subject to alteration without notice.

	M.V. Salamaua.	M.V. Rabaul.
London ..	—	Sept. 23
Suva	—	Nov. 16
Auckland ..	—	—
Sydney ..	Aug. 15	Nov. 30
Salamaua ..	Aug. 28	Dec. 10
Rabaul ..	Aug. 31	Dec. 22
London ..	N. 3-24	Feb. 22

W. R. CARPENTER & Co. LTD.

Sydney - Noumea - Tahiti

Subject to alteration without notice.

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.

	Strasbourg	Eridan.	D'Amlens
Papeete ..	S. 14-15	O. 22-23	Dec. 4-5
Rafatea (opt.)	Sept. 16	Oct. 24	—
Suva	—	Oct. 31	Dec. 12
Vila	Sept. 26	Nov. 2	Dec. 14
Noumea	S. 28-O. 6	N. 4-12	D. 16-23
Vila	Oct. 9	Nov. 15	Dec. 26
Rafatea	Oct. 18	Nov. 22	Jan. 2
Papeete	O. 19-21	N. 23-25	J. 3-5

MESSAGERIES MARITIMES CO. LTD., Agents.

Gilbert and Ellice Islands Service

M.V. Moama (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.

N.G. Inter-Island Services

S.S. Malwara and M.V. Mulima (Burns, Philp & Co.) make regular round trips from Rabaul to New Ireland and Bougainville ports; New Britain-Manus-Witu; and New Guinea mainland 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.

CARGO LAUNCH

30' x 9'6" x 3'6"

STRONGLY built, perfect condition, has coach-house cabin with two bunks; mast and sails.

No engine, but will offer complete with suitable engine if required. An ideal Island boat, price complete, excluding engine, £195.

Also can offer Island Cutters, Ketches, Steamers and Motorships.

A. J. ELLERKER,
Pitt St., Sydney.

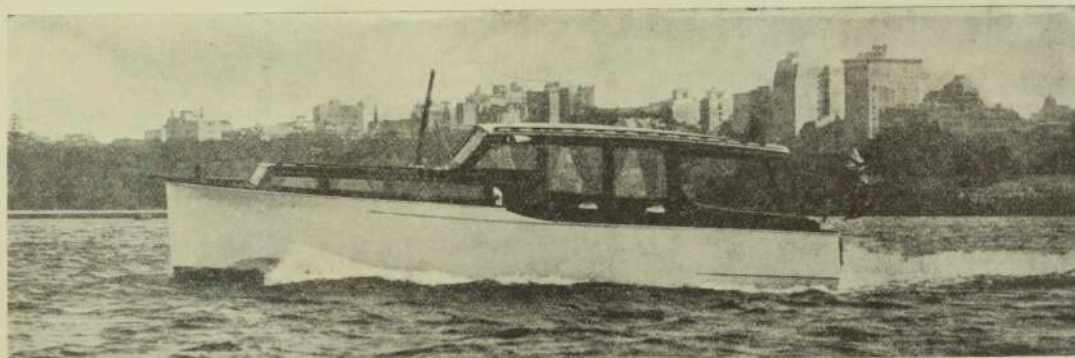
Cables: "Hipex".

THE "Halvorsen" STANDARDISED "32" . . .

A HIGH-CLASS CRUISER AT MODERATE COST.

The outstanding production, in its class, of the past two seasons

WRITE NOW FOR FULL PARTICULARS.



Length 32 ft. Speed 10½ M.P.H. 6ft. 2in. headroom throughout. Luxuriously furnished.

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BUILDERS OF ALL TYPES OF CRAFT FOR ALL PURPOSES.

SHIPBUILDERS, DESIGNERS, MARINE ENGINEERS. NEUTRAL BAY, SYDNEY.

CORRESPONDENCE INVITED.

Solomon Islands-N.G. Service

Subject to alteration without notice.

M.V. Malaita.

Sydney	Sept. 3	Oct. 15	Nov. 26	Jan. 7
Brisbane	Sept. 5	Oct. 17	Nov. 28	Jan. 9
Townsville	Sept. 8	Oct. 20	Dec. 1	Jan. 12
Cairns	Sept. 9	Oct. 21	Dec. 2	Jan. 13
Tulagi				
Makambo	S. 13-14	Oct. 25-26	D. 6-7	J. 17-18
Gavutu				
Su'u	Sept. 15	Oct. 27	Dec. 8	Jan. 19
Domma				
Mamara				
Tasavarong	Sept. 16	—	Dec. 9	—
Aruligo				
Lavoro				
Mamara				
Tasavarong	—	Oct. 28	—	Jan. 20
Aruligo				
Meringe	—	Oct. 29	—	Jan. 21
Hivo				
Yandina				
Banika				
Ufa	Sept. 17	Oct. 30	Dec. 10	Jan. 22
Faiami				
Younger				
Pepesala				
Lingatu				
West Bay	Sept. 18	—	Dec. 11	—
Somata				
Gizo	Sept. 19	Oct. 31	Dec. 12	Jan. 23
Faisi	Sept. 20	Nov. 1	Dec. 13	Jan. 24
Kieta	Sept. 20	Nov. 1	Dec. 13	Jan. 24
Arigua	Sept. 21	Nov. 2	Dec. 14	Jan. 25
Numa Numa				
Teopasino	Sept. 22	Nov. 3	Dec. 15	Jan. 26
Rabaul	S. 23-24	N. 4-5	D. 16-17	J. 27-28
Soraken	S. 25-26	N. 6-7	D. 18-19	J. 29-30
Kieta	Sept. 27	Nov. 8	Dec. 20	Jan. 31
Faisi	Sept. 28	Nov. 9	Dec. 21	Feb. 1
Gizo	Sept. 29	Nov. 10	Dec. 22	Feb. 2
Tetipari				
Russell Is.	S. 30-O. 1	N. 11-12	D. 23-24	F. 3-4
Gavutu	Oct. 1	Nov. 12	Dec. 24	Feb. 4
Makambo				
Brisbane	Oct. 6	Nov. 17	Dec. 29	Feb. 9
Sydney	Oct. 8	Nov. 19	Dec. 31	Feb. 11

BURNS, PHILP & CO. LTD., Agents

Sydney - Noumea - New Hebrides - Indochina

Subject to alteration without notice.

Pierre Loti

Sydney	Sept. 15	Oct. 20	Nov. 17
Noumea	S. 19-21	O. 24-26	N. 21-23
Mare	Sept. 21	Oct. 26	—
Vila	S. 22-23	O. 27-28	N. 24-25
Luganville	Sept. 24	Oct. 29	Nov. 26
Le Dart	S. 25-26	O. 30-31	N. 27-28
Norsup	Sept. 26	Oct. 31	—
Saigon	—	—	—
Haiphong	—	—	D. 13-15
Luganville	—	—	D. 18-22
Le Dart	—	—	Jan. 6
Vila	S. 27-28	N. 2-3	J. 8-9
Mare	Sept. 29	Nov. 4	—
Noumea	S. 30-O. 1	N. 5-6	J. 10-12
Sydney	Oct. 5	Nov. 10	Jan. 16

MESSAGERIES MARITIMES CO., Agents.

Hong Kong - N. Guinea - Sydney

Subject to alteration without notice.

M.V. Neptuna.

Melbourne	Aug. 31	Nov. 7
Sydney	Sept. 2-7	Nov. 9-12
Salamaua	Sept. 14	Nov. 19
Ikabaul	Sept. 16	Nov. 21
Cebu (opt.)	Sept. 23	Nov. 28
Manila	Sept. 29	Dec. 1
Hong Kong	S. 28-O. 2	Dec. 3-7
Saigon	Oct. 8	Dec. 13
Madang	Oct. 19	Dec. 24
Salamaua	Oct. 22	Dec. 27
Ikabaul	Oct. 25	Dec. 30
Sydney	Nov. 1	Jan. 6-7
Melbourne	Nov. 4	Jan. 9

BURNS, PHILP & CO. LTD., Agents.

Fiji Inter-Island Services

S.S. Malake, 736 tons (Burns Philp (South Sea) Co. Ltd.), under contract with Fiji Government. Regular four weekly itinerary comprises: Two trips Buca Bay, returning by same route to Suva—trip occupying 8 days. Two trips each Suva to Lautoka, returning to Suva direct or via Ellington—trip occupying 3 or 4 days.

M.V. Yanawai (Burns Philp (South Seas) Co. Ltd.) makes regular trips from Suva to Labasa, via Levuka and Macuata ports, then returns to Suva.

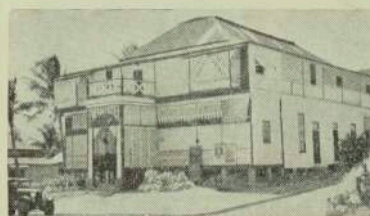
Trip A: Suva-Labasa, via Levuka and Macuata ports, returning to Suva by the same route. Duration of voyage, 8-10 days. Trip B: Suva-Labasa, via Levuka and Macuata ports, then calling at the ports on the coast beyond Labasa, Natewa Bay ports, Levuka, and Suva. Duration of voyage, 10-12 days.

M.S. Adi Rewa (Morris, Hedstrom Ltd.) makes trips from Suva to Levuka and Labasa via Macuata ports—trip occupies 8 days. Leaves

**Cosmopolitan
SAMARAI Hotel**First-class
Accommodation
for

Tourists and Travellers
Ballroom; Electric Light;
Billiards; Freezing-works;
Cold Store. Best brands of
Wines, Spirits, Ales.
MODERATE TARIFF
Fishing Trips and Launch
Excursions arranged

LICENSEE: - - - E. J. MORROW

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Licensee: Papua Hotel, Ltd.
First-class Accommodation. Parties Arranged.

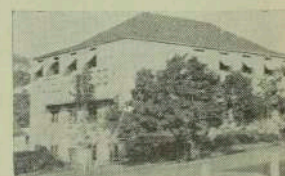
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HOTEL**Catering specially for
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Situated on high ground
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Its Spacious Lounges are
always Cool and Com-
fortable. Tariff: Per
day, 16/-; per week,
£5/5/-; per month, £14;
bed and breakfast, 10/-;
bedroom only, 7/6.
Cars meet all Steamers.

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WHARF

COMFORTABLE
ACCOMMODATION
ONLY THE BEST
BRANDS OF
WINES, SPIRITS
AND BEERS
IN STOCK

LICENSEE:
Hotel Moresby
Ltd.



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, Naiserewaqa, Lekutu, Galoa, 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.

M.V. Tui Cakau (Morris, Hedstrom Ltd.) operates from Suva and makes regular inter-island trips throughout the Colony.

Saigon - Java - South Seas

	Maet-suycker.	Tasman.	Maet-suycker.
Saigon	Aug. 15	Sept. 15	Oct. 15
Singapore	A. 17-18	Sept. 17	O. 17-18
Batavia	A. 20-22	S. 19-20	O. 20-22
Samarang	Aug. 23	Sept. 21	Oct. 23
Sourabaya	Aug. 24	Sept. 22	Oct. 24
Pt. Moresby	Aug. 31	Sept. 29	Oct. 31
Samarai	Sept. 1	—	Nov. 1
Salamaua	Sept. 3	—	Nov. 3
Rabaul	Sept. 5	—	Nov. 5
Vila	—	Oct. 4	—
Noumea	—	Oct. 5-7	—
Auckland	S. 12-14	O. 11-12	N. 12-15
Wellington	S. 16-17	O. 14-15	N. 17-18
Sydney	S. 21-23	O. 19-21	N. 22-24
Pt. Moresby	Sept. 28	Oct. 27	Nov. 29
Sourabaya	Oct. 5	Nov. 3	Dec. 6
Samarang	Oct. 6	Nov. 4	Dec. 7
Batavia	O. 7-9	N. 5-7	D. 8-10
Singapore	Oct. 11	Nov. 9	Dec. 12
Saigon	Oct. 13	Nov. 12	Dec. 14

ROYAL PACKET NAVIGATION CO. LTD.

Samoa Inter-Island Service

The M.V. Matafele (Burns Philp (South Seas) Co. Ltd.) is expected to arrive at Apia, Western Samoa, some time in September. She will connect regularly with Pago Pago (American Samoa), also Tokelau, Swain, Nassau, and Phoenix Groups.

Japan - N. Guinea - Noumea New Zealand

Subject to alteration without notice.

	Melbourne	Kohzan	Brisbane
	Maru.	Maru.	Maru.
Kobe	Aug. 12	Sept. 1	Sept. 25
Moji	A. 13-14	—	S. 26-27
Rabaul	Aug. 23	—	Oct. 6
Noumea	A. 26-30	Sept. 17	O. 11-12
Auckland	Sept. 2-7	S. 21-24	O. 15-19
Wellington	S. 9-13	S. 26-29	O. 21-25
Lyttelton	S. 14-16	S. 30-O. 1	O. 26-27
Dunedin	S. 17-19	Oct. 2-4	O. 28-29
Lyttelton	—	—	—
Wellington	S. 9-13	S. 26-29	O. 21-25
Cebu	Oct. 6-7	—	N. 15-16
Manila	Oct. 8-9	—	N. 17-18
Hong Kong	Oct. 11	—	Nov. 20
Shanghai	Oct. 14	—	Nov. 23
Kobe	O. 17-19	O. 27-28	N. 26-29

OSAKA SHOSHEN KAISHA AND YAMASHITA LINE

Papuan Inter-Island Services

M.V. Lakatol (Burns Philp & Co. Ltd.) makes round trips on a regular schedule from Samarai to Misima Island, via the Conflict Group; also call at Woodlark Island.

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, Orokol, Kikori and back via Orokol, Yule Island, and Hisiu—full trip occupying about one month.

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 Port Moresby, Papua. Details from the pursers of the Burns, Philp steamers.

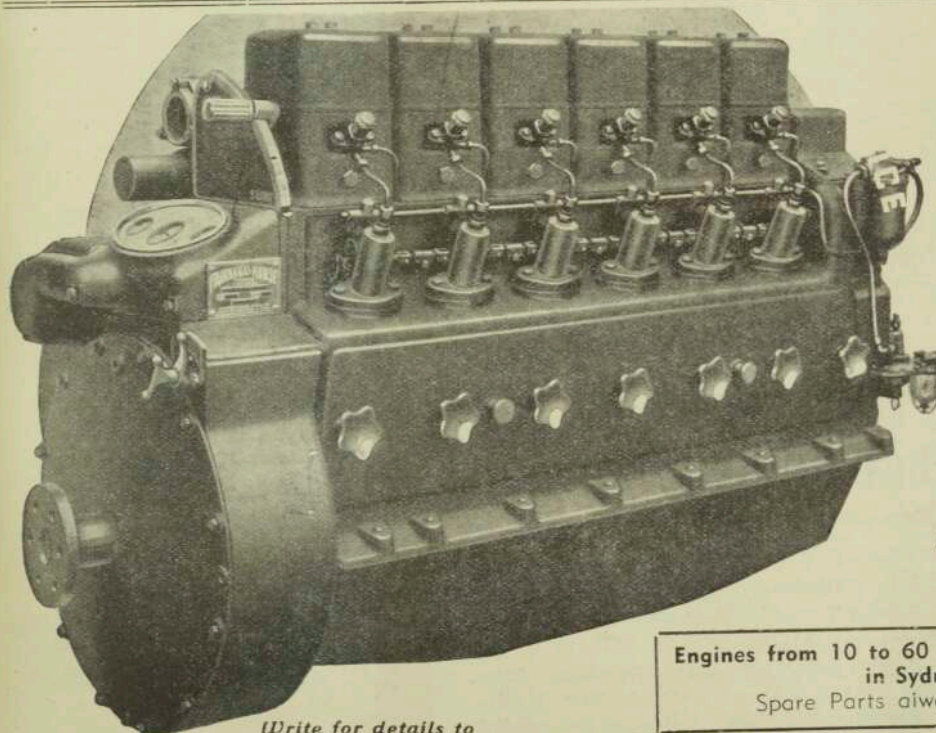
Central Pacific Services

Subject to alteration without notice.

	M.V. Matua		
Auckland	Aug. 25	Sept. 8	Sept. 22
Cook Is.	—	Sept. 12	—
Outer Cooks	—	S. 13-14	—
Cook Is.	—	Sept. 15	—
Nukualofa	A. 28-29	—	S. 25-26
Apia	A. 30-31	—	S. 27-28
Suva	Sept. 3	—	Oct. 1
Auckland	Sept. 7	Sept. 21	Oct. 5

The cargo steamer Limerick (8,724 tons) will depart from Sydney on September 1 (approx.) for Papeete (Tahiti), and North American Ports. She will carry a limited number of passengers, in addition to mail and general cargo. The Hauraki (7,113 tons) is scheduled to leave Sydney about the middle of September.

UNION STEAM SHIP CO. LTD.



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FAIRBANKS-

MORSE

DIESEL

MARINE ENGINE

Engines from 10 to 60 H.P. carried in bond in Sydney.

Spare Parts always available.

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G.P.O., SYDNEY

Sydney - N.Z. - Fiji - Hawaii

Subject to alteration without notice.

	Niagara.	Aorangi.	Niagara.	Aorangi.	Niagara.	Aorangi.	Niagara.
Honolulu	Sept. 7	Oct. 5	Nov. 2	Nov. 30	Dec. 28	Jan. 25	Feb. 22
Suva	Sept. 16	Oct. 14	Nov. 11	Dec. 9	Jan. 6	Feb. 3	Mar. 3
Auckland	S. 19-20	O. 17-18	N. 14-15	D. 12-13	J. 9-10	Feb. 6-7	Mar. 6-7
Sydney	Sept. 24	Oct. 22	Nov. 19	Dec. 17	Jan. 14	Feb. 11	Mar. 11
Sydney, dep.	Sept. 29	Oct. 27	Nov. 24	Dec. 22	Jan. 19	Feb. 16	Mar. 16
Auckland	Oct. 3-4	O. 31-N. 1	N. 28-29	D. 26-27	J. 23-24	F. 20-21	M. 20-21
Suva	Oct. 7	Nov. 4	Dec. 2	Dec. 30	Jan. 27	Feb. 24	Mar. 24
Honolulu	Oct. 14	Nov. 11	Dec. 9	Jan. 6	Feb. 3	Mar. 3	Mar. 31

UNION S.S. CO. LTD., Agents.

N. Zealand - Samoa - Niue

Subject to alteration without notice.

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

	Aug. 9	Sept. 5	Oct. 4	Nov. 1	Nov. 22
Wellington	Aug. 9	Sept. 5	Oct. 4	Nov. 1	Nov. 22
Apia	A. 16-18	S. 13-15	O. 11-13	N. 8-10	N. 29-D. 1
Niue	Aug. 20	Sept. 17	Oct. 15	Nov. 12	Dec. 3
Lyttelton	Aug. 29	Sept. 26	O. 24-25	Nov. 21	Dec. 12
Wellington	Aug. 30	Sept. 27	Oct. 25	Nov. 22	Dec. 13

Sydney - Papua - New Guinea

Subject to alteration without notice.

	Macdhui.	Montoro.	Macdhui.	Montoro.	Macdhui.
Sydney	Aug. 17	Sept. 10	Sept. 24	Oct. 19	Nov. 2
Brisbane	Aug. 19	Sept. 12	Sept. 26	Oct. 21	Nov. 4
Townsville	—	Sept. 15	—	Oct. 24	Nov. 7
Cairns	—	Sept. 16	—	Oct. 25	Nov. 8*
Pt. Moresby	Aug. 23	S. 18-19	Sept. 30	Oct. 27	—
Samarai	Aug. 24	Sept. 21	Oct. 1	Oct. 29	—
Woodlark Is.	—	—	—	Oct. 30	—
Rabaul	A. 26-27	S. 23-24	O. 3-4	Nov. 1	—
Kavieng	—	Sept. 25	—	Nov. 2	—
Lindenhafen	Aug. 28	—	Oct. 5	—	—
Salamaua	A. 29-30	S. 27-28	Oct. 6-7	Nov. 4-5	—
Lae	—	—	—	—	—
Madang	Aug. 31	Sept. 23	Oct. 8	Nov. 6	—
Alexishafen	—	—	—	—	—
Borom	Sept. 1	—	O. 9-10	—	—
Wewak	—	—	—	—	—
Madang	Sept. 2	Sept. 29	Oct. 11	Nov. 7	—
Finshafen	Sept. 3	—	Oct. 12	—	—
Salamaua	Sept. 3	Sept. 30	Oct. 12	Nov. 8	—
Kavieng	Sept. 5	—	Oct. 14	—	—
Pondo	Sept. 6	—	Oct. 15	—	—
Rabaul	Sept. 7	Oct. 3	Oct. 17	Nov. 10	—
Salamaua	Sept. 8	—	Oct. 18	—	—
Samarai	Sept. 10	Oct. 5	Oct. 20	Nov. 12	—
Pt. Moresby	Sept. 12	Oct. 6	Oct. 21	Nov. 14	—
Cairns	—	Oct. 8	—	Nov. 16	—
Brisbane	Sept. 16	Oct. 11	Oct. 25	Nov. 19	—
Sydney	Sept. 18	Oct. 13	Oct. 27	Nov. 21	—

*It is expected that the new motor vessel Bulolo will be ready to replace the Montoro on the Sydney-Papua-New Guinea run in mid-November. In that event, the schedule will be:—Macdhui, dep. Syd. Nov. 2, Bris. Nov. 4, T'ville Nov. 7, Cairns Nov. 8, thence to Papua and N.G. via the Montoro's normal itinerary; Bulolo, dep. Sydney Nov. 19, Brisbane Nov. 21, and thence to Papua and N.G. by way of the Macdhui's present itinerary.

BURNS, PHILP & CO. LTD., Agents.

PACIFIC TRAVELLERS

(CONTINUED FROM PAGE 1.)

ing, Blackman, Strodwick, Briggs, Cummings, McLaughlin, Hooke, Beasley, Uutill, Tayloor, Ryley, Lewis, Leigh, Misses White, Boag, Cooper, Kirkman, McAulay, Sinclair, Hickie, Rutledge, Hotham, Higley, Goddall, Townson, O'Donnell.

PASSENGERS PER "NIAGARA" WHICH SAILED FROM SYDNEY FOR SUVA, FIJI ON AUGUST 4: Messrs. Austin, Burton, Craig, Cheng, Kitto, Lee, Osborn, Rankin, Wilson, Long, Yates, Mesdames Craig, Kitto, Osborn, Miss Benstead.

PASSENGERS PER "MORINDA" WHICH SAILED FROM SYDNEY FOR LORD HOWE IS., NORFOLK IS., AND NEW HEBRIDES ON AUGUST 4: Messrs. Dignam, Whiting, Topham, Neal, Cuneo, Venard, Davis, Caldwell, Smith, Davies, Douran, Gould, Brocklebank, Hinchcliffe, Cotter (2), Whitney, Bowman, Preston, Hanning, Park, Borwick, Quinn, Eagles, Pike, Stephenson, Preston, Wilson, McGill, Leroux, O'Mahony, Martin, McDonald, Hammond, Henderson, Moses (2), Price, Ross, Hackett, Easton, Simey, Pinch, Murray, Coombes, Byrne, Bates, Borwick, Sutherland, Mesdames McLaurin Smith, Farmant, Bowker, Cuneo, Newman, Douran, Hinchcliffe, Leroux, Hanning, Tual, Preston, Willis, Misses McLaurin Smith, Manning, Coghill, Bradley, Gregerson, Bell, Sutton, Wilson, Purcell, Thew, Renfrew, Preston (2), Speer, MacDonald, Burke.

PASSENGERS PER "MAETSUYCKER" WHICH SAILED FROM SYDNEY FOR PT. MORESBY, PAPUA, ON AUGUST 7: Messrs. Ludowick, Errington, Mason, Grant.

PASSENGERS PER AIRMAIL LINER WHICH LEFT SYDNEY ON AUGUST 9 FOR:—Pt. Moresby (Papua): J. Tate, Mr. Doyle, Salamaua (N. G.): Mr. Foster-Joy, E. W. Torrington, Mr. and Mrs. T. W. Heath, Rabaul (N.G.): G. W. Scott.

PASSENGERS PER "MACDHUI" WHICH ARRIVED IN SYDNEY FROM N.G. AND PAPUA ON AUGUST 11: Messrs. Brummell, Bartlett (2), Burch, Collins, Ewing, Flower, Gibbons, Goodwyn, George, Gray, Gordon, Hogan, Hasforth, Hirst, Hutchinson, Heath, Huie, Harris, Jones, Krutchnitt, Lane, Lock, Lumley, Lees, McCulloch, Mitchell, Parkinson, Penfold, Richardson, Ryerson, Rensfeldt, Shuford, Skinner, Stobie, Schoobridge, Sangster, Umhauer, Vertigan, Wilson, Mesdames Burns, Currie, Despeissis, Franklin, George, Gray, Jones, Krutchnitt, Kaiser, Lee, Lees, Mitchell, Rothwell, Shorthouse, Steels, Skinner, Vaughan, Vertigan, Vicary, Wells, Misses Gordon, Hogg, Lange, Lindrum, Moore, Mumme, O'Keefe, Salas, Sutton.

NEW VESSEL DELAYED

SAMARAI, Aug. 4.
WORD has come from Burns, Philp & Co., Ltd., Rabaul, that the motor vessel "Lakatoi", which should have sailed for Samarai on July 21 to enter the inter-island trade here, is delayed through engine trouble and is not expected to sail until August 13.

Police Raid Apia Clubs

APIA, July 28.
ON Thursday, July 21, when tourists from the "Maunganui" and "Maui Pomare" were here, police raids were made on the premises of the Apia Club and the International Club. A quantity of home made beer was confiscated at the former place.

Captain A. McLeod, master of the N.G. Administration's schooner "Sirius", died suddenly at Meto Plantation, Witu Group, on July 29, while the vessel was on patrol work. Born in Scotland in 1886, he joined the N.G. Service in 1930 as chief officer of the "Franklin", and since had been continuously employed in the Customs Department.

NORDDEUTSCHER LLOYD, BREMEN

Hongkong—New Guinea—British Solomon Islands Service.

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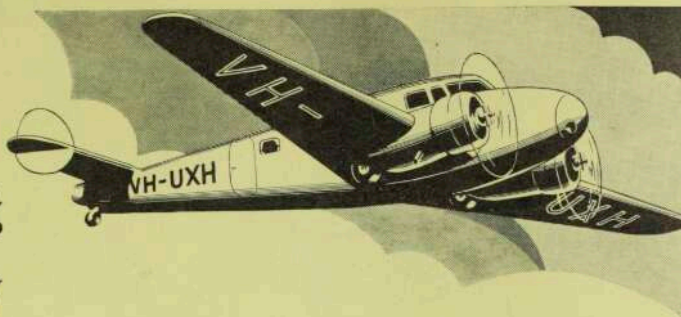
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Published by Pacific Publications Pty., Ltd., Union House, 247 George Street, Sydney. (Telephone: BW 5037). Wholly set up and printed in Australia by the Sydney and Melbourne Publishing Co., Pty., Ltd., 29 Alberta St., Sydney. (Telephone: MA 7101).

Pacific Islands Monthly—August 15, 1938.



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